



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 and draw your attention to some rule changes.

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 70 members each season and fly both fixed wing powered aircraft and helicopters, either by i.c. power or electric power. Our members come from a wide cross section of the local community including young people, unemployed, retired and disabled people within Weston Super Mare and surrounding areas

Amongst the club members are instructors 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 and gain an "A" certificate to allow them to fly without the supervision of an experienced pilot. The newly qualified pilot is then encouraged to progress and gain higher qualifications, which will then allow the pilot to fly in competitions and at public events.

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

This has not just happened. Club members have 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 the Flying Field Rules to give you safe model flying procedures. Also included is a site map defining flying areas and a sample Safety Check List. 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 new members we shall also be issuing the latest BMFA rulebook when your BMFA memberships are issued via the Membership Secretary. Please ensure you receive it when you receive your BMFA Membership.

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

Please remember safety is your responsibility.

Happy Flying

Club Chairman



Weston Model Flying Club

FLYING FIELD RULES

The Club is affiliated to the BMFA this means we must abide by their recommendations. The following recommendations add to our constitution and are for use at the flying field at Wick St Lawrence. They have been evolved over a number of 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.**

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

After driving carefully down the lane you will come to a cattle grid. Drive over it and park on the parking area on the right hand side. Make sure you do not block the road. If the car park is full, parking on the grass further down is permitted but it may be worth your while to keep the drive wheels of your vehicle as near to the road as possible where the ground is firmer. The car park area is clearly marked on the site map; please don't park too far up the East side (left hand side as you face the field) where the models may be required to over fly.

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

Do not switch on your radio control equipment without first checking that it is safe to do so.

4.1 - 2.4GHz Radio Systems

These are now used by the majority of fliers. There is no interference between adjacent radio systems, so there are no rules for frequency control.

4.2 - 35MHz Radio Systems

For 35MHz users, we operate a pegboard frequency control system. Make sure that you know your channel number, and that you have the means to hold your current membership card in position on the pegboard. An ordinary clothes peg is the norm, marked with your name and channel number. Go to the pegboard and check that nobody else is using your channel. If it is unused attach your membership card over your channel number using your peg. Then and only then can you switch on your radio transmitter.

You may find that your channel is being used and this will be indicated by a membership card and peg already in position. Find out who the pilot is who is using the same channel as you. If they happen to be flying, do not interrupt them but wait until they have landed. When they have finished their flight ask them to free up the channel by removing their peg then you can claim the channel. Then and only then can you switch on. Failure to observe this procedure may result in crashed aircraft. Remember that you are sharing a channel. On completion of the flight, offer the channel back to the other pilot.

It should be noted that should you be guilty of "shooting down" an aircraft by switching on your transmitter when you don't have the frequency channel it is reasonable for the other pilot to be compensated by you for your mistake.

5. Pits

Take your equipment to the pits area. Make sure that when you set it down 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 shall be sited around the perimeter of the pits, suitably restrained and with propellers pointing outward. Turbines to have exhaust/Thrust pointing outward due to very high temperatures



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6. Flight Line and Pilot Boxes

Before Flying agree a Flight Line and Pilots box with your fellow flyers

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 a number of Pilot Boxes cut into the surround of the flying patch; only one Pilot Box is to be used.

7. Flying

7.1 Fixed Wing

Flying Take off, 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 Pilot Box whilst flying. Fixed wing and helicopter pilots should not fly together. The relevant Pilot Box should be established by the first 'A' certificate (or higher) pilot to use the flying field on the day.

7.2 Helicopters

For helicopter pilots, a flight line 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.

8. Helicopters and Fixed Wing Flying

In our Club's experience, mixed flying can unnerve even the most experience pilots. It's with this in mind that we recommend flying slots where each discipline takes it in turn rather than mix the slots.

9. General

As a Reminder: -

- A maximum of 4 aircraft, whether i.c, electric, gliders, fixed wing or helicopter, 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.
- There are specific distances, laid down by the Planning Authority, which we must not exceed when we are flying. These are specified in detail on the notice board. But to make it simple fly only in the immediate vicinity of the field and keep as far away from the village of Wick St Lawrence as possible.
- Do not buzz the lane and always avoid flying over the general public.
- 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 current BMFA recommendations.
- Do not start your engine on the flight line. If it stalls or is not immediately ready to fly, move back behind the flight line, well out of the way of pilots who are flying.
- Always use fixed wing restraints in the pits. These can be found hanging by the notice board.
- 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!
- 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. General Flying Rules.

- a) All Members must comply with Article 51 of the Air Navigation Order which states – “A person shall not recklessly or negligently cause or permit an aircraft to endanger any person or property.”
- b) All flying activities must comply with the current Club rules, DOE Noise Code and Operational Guide for general flying as published by the BMFA in their current handbook.
- c) Pilots must hold at least the BMFA “A” Certificate of Competence to fly fixed-wing models unsupervised. If this minimum grade has not been obtained they can only fly when personally supervised by a qualified Club Member. The only exception to this is for small, slow-flying ‘park flier’ type models weighing 1kg or less, and ONLY after approval in writing by the Safety Officer.
- d) The Safety Officer and / or their nominees will check the progress of novice helicopter fliers, and if they are satisfied, will allow the pilot to practise hovering manoeuvres alone below 10’/3 metres altitude. No more than two such novices will be permitted to fly at any time. For manoeuvres beyond hovering the novice must seek permission from a competent helicopter pilot and safety officer. They must have the relevant section of their training guide signed.
- e) 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.
- f) 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.
- g) Please enter details of any personal injury accident in the Club’s Accident Book. Members should also familiarise themselves with the use of fire fighting equipment and the fire drill which can be found in the Clubhouse.

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
Second Revision November 2000
Fourth Revision November 2003
Sixth Revision December 2005
Eighth Revision October 2008
Tenth Revision November 2014

First Revision December 1999
Third Revision November 2001
Fifth Revision March 2004
Seventh Revision December 2007
Ninth Revision September 2010
Eleventh Revision June 2015



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

There is a height limit of 400 ft.



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Safety Check List

Please Note: Should the Inspector ground the aircraft, rectification and a re-inspection **MUST** be completed before the pilot flies the aircraft

Date		
Club Inspectors Name		
Pilots Name		
BMFA Membership Number		
Model Type Plane / Helicopter / Glider / Other		
Model Description		
Airframe	Checked	Observations and Recommendations
General Covering Condition		
Undercarriage & Wheels		
Clevis & Keepers		
Push Rods / Snakes / Closed Loops		
Moving surfaces		
Hinges		
Damage		
correct centre of gravity		

Propulsion	Checked	Observations and Recommendations
IC Engine / Electric Motor mounting		
Fuel System / Pipe work / Exhaust		
Propeller / Rotor Blade Condition		
Spinner size and condition		
Other		

Radio	Checked	Observations and Recommendations
Radio installation		
Secured Crystal		
Servos mounting		
Wiring Condition		
Aerial Routing		
Aerial Condition		
Fail Safe Test (PCM)		
Range Check		
Battery condition / Charge State		
Other		

Model OK to Fly?	Yes / No
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