

GUISBOROUGH MODEL FLYING CLUB LIMITED

Flying and Flying Site Rules

GENERAL CLUB RULES

1. All BMFA guide lines and safety codes regarding the safe operation model aircraft, as set out in the BMFA handbook should be followed at all times except when varied by a specific Club rule.
2. Model 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, and it should be noted that the ANO makes all pilots responsible for their aircraft and actions before and during a flight, see BMFA handbook for details.
3. As per the BMFA Handbook, any radio system with a failsafe feature must have the failsafe activated, set up correctly to low throttle / no throttle and be tested prior to flying a new model, or a after radio system or power system changes to a model.
4. Any person under the age of 18 must be accompanied by a parent or guardian while engaged in Club activities.
5. Members without valid BMFA membership and insurance and are not permitted to fly on any Club site until such membership and insurance has been obtained.
6. Members who wish to maintain continuous flying capabilities from the 1st January in any new year must pay the appropriate Club and BMFA fee by the end of the December Club meeting in the previous calendar year.
7. Models must be noise tested in accordance with the Code of Practice on Noise from Model Aircraft 1982 issued by the Department of The Environment except that larger models may be ground tested and confirmed to have a noise level no more than 85dB(A) and be taking measures to reduce the noise level to no more than 82dB(A).

DUNSDALE FLYING SITE

1. 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 must receive initial training from a recognised Club instructor who should be the first choice for all instruction. In the absence of an instructor assistance may be given by a competent Club member who has held an "A" certificate for more than 12 months, providing that the aircraft's flying characteristics are within the assisting member's capabilities and full responsibility in terms of safety of the flight is assumed by the assisting member.
2. 35MHz transmitter frequency control is by a PEG OFF system. Before switching on any 35MHz transmitter the relevant peg must be obtained from the pegboard and attached to the transmitter. Also attached to your antenna must be an ORANGE pennant, with your frequency number depicted in Black. Pegs must be returned to the pegboard when the frequency is no longer in use.
3. IC and high powered electric flight is permitted at the following times.

R	MONDAY to FRIDAY inclusive; 11-00 am to 9-00 pm
	SATURDAY; 10-00 am to 9-00 pm
	SUNDAY; 11-00 am to 9-00 pm
4. Gas turbine powered models are not to be flown at the Dunsdale site.
5. Silent and quiet electric flight is permitted from 9-00 am to 9-00 pm daily. High revving electric driven propellers and ducted fans can produce significant noise and may not qualify as "quiet". Models so powered should observe IC flying times. The Committee reserve the right to class any electric model as not "quiet".
6. All IC models must be restrained when the engine is running in the pits, even if only starting the engine prior to a flight.
7. All electric models must be restrained in the pits when the battery is connected, even if only connecting the battery prior to making a flight. Electric models must not be made live between the pits (row of paving slabs) and the boundary fence as this endangers the pilots in the pits.
8. Pilots must stand together on the flight line in an agreed area. When taking off in a westerly direction, pilots should use the

eastern pilot's box to maximise the take of length available. Conversely, when taking off in an easterly direction use the western pilot's box.

9. Take offs and landings must be "called" to give other pilots warning of your intentions.
10. All flying must be to the North of the runway centreline. Low level passes must be made to the far side of the runway.
11. Always call clearly if you have a problem so that other pilots are aware and attempt to ditch the model away from the flight line and pits.
12. After landing, if possible, a model should be taxied to the edge of the runway and the engine cut prior to retrieving the model. There must be no taxiing towards the flight line. Never taxi towards people. All taxiing must be carried out in a responsible manner.
13. Prior to retrieving a model from the runway check other aircraft positions. and call on the field. If a dead stick landing is called whilst you are on the runway, watch the position of the incoming aircraft and leave the runway by the quickest route immediately. On vacating the runway call "CLEAR" so that pilots know that the runway is available.
14. All models and equipment must be fit for purpose and conform to BMFA recommendations.
15. Children and animals must be controlled at all times on the field.
16. Helicopter flyers on 35MHz must only use channels 83, 84, 85, and have exclusive use of these channels. No fixed wing flyers may use these channels at any time. The designated area for Helicopter flying is to the south-west of the main runway. The Club, at its discretion, will allow hovering practice without an "A" certificate until there are sufficient helicopter flyers with an "A" certificate to revert to the normal Club rules.
17. Models must not be flown in the direction of the farm; this is known to be an annoyance to the farmer and increases the risk of a crashed model close to the farm or village. This could have serious consequences for the Club's tenancy of the field.
18. Mobile phones must not be taken onto the flight line at any time.

CASTLETON RIGG

Slope site for East and West winds for silent flight only.

The Club flies here under a licence agreement with the land owner. Electric powered flight is not permitted, hence any motors must be disconnected before flying.

1. Parking on the East side of the road.
2. Site is closed from May 10th to July 25th inclusive, as per licence agreement.
3. The area is over flown by low flying military aircraft, in accordance with BMFA advice. A dedicated lookout system must be operated. No more than 4 models should be in the air at one time.
4. Care is necessary to avoid over flying the road during landings.
5. pilots should stand together and a designated landing area should be agreed prior to flying.
6. A peg on system for 35MHz should be operated, where you put your named peg on the frequency required. Ensure that only ONE peg board is in use at any time.
7. Electric flight is not permitted due to fire risk.
8. All models must have well rounded noses for safety per BMFA guidelines.

