



Weston Model Flying Club

Chairman's Introduction

Thank you for joining or rejoining Weston Model Flying Club. I would like to take this opportunity to welcome you and share with you some club history.

The Weston Model Flying Club started life as the Westland and Weston District Model Flying Club that had been in existence for many years and was originated by the staff at Westland Helicopters on Winterstoke Rd, Weston Super Mare. The club has approximately 40 members each season and fly fixed wing powered aircraft, helicopters, and multi-rotors, either by petrol or glow i.c. power or electric. Our members come from a wide cross section of the local community that includes young people, the unemployed, the retired, and disabled people within Weston Super Mare and surrounding areas.

For those who are not familiar with the hobby help is at hand as we have club members willing to train beginners in flying and safety aspects of model flying up to a standard where the pupil can be assessed by a Club BMFA examiner to demonstrate a safe level of competence and encourage further development.

The Club caters for and attracts the sports flyer in the main and it provides a fun and sociable environment for all age groups, seven days a week.

This has not just happened. Club members have volunteered to put in a lot of their free time and hard work to make the Club a fun and safe place to be.

In this membership pack you will find our Flying Field Rules which provide safe model flying procedures and a site map defining the flying area. The Club Constitution is also available as a separate document, and this defines the way the club is organised and run. You will find all these documents on the club website www.wmfclub.co.uk.

To all members, the latest BMFA Members Handbook is held online, and you are encouraged to read it to ensure you are aware of changes. Help is available from Committee members to explain requirements not understood.

Please take the time to read and understand all the information contained in this pack, as it will be beneficial to both you and your fellow flyers.

Please always remember safety is your responsibility.

Happy Flying

Club Chairman



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FLYING FIELD RULES

The Club is affiliated to the BMFA this means we must abide by their recommendations. The following requirements are in addition to our constitution and are for use at our flying field at Wick St Lawrence. They've evolved over several years, and we ask you to read through them. If there is anything, which is not clear, do not hesitate in asking the advice of any Committee member, they will be only too pleased to help. **Please keep to the site rules and fly quietly and safely.**

It's the SOLE responsibility of each pilot to ensure they have the required BMFA membership and comply with CAA pilot and model registration in place BEFORE flying.

1. Driving.

On entering Duck Lane and Warth Lane which it joins, please drive carefully. It is the main access to two farms, and you are liable to meet livestock in the lane. Give way to them as necessary. There is a speed limit of 20mph - do not exceed it.

2. Parking

Please park considerately, and make sure that the site is secure before leaving if you are the last one leaving.

3. Access to the field

Before entering the field, make sure it is safe to do so. Access to the field is via a footbridge over the ditch. Whilst The Club has made every effort to ensure its safety, you use it at your own risk and the Committee and Club do not guarantee its integrity.

4. Frequency control

4.1 - 2.4GHz Radio Systems

These are now used by most fliers. There is no interference between adjacent radio systems, so there are no requirement for frequency control.

4.2 - 35MHz Radio Systems

For those pilots who use the 35Mhz frequency there is no control system in place, and it is the responsibility of each pilot on the 35Mhz frequency to ensure that no other pilot is on the same or adjacent frequency BEFORE switching on.

Failure to observe this procedure may result in crashed aircraft. It should be noted that should you be guilty of "shooting down" an aircraft by switching on your transmitter it is reasonable for the other pilot to be compensated by you for your mistake.

5. Pits

Make sure that when you set down your planes or equipment you are not getting in the way of pilots already there. Leave plenty of room so they and you can easily get around the aircraft to do any necessary adjustments. All aircraft should be sited around the perimeter of the pits, using either a starter table or suitable ground restraint (available if required) and with propellers pointing outward. Turbines are to have exhaust/thrust pointing outward due to very high temperatures.

6. Flight Line and Pilot Boxes

Before Flying agree a nominated Flight Line and Pilots box with your fellow flyers. Be prepared to update Pilot Box choice during the day due to any change in wind direction.

Remember a Flight Line is an imaginary line normally parallel to the wind direction with the Pilot Box situated on the line towards the take off end. You will see from the plan that there are three Pilot Boxes cut into the surround of the flying patch; only one Pilot Box is to be used at a time.

