

# Rules and guidance for HMFC flying sites.



Watch Currock

1. HMFC exists to promote and safeguard the enjoyment of model aircraft flying in the Hexham area.
2. HMFC members and visitors will follow the guidance published in the current British Model Flying Association (BMFA) Handbook, Civil Aviation Authority document CAP658 and local site guidance issued to all members.
3. Additional individual site regulations are agreed by the committee and issued to the membership. They are reviewed annually and proposed for re-adoption at each Annual General Meeting. Feedback during the year should be addressed to one of the HMFC Safety Officers in the first instance.
4. Non-members and invited guests may only use HMFC sites by prior arrangement with a committee member and must show proof of insurance. Guests are limited to a maximum of 4 visits per calendar year.
5. Club Instructors must be approved by the club examiners and must hold a minimum of the BMFA A certificate. They may only instruct on the aircraft types on which they have experience until such a time as they achieve the BMFA B certificate.
6. Members are encouraged to progress through the BMFA Achievement Scheme. Until the BMFA A Certificate is achieved, members must only fly under the supervision of an A certified HMFC member. Beginners are encouraged to only fly under the supervision of a club instructor.

7. A frequency pegboard must be in operation at all times and a safety marshal appointed if more than four flyers are present. Transmitter aerials must be retracted when used in the pit area and when not in use. Transmitters must not be switched on without possession of the appropriate peg by the pilot. PCM systems and auxiliary devices should be checked for failsafe operation before any flying session commences.

8. Members are responsible for their own safety at all times. Regardless of qualifications, members are encouraged not to operate a model without the presence of a helper.

9. It is a flyers own responsibility to ensure that their aircraft is airworthy. Advice can be sought from experienced members of the club. Do not hesitate to contact a committee member to seek advice.

10. Mobile phones, if switched on, are to be kept away from transmitters (or left in cars).

11. No litter or modelling debris should be left on the site or surrounding fields.

12. Due to known military low flying at Watch Currock, members wishing to fly midweek should always inform the Tactical Booking Cell at least 4 hours in advance. Telephone 0800 515544 quoting the following:- Model aircraft flying at grid reference NY892621, 500 metres operating area, up to 500 feet in height, number and type of models, start & finish times, contact name and number.

12a. Flyers should be aware of very low flying aircraft flying in and out of a private full size landing strip located across the valley. Whilst on finals, they may cross our field at less than 200ft.

13. In the event that a member persistently ignores guidance, a written warning will be issued by the Committee. If this is not adhered to, then membership will be terminated.

#### 14. Vehicles

The fields we fly on contains a crop. It may look like grass, but to the farmer it's a crop.

When driving to the parking area, members must keep as close to the fence as possible. Damage to the crop must be kept to a minimum. All vehicles should normally be parked in the designated parking area (see diagram).

If the ground is wet and there is a possibility of vehicles getting stuck in the mud, parking is permitted near the main gate to the road.

At WC, vehicles should be parked at an angle as shown on the diagram as close to the fence as possible. This is so that we may stack as many cars as possible into a small space, minimising damage to the farmer's crop. The first vehicle should park in line with the far (eastern) end of the strip with the line extending to the west. The line of vehicles should stay within the no-fly area. Consideration should always be given to the weather, state of the ground and the possible damage vehicles may cause.

The gate to the road must be kept closed. The gate to the flying field must be closed at the end of the day. Don't let the cows into the flying field!

### 15. Active areas

All aircraft and equipment must be placed in the designated pits/start up area. A walkway of approximately 10 feet should be left between the pit area and the car park to allow a safe walkway through the pits. Pilots must use a restraint whilst starting all models. This must be strong enough to hold the model at full power. The pilots box should be established one third of the way down the strip from the landing end to minimise the chance of stray aircraft hitting other pilots on take-off. Models must only be taxied on the runway. Models must be flown within the designated flying area. General flying should comply with the circuit direction established on the day. Exceptions would be when instructed to do so by an approved examiner/instructor conducting a proficiency test/lesson, when only one aircraft flying, or when agreed to by other pilots at the flight line. Everyone should be aware of active aircraft at all times - especially when moving about the field either on foot or in vehicles. Children must be taught about the dangers at the flying site. They must be kept under close supervision at all times. It cannot be assumed that other flyers will supervise your children while you are flying.

### 16. General Operations

When walking between the pits and strip/pilots box please use the walkways to avoid unnecessary damage to the crop. No more than 5 models should be allowed in the air at any one time but all pilots should consider the impact of the model type and style of flying on other pilots and choose slots accordingly regardless of total numbers airborne. Helicopter pilots should make use of an assistant when flying and where possible should negotiate helicopter only slots. Members must not deliberately overfly or buzz any other person/property or fly in any manner which puts any person or property at risk. To minimise the risk of co-channel interference all pilots must stand in the pilots box, except for take-off. Transmitters should be left in the pilots box when retrieving models after landing.

### 17. Noise precautions

No model is to be flown without an effective silencer fitted. If long engine runs are required the model should be moved to the engine running area downwind from the pits area. e.g. when an engine is being run-in or needs to be re-adjusted because of unreliability.