KIRKLEATHAM SHOW GROUND

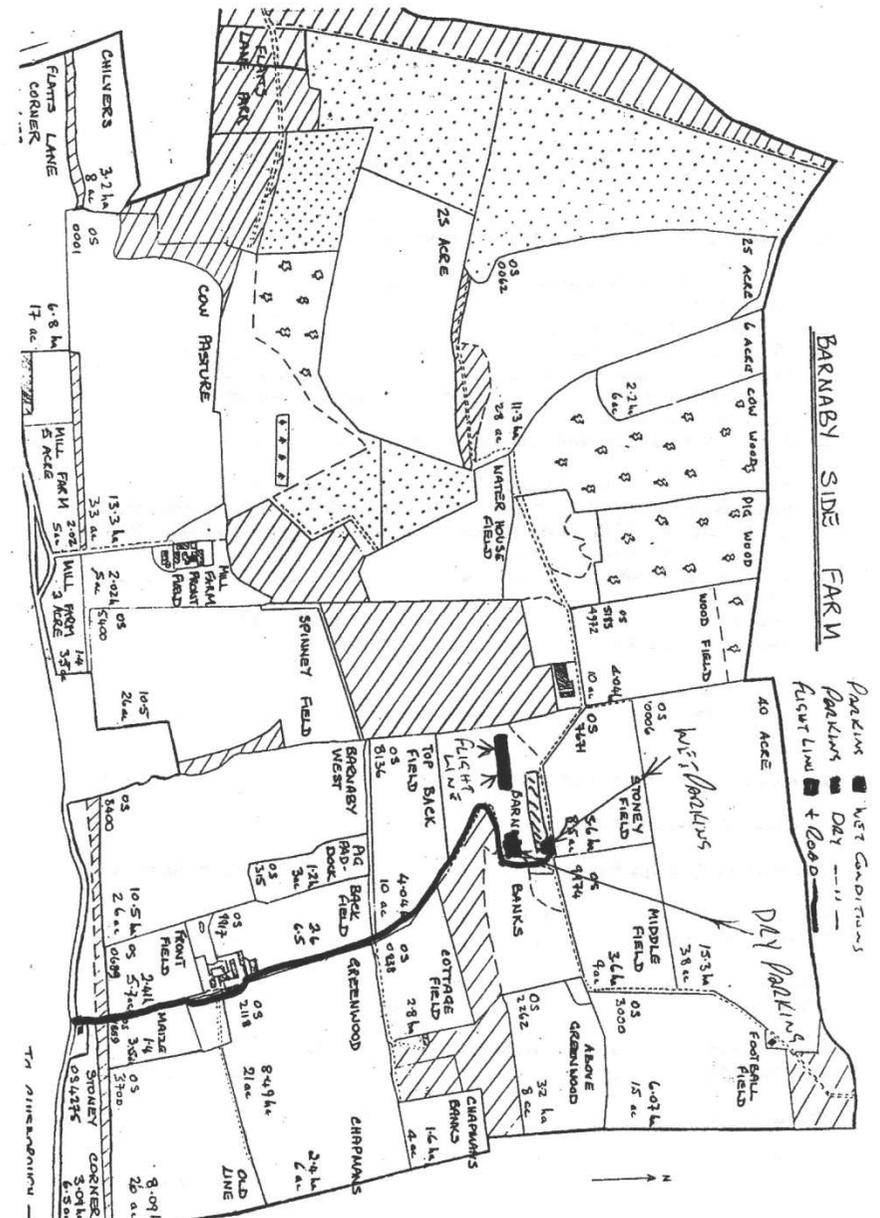
Public flat field site, for Silent and Electric flight.

The Club does not have any specific agreement with Redcar & Cleveland Borough Council for flying on this public space. Kirkleatham Model Flying Club has such an agreement but it is believed it is not exclusive. Club members fly on this site at their own discretion on a personal basis. Adhere to the rules of the Kirkleatham Model Flying Club.

BARNABY SIDE FARM

South facing slope soaring site with excellent lift. The Club fly from here by agreement with the land owner. See page 6 for a map of the location.

1. Access is by a private road which skirts the farmhouse and buildings. Enter from the A171 Nunthorpe to Guisborough road at the farm entrance where there is a white house.
2. Parking in dry conditions on the field as shown on the plan. If the land is wet then park on the hard standing at the side of the woods as shown on the plan.
3. Speed to be kept low as children, farm staff and animals may be encountered, and to avoid damage to the cattle grid. Maximum number of cars parked to be 4. If more than this number wish to fly, the additional cars should be parked outside the entrance of the Wendlebridge garden centre which is just off the roundabout a quarter mile on the Guisborough side of the farm entrance. Alternatively use the Cross Keys inn car park.
4. Club membership cards to be left on car dashboard.



CARLTON BANK.

Slope soaring site.

The Club has no formal agreement for this site. Club members fly on this site at their own discretion on a personal basis.

1. Pilots must always liaise with the hang-gliding and paragliding pilots using the site to establish landing areas and separation for safety. do not fly when hang-gliders or para-gliders are being flown close to the slope.
2. Morning flying between 9.00 and 11.00am on week days is recommended as the site is normally quieter. When there is a North wind this site is used by other model glider flyers so you must liaise with other radio users about radio frequencies to avoid interference.
3. Please note, the general public have access to this site, so be aware of people and animals using the footpaths.

Locations of East Cleveland Sites with O/S Map References

Dunsdale; Power / Silent flight / And Electric off B1269:

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, Kildale / 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 / Electric / I.C North;
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

Signed (Chairman)



(Secretary)



Document amended 13th January 2020