

GUISBOROUGH MODEL FLYING CLUB - CLUB RULES

1. All BMFA guidelines and safety codes regarding the safe operation of model aircraft, as set out in the BMFA Members Handbook, should be followed at all times, except when varied by a Club Rule.
2. Flying in the UK is under the legal constraints of the Air Navigation Order (ANO), and is controlled by the civil Aviation Authority (CAA). The ANO **must** be complied with, in particular articles 63 and 64 which make all pilots responsible for their aircraft and actions before and during a flight. (see BMFA Members Handbook for details)
3. Any person under the age of 18 must be accompanied at all times by a parent or guardian while engaged in club activities.
4. Existing members who wish to obtain their BMFA subscription through the Club must pay the appropriate Club and BMFA fee by the end of the February Club meeting. Members who renew their Club subscription after that date will be responsible for obtaining their own BMFA membership.
5. The BMFA basic public liability cover is effective from the date of joining until the end of the current membership year. **After 31 st. December, members are not insured to fly until their BMFA subscription has been renewed.** Consequently, members who have not paid their BMFA subscription and/or their Club fees will not be permitted to fly on any Club site.
6. Members who do not subscribe to the Club for a period of more than twelve months, commencing from 31 st December in the year they last subscribed, will be considered to be "Lapsed Members".
7. Lapsed Members who wish to re-join the Club will be required to pay a re-joining fee equivalent to one years club subscription in addition to the annual fee.
8. Noise from a powered model must not exceed a level of 82dBa at full throttle as per BMFA rules, and Department of Environment guidelines.
9. No member may fly solo unless they hold a BMFA "A" Certificate, of the relevant discipline. Members who do not hold a BMFA "A" Certificate should receive initial training from a club instructor, who should be the first choice for all instruction. In the absence of a Club instructor, assistance may be given by a competent club member, providing the aircraft's flying characteristics are within the assisting members capabilities and full responsibility is assumed by him.
10. It is recommended that Club members wishing to be examined for the BMFA "A" Certificate in the club should first approach a club instructor who will assess the pupil's readiness to be tested.
11. A pegboard system and transmitter stand is operated on the club field. If you wish to switch on your transmitter, you must obtain the relevant peg and attach it to your transmitter. As a matter of courtesy you should register your name on the space provided on the pegboard. Attached to your antenna you should also have an **Orange** (35Mhz) pennant with your frequency number depicted in **Black**. Please return the peg promptly after switching off and returning your transmitter to the stand at the end of your flight.
12. At the Dunsdale club field, powered flight is permitted at the following times:

Monday to Friday inclusive :	12:00 to 9:00 pm
Saturday:	10:00 am to 9:00 pm
Sunday:	11:00 am to 9:00 pm

Silent flight and electric is permitted at Dunsdale from **9:00am until 9:00pm**.

On event or competition days, hours may be extended at the discretion of the Committee.
13. Parking of cars is to be in the designated area **only**.
14. Flying of powered aircraft over the access road is not permitted.
15. The flight line runs East to West across the field, parallel to the road. Pilots should stand together on the flight line in an area designated by traffic cones.
16. The windsock should always be used to assist pilots and helpers in identifying the wind direction prior to take off and landing.
17. Take offs and landings should always be "called" to give other pilots warning of your intentions.
18. All flying must be to the North of the flight line. No flying towards the pilots and pits. Low-level passes should be made at the far side of the runway, i.e. maximum separation from pilots and pits area.
19. If you intend to retrieve a plane from the runway please check other aircraft's positions and call "on the field". If a dead-stick landing is called whilst you are on the runway, leave by the quickest route immediately and watch the position of the incoming aircraft.
20. If your model develops a problem, which results in a loss of control, attempt to ditch the plane away from the flight line and pits.
People come before models
21. Always call clearly if you have a problem so other pilots are aware.
22. If you are not flying and you hear somebody call that they are in trouble; a **single blast** on the air horn attached to the pegboard will alert all to the problem and a disaster should be averted.
23. Taxiing into, out of or towards the pits and pilot area is prohibited. All taxiing should take the model away from the pits and pilot area. If a model is landed downwind of the pilot area the engine should be cut immediately and the model removed from the strip as quickly as possible. If a model is landed upwind of the pilot area it may be taxied to the edge of the strip before the engine is cut and the model retrieved.
24. Always check your aircraft surface controls before each flight, for security, operation and correct direction. Check that the transmitter is on the correct model memory and all switches are in the correct position.
25. Always check your transmitter crystal before collecting a peg and switching on, particularly on the first flight of the day.
26. If you are using a PCM radio, or PPM equipment with an add on failsafe, this must be programmed to set the engine to idle in the event of loss of signal. Most failsafes default to "hold last signal" and this can be very dangerous if signal is lost with throttle at "high"
27. After a days' flying and before your next session check your model over, clean it, repair any damage, no matter how small, cycle and analyse your batteries regularly(transmitter and airborne packs) to check the capacity.
28. Make use of the club frequency monitor to check your and other peoples' transmitters for frequency and scatter. If in doubt don't fly.
29. After a crash, be honest, and try to identify the reason, check your radio gear, and if in doubt have it tested professionally. Crystals are very delicate; if in doubt throw them out.
30. Children and animals must be controlled at all times on the field.
31. All models must have a spinner/domed nut or profile (glider) of the correct diameter (ref. BMFA Handbook).
32. Helicopter flyers have the exclusive right to the channel 83, 84 and 85 frequencies at all times. No fixed wing models are to use these frequencies at any time. There is an area designated for Helicopter flying only at the South West corner of the Dunsdale site. However Helicopters may use the main flying area if it is not being used by fixed wing aircraft.
33. The club trainer is operated on channel 80 and has priority of its use. Other pilots may use this frequency if it is not being used by the trainer.
34. In the interest of Health and Safety all members should carry a basic first aid kit when flying.
35. Mobile phones must not be taken onto the flight line at any time.

