

# Hartlepool Model Flying Club

## Members Handbook

Issued January 2025



### Introduction

This information and rules apply to all members, guests and visitors using the flying field at Field House Farm at Greatham and is supplementary to the general safety guidelines that are detailed in the BMFA Members Handbook.

It is a condition of membership that you familiarise yourself with the contents of this document and that you observe these requirements at all times. The rules set out here are designed to minimise risk to HMFC members, members of the public, the land owner and his family, workers and property. Our continued use of this site also depends on our good and considerate behaviour.

### Legal requirements for the flying of model aircraft

The flying of model aircraft is now subject to UK law. All fliers, without exception, must comply with all CAA, BMFA and Club rules and must operate lawfully at all times. All flyers must be able to show proof of any required CAA or BMFA registrations on request.

Further information can be found here - <https://rcc.bmfa.uk/>  
BMFA members handbook is here - <https://handbook.bmfa.uk/>

The legal situation for model flying is subject to change and while the HMFC committee will try to keep the members informed of significant changes it is the responsibility for individual members to ensure they are up to date and are in compliance.

### Eligibility to fly at the site

To fly at our site you must be a current member of HMFC and also a current member of the BMFA and have all the necessary CAA and BMFA registration documents.

Potential new members who do not have BMFA membership may be allowed a maximum of five trial visits (BMFA insurance rules) under the supervision of an existing member subject to approval of the committee.

Guests of existing members are permitted to fly at our site under the condition that they have current BMFA membership and all the necessary CAA / BMFA documentation. They must fly under the supervision of their host who is responsible for ensuring that their guest is aware of the site rules. This is intended to cover occasional visits only. Guests appearing regularly will be required to apply for membership.

Novice flyers must only fly under the supervision of a proficient club member until they have been deemed safe to fly solo.

### Noise

Although the site appears to be fairly remote from habitation, noise can carry a long way depending on wind direction and other weather conditions. To ensure our continued use of this site please consider it as noise sensitive and ensure your engine is suitably muffled and fitted with an appropriate size of propeller to minimize noise. Do not assume that the manufacturer supplied muffler will be adequate. This applies particularly to petrol engines which are often supplied with mufflers that are simply not acceptable. Be prepared to fit a secondary expansion chamber or an effective after market muffler.

Electric models can be noisy too. Propeller selection is often the key to noise reduction here.

## The flying area and operational rules

- The private road to the field is narrow and used by pedestrians, cyclists, horse riders and other vehicles. Please drive slowly and courteously.
- Parking is permitted inside the gate near to the hedgerow. After gaining entrance the field gate should be left open or closed as you find it. If there are animals in the field the default rule is to close the gate. Driving across the field to the flying area is not permitted.
- In winter the field entrance can become soft and muddy and may not be safely passable by car. There is room on the verge outside the gate for two cars, do not block the road as access may be required by farm vehicles. Alternative parking may be found in the farm yard / livery stable area. This is a working farm and sometimes animals are kept on it. If you find animals on or near the strip, gently move them away before flying. Using aircraft or rotorcraft to herd animals is strictly forbidden as is deliberate low flying near to them. Please note that cows with calves can become very protective so approach gently and at a distance. If you feel unsafe, do not fly.
- The geography of the site requires that you will cross the live flying zone when approach the flying and pits area. Do not cross unless you are satisfied that persons flying have seen your approach. All persons present at the flying and pits area should look out for people approaching and advise pilots accordingly.
- If any members of the public, or farm workers enter the field and approach the flying area, any airborne models must avoid over-flying them and if they linger the model must be landed safely. The persons at risk must be politely informed of the risk to themselves and be informed of safe areas to be. If farming operations are being carried out in at risk areas the only option is to cease flying until they are finished.
- No fly and risk areas are shown in the pictures at the end of this document.
- The access road can be quite busy and is quite close to the flying area. To minimise the risk of startling persons or horses etc. pilots must try to avoid overflying the road. If overflying is unavoidable the aircraft must be kept high and at a low throttle setting.
- Persons wishing to enter the flying strip for take off or recovery of models etc. must verbally warn other pilots of their intention and wait for confirmation from those pilots before entering. Pilots must loudly announce their intention of taking off or landing.
- Place your equipment in the pits area, preferably towards the back leaving room for the pilots area and to avoid conflict with any wayward take-offs or landings. Models should be restrained while starting engines or arming batteries for electric aircraft.
- Do not leave any litter anywhere on the field.
- ALL take-offs and landings must be performed from the flying strip, NEVER from the pits area. This applies to all types of model including multi-rotor and free flight aircraft. Flying activity behind the pilots can be very unnerving and dangerous. Always advise other pilots of your intent to launch or to land.
- Pilots of all types of model must stand at the edge of the flying strip within the pits area while flying. This aids effective communication between pilots for take-off and landings etc.

- The flying strip is oriented in the direction of the most common prevailing wind direction, see figure 1. In the event of a cross wind it is the pilot's responsibility to decide if he / she and their model is capable of safely performing their flight in this orientation. Alternatively, with agreement with any other fliers present, it is permissible to use the configuration shown in Figure 2. You must ensure that your flight path does not extend into the field where there are electricity pylons. In either orientation the no fly and pedestrian hazard areas must be respected.
- Flying in a safe and respectful manner is largely a matter of common sense. Repeated dangerous flying can result in disciplinary action being taken.
- It is mandatory that the no-fly areas shown in the diagram are respected at all times and overflying of the pits is particularly forbidden. Newcomers or visitors to the site must be made aware of the no-fly areas and other rules of the site.
- Novice pilots must only fly under supervision until they are deemed safe to fly solo.
- If you are carrying out training with a novice pilot the trainer must intervene in a timely fashion to ensure that the aircraft does not enter no fly zones or other dangerous situations.
- Pilots of all abilities are encouraged to engage in the BMFA achievement scheme and attain at least the A Certificate qualification. This is not mandatory but it will improve your flying skills, give you a sense of achievement and enable you to fly at other events and venues for which an A cert is required.
- 'What 3 Words' – Should you need the information the 'What 3 Words' address for our flying field is as follows.  
Address for the Gate area - `dish.duty.ghost`  
Address for the pits area on the flying strip – `increment.this.trick`

## Flying areas for different wind directions

**Figure 1**



**Figure 2**