7. Flying

All flying should be conducted within visual line of sight of the remote pilot as required by the CAA.

7.1 Fixed Wing

All flying manoeuvres and landing for fixed wing aircraft should be from a minimum of 20 meters or 25 paces forward of the flight line. After take-off, pilots should ensure that they move into the nominated Pilot Box whilst flying.



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7.2 Helicopters

All flying manoeuvres and landing for helicopters should be from a minimum of 20 meters or 25 paces forward of the flight line which should be established halfway across the field parallel to the pits. No pilot should fly behind the flight line or in the no-fly zone.

7.2 Multi-Rotors (Drones)

For multi-Rotor flying with line-of-sight, the rules are as for Fixed Wing. For FPV flying when racing round a circuit within the patch, it is permissible for pilots to stand away from the pilot boxes, providing they are not located in the pits.

8. Mixed Aircraft Flying

It is permissible for multi-rotor aircraft to fly with Fixed-wing or Helicopters subject to the pilots' agreement, e.g for air-to-air filming.

9. General

As a Reminder: -

- It is the pilot's responsibility to comply with CAA and BMFA rules and keep updated with any changes.
- A maximum of 4 aircraft of any type are allowed in the air at any one time (Planning Authority conditions).
- Keep your flight to a reasonable time in consideration for other waiting pilots.
- Flying limits are 200mts to the North, East and South of the site boundary, with unlimited restrictions to the West. These are laid down by the Planning Authority conditions and are non-negotiable.
- Ensure your flight height complies with Section A-7 - General Conditions of BMFA Article 16 Authorisation.
- If a manned aircraft appears in the vicinity, all model aircraft should be brought down to under 400ft as quickly as is safely practicable."
- Do not buzz the lane and always avoid flying over the public. (Even if they are not authorised to be present)
- Do not fly over the car park or pits. See site map.
- Do not fly noisy aircraft. They should be suitably muffled and comply with the DOE Noise Code and current BMFA recommendations.
- Should you require the use of the first aid box, it is located on the left just inside the Clubhouse door. Should you make use of any of its contents, please replace it – you never know when you may need it again!
- Enter details of any personal injury accident in the Club's Accident Book.
- Do not leave any litter on site (or in the Club House!) – that also includes debris from crashed aircraft!

10. Helping Hand

For those pilots who share aircraft for training purposes at all levels or "just to have a go" please remember to ensure damage liability is clearly understood BEFORE taking control. We recommend this is clearly understood by every pilot each and every flight.

New members who need assistance with any aspect of the hobby are requested to ask advice from any member, this may not get you an immediate answer, but please bear in mind that existing members will certainly know who in the club are most familiar with the subject of query---in short just ask!!! (We have no crystal ball to tell us when a new member needs help).

The only exception will be the Club training aircraft where the Club accepts full Club model damage liability to the Club's own training models.



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11. Safety.

11.1 - Members must comply with any reasonable request to have their models inspected by the Club Safety Officer or Club Member at the request of the Club Safety Officer.

11.2 - The Club Safety Officer is empowered to ground a model as they see fit. Any such model shall remain grounded until the Safety Officer is satisfied with the model's airworthiness.

11.3 - The Club Committee member is empowered to ground a pilot as they see fit. The pilot shall remain grounded until the Club Committee has met and a satisfactory conclusion has resolved the issue. The pilot may then resume flying.

12. Flying times

	Start Up time	Normal Stopping times
Weekday	10.15am	15 minutes before sunset
Saturday	10.15am	19.45 or 15 minutes before sunset if earlier
Sundays	10.15 am	19.45 or 15 minutes before sunset if earlier