Silent Flight site information and site specific rules.

Castleton Rigg.

Slope site, for Silent Flight only. The Club fly here under a licence agreement with the land owner

1. Slope sites for east and west winds.
2. Parking on the east side of the road.
3. Site is closed from May 10th to July 25th inclusive, as per our licence agreement with the landowner.
4. The area is over flown by low flying military aircraft, and during weekdays, in accordance with BMFA advice, a dedicated lookout system must be operated. No more than 4 models should be in the air at anyone time.
5. Care is necessary to avoid over flying the road during landings.
6. Pilots should stand together and a designated landing area should be agreed prior to flying.
7. A reverse peg board system should be operated, where you put your named peg on the frequency required. Soft laminated peg boards are available to any member on request to a committee member. Ensure that only **one** peg board is being operated at a time.
8. A site map is available on request from the committee.
9. Electric flight is not permitted due to fire risk.
10. All models must have radiused noses as per BMFA handbook.

Kirkleatham Show Ground.

Flat field site, for Silent and Electric Flight. The Club fly here by agreement with Redcar and Cleveland Council.

1. Parking: Cars to be parked on the tarmac area at the central entrance, and not on the grass area. Cars may enter the field with caution to off-load models and equipment, but must be removed immediately after unloading.
2. Fly only within the boundaries of the field.
3. Please note: There is Public Right of Access to this site, so be aware of people and animals walking on the field.
4. Pilots should stand in a group at all times and designate the launch and landing site before flying.
5. Liaise with any Beach Caster club members before flying to ensure adequate separation of respective activities. They also pay a licence fee for this site.
6. A reverse peg system should be operated where you put your named peg on the frequency required. Soft laminated peg boards are available on request from a committee member. Ensure that only **one** peg board is being operated at a time.
7. A site map is available from the committee.
8. All models must have radiused noses as per BMFA handbook.

Barnaby Side Farm.

Slope site, for Silent Flight only. The Club fly here by agreement with the land owner

1. Slope is south facing.
2. Restricted parking. Access by the private road which skirts the farmhouse and out buildings. Enter from the Guisborough (A171) road near the Cross Keys pub at the farm entrance where there is a white house.
3. Parking, in dry conditions on the field as shown on the plan. If the land is wet, on hard standing at the side of the wood as shown on the plan.
4. Speed on the approach road to be slow as children, farm staff and animals may be encountered, and to avoid damaging the cattle grid.

5. Maximum number of cars to be 4. If more arrive, the additional cars should be parked at Windlebridge Garden Centre, which is by the roundabout - approx 1/4 mile on the Guisborough-side of the farm entrance.
6. Guisborough Model Flying Club membership cards should be visible on your car dashboard when parking at the farm.
7. A site map is available; a copy should be obtained before attending this site.
8. A reverse peg board system should be operated with your named pegs on the frequency required. Soft laminated peg boards are available on request. Ensure only **one** peg board is being operated at a time.
9. All models must have radiused noses as per BMFA rules.

Carlton Bank.

Slope site, for Silent Flight only.

We hold no licence for this site but members are allowed to fly if observing the following rules:-

Members who do not abide with these rules do so against the advice of the club.

1. Pilots must hold a minimum of a "Silent Flight Certificate of Competence", or a Silent Flight "A" certificate to fly at this site.
2. Pilots must always liaise with the hang glider and Para-glider persons using this site to establish flight areas and separations for safety. Do not fly when Para - gliders or hang gliders are being flown close to the slope.
3. Pilots must always display the club membership card on their person.
4. A reverse peg board system should be operated, where you put your named peg on the frequency required. Soft laminate peg boards are available from a committee member. Ensure that only **one** frequency peg board is in use.
5. Electric flight is not permitted due to fire risk. All models must have radiused noses as per BMFA handbook.
6. Please note, the general public have access to this site, so be aware of people and animals using the footpaths.
7. There shall be no I.C. powered flying at Carlton Bank.

Locations of East Cleveland Sites with O/S Map References.

Dunsdale; Power/Silent Flight/Electric; off B1269	O/S ref: NZ 604-182
Kirkleatham; Electric/Silent Flight only; off A1042	O/S ref: NZ 596-221
Castleton Rigg; Slope; East & West;	O/S ref: NZ 683-063
Lonsdale Bowl; Slope; South West; Percy Cross Rigg, Kilsdale / Commondale.	O/S ref: NZ 607-118
Captain Cook's; Slope, South West; Station Road, Great Ayton	O/S ref: NZ 590-101
Carlton Bank; Slope; Northern; off A172 2m South West of Stokesley	O/S ref: NZ 525-032
Barnaby Side; Slope; South; off A171	O/S ref NZ 570-165

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