



Newmarket Model Flying Club Rules

All club members are required to read and follow the rules set out in this document. Failure to adhere to the rules may result in disciplinary action, possibly including suspension or dismissal from the club.

A. GENERAL RULES

1. Flying is forbidden on any part of the Newmarket Heath other than at the authorised club flying sites at Snailwell and Rowley Mile (see attached location maps).
2. All members must recognise that they are considered guests at both sites and should behave as such at all times.
3. Vehicles are strictly forbidden on any part of the Heath at any time, except with express permission.
4. Maintenance of the Heath is undertaken even during flying hours. All members must co-operate fully with maintenance staff in pursuance of their duties. The Flying Club maintains the runway and pits area at the Snailwell site and members are encouraged to make themselves available to help with mowing.
5. All members are required to have current BMFA Insurance. Country Members of the BMFA (i.e. those members who do not pay their BMFA membership fee via the club) or those who pay through another club must be prepared to provide evidence of their insurance on request.
6. BMFA Insurance covers flying at club approved sites. Members who wish to fly at non-approved sites are required to comply with the Safety Code described in the BMFA handbook, a copy of which can be obtained from the club secretary or downloaded from the BMFA website.
7. All equipment must be collected before leaving the flying sites. Litter (including cigarette ends) and ALL crash debris must be taken home for disposal.
8. The committee may make temporary changes to the club rules if it is deemed necessary. Any such changes will be communicated to members. Permanent changes to the club rules may only be made at the AGM or at an Extraordinary General meeting.

B. SAFETY RULES

9. It is the responsibility of every member to ensure all possible measures are taken to protect the safety of the public, other members of the club, horses and property. Where available, Failsafes must be set, and tested, before a model is flown.
10. Committee members act as Safety Officers when on site. It is not possible to guarantee that a Committee member will be present at all flying sessions and, where this is the case, club members must take responsibility for their own safety, the safety of other members and members of the public.
11. I.C. and electric motors may only be run in the designated pits or flying area. Powered models with the capability of taxiing must be restrained (either by staked restraints, a cradle or a responsible helper) whilst running engines.

12. The Club uses the BMFA Achievement Scheme as the basis of its pilot assessments. Members who have joined since 1st January 2012 without any BMFA certification must not attempt to fly without the supervision of an experienced club member. All members are encouraged to take either the Basic Proficiency or 'A' Certificate test (depending on model type) as soon as possible. Training sessions for novice pilots are provided regularly throughout the summer months.
13. All flying must cease, as soon as it is safe to do so, at the first sighting of:
 - a. any horse within half a mile of the site.
 - b. any full size aircraft that is flying low or which may be attempting to land or take off within the vicinity of the flying site.
14. Pilots wishing to fly must obtain clearance from those already flying before launching a model or taking off. Unless there is clear agreement from those already flying, models for take-off must always be positioned upwind of the last pilot in the line.
15. Pilots must stand together on the flight line to enable communication with each other; the windsock marks the upwind limit of the pilot line. All takeoffs, landings, low passes, unusual manoeuvres and emergencies must be announced clearly.
16. The rules regarding frequency usage as set out in section C must be strictly adhered to and no exceptions are allowed.
17. Any transmitter that is switched on, but not actually controlling a model in flight, must have its aerial retracted and its location must be at least 5 metres away from any transmitter that is controlling a model in flight.
18. Members must not fly their models over the flight line where other active transmitters may be located. An exception to this rule may be permitted at the Rowley Mile site when Gliders or Electric models may do so at a height of not less than 150 feet.
19. First Person View (FPV, See Note 1) is a legal and recognised aspect of model flying. As such is covered by the BMFA insurance policy, but ONLY where the following additional conditions are met:
 - a. The activity is solely for 'sport and recreation purposes'.
 - b. The maximum take-off mass of the model (fixed- or rotary-wing) does not exceed 3.5kg (including batteries or fuel).
 - c. The person in charge is the person piloting the model.
 - d. The person in charge must be accompanied by a competent observer ('spotter') who maintains direct unaided visual contact with the model for the purpose of avoiding collisions and advises the person in charge accordingly.

