

STANSTED MODEL FLYING CLUB RULES

- All club members should read their copy of the BMFA handbook paying particular attention to flying safety and model/equipment maintenance and adhere to the guidelines/procedures therein.
- All members must have BMFA insurance through the Stansted Model Flying Club, another club or by direct membership of the BMFA.
- The Secretary in the last two cases will require proof of membership of the BMFA.
- The enforcing of the safety rules is the responsibility of ALL the Club Members.

SITE

- Flying times are every day apart from Tuesdays and Thursdays, from 10:00 until 20:00, the site to be vacated by 20h30.
- Be courteous and polite to other site users (horse riders, cyclists, dog walkers) and do not leave any litter.
- Be vigilant for (& avoid) above users using access roads, especially on takeoff & landing.
- Guests are by invitation of members only and flying guests should hold current BMFA insurance.
- Model safety, frequency control, behaviour and explanation of club rules to guests are the responsibility of the member who invited them.
- If a model lands in standing crops, only one person at a time is to search/retrieve it so as to minimize any damage.
- Serious incidents occurring on the field must be reported to a committee member as soon as possible. This is essential where injuries are involved, but also in the case of damage to other people's models or property in case of an insurance claim.
- All spectators must remain in the pits area unless directly under the supervision of a flyer, and shall always stand behind the person flying. It is recommended that children should not proceed out to the flying area, or to the pilot's area, and should not run around on the flying site/pits areas.
- Any animals brought to the site must be kept on a lead and under supervision of the owner.

MODELS

- All models shall be built to a standard such they will not fail under normal circumstances, giving particular attention to control surfaces and linkages.
- All new (or newly acquired) models shall be thoroughly checked before each flying session and after any abnormal hard landing. In other words, in line with the BMFA Guidelines.
- All powered models as above must be ground checked (model and radio) before initial test flying by a competent flyer.
- The longest serving club member present at site shall supervise the safety checks. All members will be held responsible for the integrity of their own models and it is advisable to have your model checked by another competent member before a test flight.
- Running-in or prolonged testing of engines may be carried out at the flying site, as long as noise levels do not exceed BMFA regulations, but not in the pits area.

FLYING

- Before each flying session, a committee (or longest serving) club member present shall allocate a pit position/flying area for fixed wing and helicopters relevant to weather conditions/safety flying session before take-off.
- For people using 35MHz, the pegboard must be used at all times. A peg with your name and frequency must be attached to the appropriate spot before switching on. It is the responsibility of all members to find out what flying areas have been allocated for each number.
- Only type-approved 2.4GHz radios may be used.
- Take-off and initial turn after lift-off shall be made away from the pits.
- No more than six aircraft may be airborne at the same time.
- Keep a lookout for low flying full-sized aircraft and call them out to anyone flying so they can descend to low altitude or land; this can happen at any time.
- At all times, pilots will stand alongside each other and never fly behind one another.
- Over flying buildings, domestic gardens, car parks, traffic, spectators and the pits at any altitude is prohibited.
- Any malfunction (actual or apparent) shall signal an immediate end to that flight.
- Helicopters must only be hovered and landed in an area where they will not interfere with fixed wing activities.
- Before a fixed wing model is taken onto the runway for take-off, pilot or assistant shall notify other pilots and check for airborne models on low passes, landing approach or dead stick (engine failure).
- Pilots shall call "Landing" or "Dead stick" to notify other pilots before landing their model.
- Pilots shall notify anyone who is flying before retrieving their model from the runway and should call, "All clear" when the model has been retrieved. Do not assume everyone has heard you; get an acknowledgment from flyers before walking onto runway. Keep your eyes open and listen for other calls of dead stick/landing.
- If you get in trouble, call for assistance.
- Starting a stalled engine or generally wandering about on the runway is not allowed.
- Inexperienced flyers should not fly without an experienced pilot assisting.
- If for whatever reason you think you can't make the landing area, Don't Try It! Land out in the rough away from people.

JET FLYING:

- Any flier (club member or visitor) wishing to fly a Jet (turbine engined) at Stansted MFC, must be the holder of (at least) a BMFA fixed wing B certificate, due to the unique challenges and nature of jet operation.
- Additionally, the flier is required to undergo a check of their ground and flight operation by Jason Channing, A club examiner with a "Jet C" endorsement before operating autonomously. It is strongly recommended that an observer be present with the jet flier at all times whilst airborne."

Stansted Model flying Club
Hadstock Flying Layout.
Operating from the south side.

