

GMFC Ltd. Flying and Flying Site Rules.

GENERAL RULES

1. All BMFA guidelines and safety codes regarding the safe operation model aircraft, as set out in the BMFA handbook shall 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) and flying by BMFA Members is set out in the Article 16 Authorisation. The ANO and the Article 16 Authorisation 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 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 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 of January in any new year must pay the Club and BMFA fees by the end of the previous calendar year.

DUNSDALE FLYING SITE

1. To fly solo, a member must hold a BMFA "A" Certificate or Basic Proficiency Certificate (BPC) in the relevant discipline. If a "BPC" is held then only hand launch models <1kg may be flown solo.
2. If an examiner is not available to take a test, a member may be granted temporary permission to fly solo until an examiner is available, by flying the relevant BMFA "A" or "BPC" Certificate schedule to the satisfaction of a Committee Member or Club Instructor.
3. Members who do not hold an "A" or "BPC" Certificate must receive initial training from a 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 been qualified for solo flight for more than 12 months, providing that the aircraft's flying characteristics are within the assisting member's capabilities. The assisting member is responsible for the safety of the flight.

4. 35 MHz transmitter frequency control is by a PEG OFF system. Before switching on any 35 MHz transmitter the relevant peg must be obtained from the pegboard and attached to the transmitter. An ORANGE pennant with the frequency number depicted in black must also be attached to the antenna. Pegs must be returned to the pegboard when the frequency is no longer in use.
5. IC and 'high powered' electric flight are permitted as follows:
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
6. Silent and quiet electric flight is permitted from 9-00 am to 9-00 pm daily. To qualify as "quiet", the model must meet the BMFA guidance of 82dB(A), otherwise the IC flight times apply.
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. Models with a noise level above 85dB(A) should be modified to minimise noise and MUST adhere to the following flying restrictions:
Times are per rule 5 for IC, except that the end time is 7.00pm.
Only 1 model above 85dB(A) in the air at a time.
8. Gas turbine powered models can be flown but MUST adhere to the following flying restrictions:
Times are per rule 5 for IC except that the end time is 7.00pm.
Only 1 model above 85dB(A) or gas turbine in the air at a time.
The pilot is to check if other fliers are comfortable being in the air with a turbine, if not a solo slot is to be taken.
The turbine is to be started and shut down away from the pits.
Turbines are not to be flown when the fields surrounding the flying site contain ripe crops, nominally July and August.
9. Powered models (IC or electric) may only be started or energised (battery connected) in a designated start-up box or in the test running area. Start-up boxes will be set out to the South of the pilot box. The downwind start-up box will be used.
10. All IC models must be restrained when the engine is being started or running in the start-up box.

11. All electric models must be restrained in the start-up box when the battery is connected. This can be by holding the model although care must be taken to keep all parts of the body and clothing away from the propeller arc.
12. Pilots must stand together in the designated pilot box when flying. The only exception to this is when hand launching from the field or for a very short period when taking off. Whenever possible the pilot should place the model on the runway and return to the pilot box for take-off.
13. Models should be placed on the runway either in-line with the pilot box or upwind of it to minimise the risk of veering into the pilot box on take-off. Models that require a long take off run may be placed or taxied to the downwind end of the runway but all pilots in the pilot box must be notified.
14. Take offs and landings must be "called" to give other pilots warning of your intentions. The runway may only be accessed when acknowledgment has been received from all pilots.
15. All power flying must be to the North of the runway. Low level passes must be made to the far side of the runway. Glider pilots may fly to the South of the runway but only if they have sufficient altitude to return to the runway for landing without directly overflying anybody.
16. Always call clearly if you have a problem so that other pilots are aware. Attempt to ditch the model away from the flight line and pits area if the model is not responding correctly.
17. After landing, if possible, a model should be taxied to the edge of the runway and the engine cut prior to retrieval. There must be no taxiing towards the pilot box, the pit area or anybody. All taxiing must be carried out in a responsible manner.
18. Prior to retrieving a model from the runway check other aircraft positions, and call "ON THE FIELD" and wait for acknowledgement from all pilots. 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.
19. Any test running of engines should be carried out at the extreme West end of the pit area in the designated area. The propeller arc should not be in line with anybody.
20. All models and equipment must be fit for purpose and conform to BMFA recommendations.
21. Children and animals must be controlled at all times on the field.
22. 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.
23. If the cross runway (Northeast to Southwest) is in use then flying from the Helicopter circle is not permitted.
24. Models must not be flown close to the farm.
25. 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 landowner. 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 our licence agreement.
3. The area is often over flown by low flying military aircraft and in accordance with BMFA advice a dedicated lookout system should 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 as per BMFA guidelines.

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 paragliders are being flown close to the slope.
2. Morning flying between 9.00 and 11.00am on weekdays 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.

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 not believed to be exclusive. Club members fly on this site at their own discretion and on a personal basis. Please adhere to Kirkleatham Model Flying Club rules.

Locations of East Cleveland Sites with O/S Map References

Dunsdale; Power / Silent flight / And Electric. Off B1269:
O/S ref NZ 604-182

Kirkleatham; Electric / Silent flight only. Off A1042:
O/S ref NZ 596-221

Castleton Rigg; Slope East & West facing. Off Blakey Ridge Road.
O/S ref NZ 683-063

Lonsdale Bowl; Slope South & West facing.
Percy Cross Rigg, Kildale / Commondale:
O/S ref NZ 607-118

Captain Cook's; Slope Southwest facing.
Station Road, Great Ayton:
O/S ref NZ 590-101

Carlton Bank; Slope / Electric. North facing.
Off A172, 2miles Southwest of Stokesley:
O/S ref NZ 525-032

Signed:



(Chairman)



(Secretary)

Document amended November 2023.