C. FREQUENCY RULES

20. Only frequencies licensed in the United Kingdom for model aircraft use are allowed:
 - 27 MHz all frequencies may be used.
 - 35 MHz frequency allocations are as follows:
 - Rowley Mile site: Even channels only
 - Snailwell site: Odd channels only up to and including 77
 - 2.4 GHz
21. Frequency pegs and transmitter pennants must be used at all times for 27Mhz and 35MHz transmitters:

- 27MHz pennants are Brown, Red, Orange, Yellow, Green and Blue.
- 35MHz pennants must be Orange with the channel number printed on it in white.

There is no pennant requirement for 2.4GHz transmitters although members are required to 'peg on' at the Snailwell site.

D. RULES SPECIFIC TO THE ROWLEY MILE SITE

22. This site is for Gliders and electrically powered models only. No I.C.-powered models are to be flown here.
23. Flying is not permitted at all on published race days regardless of whether racing is finished and regardless of whether the race meeting is at the Rowley Mile course or the July course. (This is because the site may be used as an aircraft landing strip until the late evening).
24. Flying is not permitted over the Grandstand or other buildings.
25. Permitted flying times are:

Weekdays	4.00pm until dusk
Saturdays & Sundays	1.00pm until dusk

E. RULES SPECIFIC TO THE SNAILWELL SITE

26. This site may be used by members to fly either Gliders or Powered model aircraft.
27. Effective silencers must be fitted to all engines of 0.09cu in capacity and above.
28. Taking off from, or flying over, the Pit area is strictly forbidden.
29. With reference to the attached map, flying is only permitted in the marked area.
30. Members are not permitted on the site if any horses are using the Gallops, even if this should occur during the published flying times of the club.
31. Access will be through the Godolphin security gate which is situated on the Snailwell/Newmarket Road, next to the A14 flyover.
32. There must be absolutely no flying over the A14 road.
33. Permitted flying times:

Weekdays & Saturdays	Noon until Dusk
Sundays	11.00 until Dusk.

F. RULES SPECIFIC TO GAS TURBINE MODELS

34. The club will adopt the BMFA's guidelines to ensure the safe operation of this model type. Members wishing to fly this type of model must familiarise themselves with 'Code of Practice for the Safe Operation of Model Gas Turbines' available as a download from the BMFA website or from the Club Secretary. In addition, the following rules will apply.
35. All modellers wishing to fly gas turbine models must have a BMFA B Certificate. Members wishing to fly a turbine model who do not have a B certificate must be supervised by a master pilot who is a B certificate holder.
36. No modeller can fly a gas turbine powered aircraft on their own.
37. A member must be appointed as fire officer, equipped and familiar with a suitable fire extinguisher before a gas turbine model can be started. The fire extinguisher must be a powder, foam or CO2 type suitable for petroleum fires and of at least 1Kg capacity. Water based extinguishers are not allowed as they will not work for petroleum or electrical fires.

38. When starting the gas turbine, the fire officer must be present with extinguisher and assist by restraining the model safely or the model must be restrained by some other means.
39. All gas turbine models must be located in the pits area but away from the other models. When starting the model the jet pipe must point away from the other models, people and parked cars. Before starting the model the area in front should be checked for debris that can be sucked into the engine.
40. The flying of jets must comply with all the regular club rules. Pilots must check with the other flyers to ensure they are comfortable to continue flying alongside the jet model and if necessary allow them to land their models before the jet is flown. There are no exceptions to these rules

G. RULES SPECIFIC TO 3D FLYING (I.C & ELECTRIC)

41. Before intending to fly '3D style', particularly prop hanging and harriers, the pilot must check with the other pilots to ensure they are comfortable to continue flying and if necessary allow them to land before the 3D manoeuvres are started.
42. All 3D manoeuvres at low level must be no closer to the pilot line than half way to the gallop rails, i.e. the far side of the mown strip at the Snailwell.

H. RULES SPECIFIC TO ROTARY WING AIRCRAFT (I.C.& ELECTRIC)

43. Members wishing to fly rotary wing aircraft unsupervised must hold the relevant BMFA Basic Proficiency or 'A' certificate. Those without the necessary certification may only fly without direct supervision if they and their model(s) meet the specific requirements set out in the 'NMFC Safety and Competence Criteria for Rotary Wing Flying' (see Note 2)
44. Fixed wing pilots have precedence at both NMFC sites. Rotary wing pilots must seek the agreement of the other pilots before flying; if agreed, all fixed wing aircraft must be allowed to land and clear the flight line.

