



Harlow and District Model Flying Club Rules



This document is the HDMFC Club rules and should be read in conjunction with the BMFA Handbook and the HDMFC Constitution. Where there is a divergence with the BMFA handbook these club rules will take precedence. Where there are technical nuances that are not clear within the rules the spirit of the rules will take precedence over the actual wording used in this document. Errors and Omissions Excepted.

1. The repeated wilful breaking of these rules will invoke Clause (8a) of the Club's Constitution.
2. Members must at all times fly with consideration for the members, flyers, spectators and members of the general public.
3. These rules shall apply to any flying field used by the club, and will compliment any other rules applying to those sites.
 - 3.1. Safety: Solo flying is permitted on all sites however the BMFA recommends flying alone should be avoided if at all possible. There are many cases on record where model flyers have been injured or incapacitated on the flying field and have only been saved from permanent injury or worse by the prompt actions of fellow flyers. If you do fly alone, take a mobile 'phone with you. There are risks of interference with a mobile but the safety factor of being able to summon help if you are injured is more important.
 - 3.2. Sheering Hall Site Guest flyers: Any member can bring a guest to fly a maximum of 3 times per calendar year but only with prior arrangement with the Chairperson or Secretary.
 - 3.3. In order to fly at any club site the flyer must have valid insurance (eg BMFA membership) and display current HDMFC membership card.
 - 3.4. The Sheering site should be accessed by the route designated by the Farmer and park on the west side of the grassed areas (or by the hedges in winter). Care should be taken to drive at slow speeds (around 5MPH) from the main road and past the houses at the site turn off as children may be present and playing in the side road.
 - 3.5. When arriving at the site members should wait on the road at the point the patch starts before being waved up, aircraft may be performing a dead stick landing and may arrive suddenly and without any noise.
 - 3.6. All Flying is to take place in the area to the east towards Matching, and under no circumstances should take-offs or landings be attempted from the roadway except in the event of an emergency landing. Models should not overfly the motorway, barns or farm buildings.
 - To help clarify this rule please see the image in Appendix 1.
The image shows an aerial view of the flying site, all flying is to take place to the EAST of the solid black lines on the image.



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If during a flight the wind changes and landing is not possible within the normal flying area, you may cross in the zones between the Black and Amber lines as part of a landing approach, this **ONLY** applies on the final landing approach.

This does not apply to take off's. If the prevailing wind would mean you may only be able to take off or land by flying to the space between the black and amber lines, then you may not take off until the wind directions changes..

Unless it is an emergency the area between the amber lines is to be considered a NO-FLY zone.

The areas highlighted in blue should not be overflown, It should be noted that the barn to the right of the pilots box is in the black area, however it should not be overflown in normal circumstances.,

- 3.7. All pilots must comply with all current UK Legislations and Air Navigation Orders at all times when flying aircraft.
- 3.8. All Members must adhere to the BMFA & CAA rules.
4. Every IC powered model must, if requested, be submitted for a noise test as approved by the B.M.F.A. If the model fails the test the member will be allowed one week's grace to bring the noise level down to, or below the permitted level, after which he will be banned from flying that particular model until it is rectified.
5. All members shall be conversant with any byelaws and legislations on any site used by the club.
6. Safety
 - 6.1. In the absence of a safety officer, the first qualified member to arrive at the flying field shall assume the duties of the Safety Officer until the Safety Officer arrives at the field.
 - 6.2. The model pound shall be sited where specified by the Safety Officer.
 - 6.3. Only pilots, spotters, and instructors are allowed on the strip. All other persons not flying must keep clear of this area and remain in the pits. Pilots, spotters and instructors should remain in the pilots' "box" while flying.
 - 6.4. To minimise the chance of radio interference between adjacent channels when flying, all pilots shall stand within an area designated by the Safety Officer.
 - 6.5. When landing all pilots must signify their intentions by calling 'landing'. They then have absolute priority over any model about to take off.
 - 6.6. All members will politely request members of the public to keep clear of the model pound and strip.
 - 6.7. Pilots will not fly models over the pits, spectators, the M11 or the model pound.