13. Finally

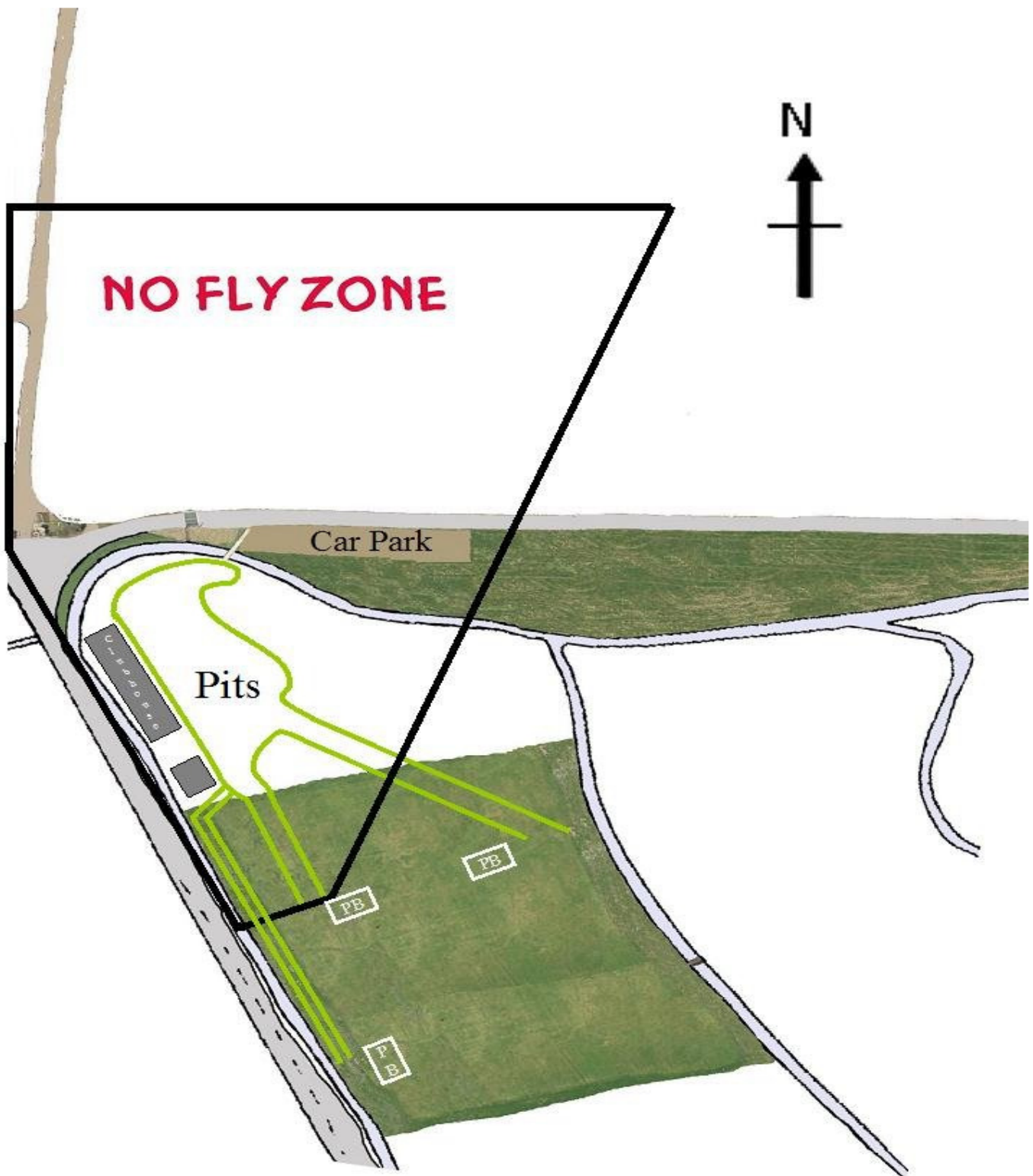
We hope that you enjoy flying at our field and as we said earlier these rules have evolved over many years. However, if you think that there is anyway that we can improve the site and how we make best use of it, do not hesitate to give your ideas to any Committee member.

Above all, remember to FLY SAFELY

Thanking you in anticipation of your co-operation.

Your Club Committee.

First Issued November 1998
First Revision December 1999
Second Revision November 2000
Third Revision November 2001
Fourth Revision November 2003
Fifth Revision March 2004
Sixth Revision December 2005
Seventh Revision December 2007
Eighth Revision October 2008
Ninth Revision September 2010
Tenth Revision November 2014
Eleventh Revision June 2015
Twelfth Revision October 2020
Thirteen Revision January 2024



Flying limits are 200m to the North, East and South of the site boundary, with unlimited restrictions to the West.

Ensure your flight height complies with Section A-7 - General Conditions of BMFA Article 16 Authorisation.