I. RULES SPECIFIC TO CHILDREN AND VULNERABLE ADULTS

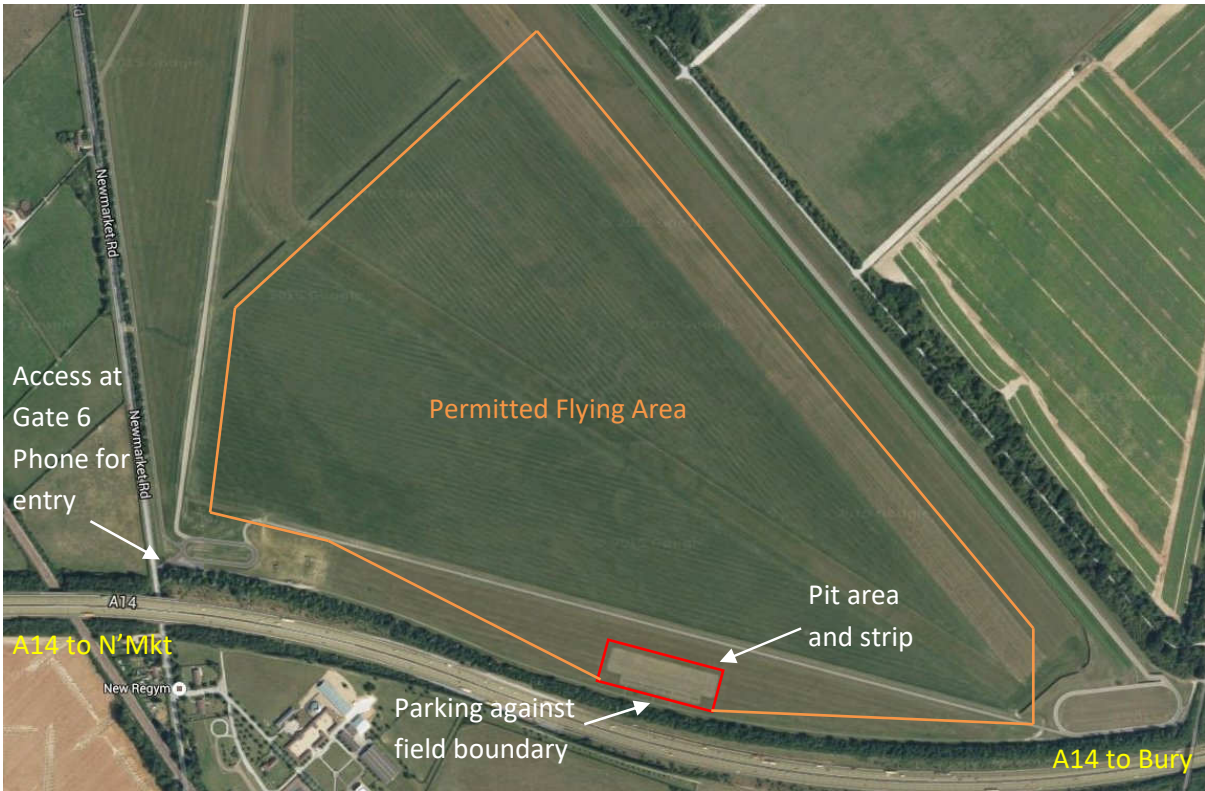
45. All persons appointed as/or performing as club instructors in regard to the training of junior members (aged 18 and under) must have DSB clearance.
46. At any time that a junior member (aged 18 and under) is receiving instruction there must always be a minimum of two adult members present, one of whom must have DSB clearance.
47. Where the conditions in paragraphs 45 and 46 cannot be met, the parent, guardian or carer of the junior member must be present at the flying site at all times.
48. The parent, guardian or carer of any junior wishing to join the club must be given a copy of the club rules and sign to accept the implementation of the rules concerning junior members.

NOTES

1. *FPV flying is subject to regulations laid down in ANO 166(3). The NMFC rule is based on an exemption for models weighing less than 3.5kg. Anyone wishing to fly a model weighing more than 3.5kg must ensure that they comply with all of the regulations.*
2. *The document 'NMFC Safety and Competence Criteria for Rotary Wing Flying' is available on the club website (www.newmarket-mfc.org).*

Club Approved Flying Site Locations

Snailwell site



Rowley Mile Site



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