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- 6.8. Pilots will not taxi models towards the pits spectators or the model pound at any time.
- 6.9. On no account should any model be flown over roads or houses or outside permitted areas.
- 6.10. The Safety Officer will decide the number of models that can be flown at any one time, according to the conditions of the moment.
- 6.11. An instructor shall only supervise one inexperienced pilot at a time.
- 6.12. A pilot shall be deemed inexperienced until an 'A' certificate standard of flying has been achieved and use a buddy lead. If a pilot achieves a BPC, due to the crafts stabilisation, they can only fly craft fitted stabilisation devices without a buddy lead.
- 6.13. This is not always desirable and so the following exceptions are permitted:
 - In the final training phase up to an agreed A test and at the discussion of the instructor, the inexperienced flier may be permitted to fly a fixed wing model without a buddy lead to build confidence due to removing the "safety net" of a buddy lead, however an instructor must be stood with the trainee on the flight line.
 - In the case of a new member who is an experienced flier but does not hold a BMFA A certificate, any equivalent certification from another nationally recognised body will be accepted to allow him/her to fly solo, but they may be subject to a check flight with an instructor
 - Helicopters & Multirotors due to their nature, do not lend themselves to a use of a buddy lead especially when hover training, and so an experienced flier must be at the side of the inexperienced flier at all times. The only exception to this is when the trainee is performing hover training away from other people.
 - First Person View, and Semi Autonomous Drone type vehicles are termed Small Unmanned Aircraft by the BMFA and should follow BMFA SUA rules. When a SUA operator is using a FPV system the operator must be accompanied by a Competent Person to maintain continuous unaided visual contact with the SUA, this person serves as a pair of eyes for hazards that may be unseen due to video goggles on the pilot, or where the pilot may be monitoring an on board camera displays or computer data system. There may be further rules on the BMFA website or the CAA that are not reproduced in full here.



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- For the avoidance of doubt the Competent Person does not need to be a certified pilot, but must be designated by the pilot of the SUA, remain with the pilot at all time and able to perform the role of spotter.

Due to CAA rules the SUA must not be flown out of line of sight of the competent person. In addition, any SUA of fixed wing type over 1.8kg, or rotorcraft over 2.5kg are required to use a buddy box, and the competent person must also be a trained pilot.

Aerial work (i.e. anything that may see you gain financially) is not permitted to be carried out at the field.

6.14. Pilots on the flight line must ensure that mobile phones are either switched off or left in the pits thereby reducing the risk of interference.

6.15. Flying alone should be avoided, if at all possible, but if performed then models must be fitted with a lost model locator during the summer months when the crops are high.

6.16. The flying of turbine powered models is prohibited in the hot dry summer months when the crop is high. In addition, all turbine pilots will be of the BMFA B standard or higher.

6.17. A pilot starting a Gas Turbine powered aircraft have a fire extinguisher at hand.

6.18. When agricultural vehicles are in operation extra care should be taken, these vehicles may raise large dust clouds, or present a hazard. They should be given a wide berth when in use on the adjacent land.

7. Frequency Control

7.1. On arrival at a flying site members shall make themselves aware of the frequency control system in operation on that site. HDMFC predominantly uses a flag and peg system.

7.2. All Pilots must display an indicator (usually a flag or stake) displaying the frequency in use.

- For pilots on 35Mhz they should also display a channel designation, and use an orange aerial ribbon marked with the frequency in numerals, (any colour except black) with both the pilots name and channel number, and use a corresponding marked peg.



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- For Pilots on 35Mhz they should also obtain and use a peg marked with the channel to denote who has operational use for the channel. Only one peg per channel must be in use at any session.
- For Pilots on 35Mhz at no time shall a member switch on his transmitter until they have obtained the appropriate frequency peg, and made sure that the frequency is clear. They shall also make themselves aware of other flyers on the same frequency.
- For Pilots on 2.4Ghz there is no need for a peg as the radio system should not transmit on a channel in use, but a black frequency indicator flag/stake must be placed out to denote that there is an active transmitter in use.
- If a pilot flies a mixed 35Mhz and 2.4Ghz fleet they should also use a frequency peg to avoid a situation where they are flying a 35Mhz model and turn on without considering the frequency may be in use.

All radio systems regardless of frequency are subject to interference in some circumstances. If interference is suspected all models should be landed and this investigated as soon as possible.

- 7.3. All pilots must return frequency pegs immediately after switching off their transmitters.
- 7.4. On any Club site, where four or more flyers are present, the Safety Officer or acting Safety Officer may, their discretion, choose to establish a transmitter pound. All Transmitters must then be placed in the pound if this system is in use, except when transmitter is in use.
8. Flying Achievement schemes. Members are encouraged to take part in Club and B.M.F.A flying achievement schemes. (Club levels 1, 2 and 3) and or B.M.F.A. 'A', 'B' & 'C' certificates.

