



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 permitted at the three authorised club flying sites at West Row, Snailwell and Rowley Mile (see attached location maps).
2. All members must recognise that they are considered guests at these sites and should behave as such at all times.
3. 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.
4. 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.
5. All equipment must be collected before leaving the flying sites. Litter (including cigarette ends) and ALL crash debris must be taken home for disposal.
6. 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

7. 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.
8. 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.
9. 2.4GHz radio systems are preferred and there is no peg or pennant requirement for these systems. 35MHz systems may also be used subject to the channel assignment rules for each site (see below). Any 35MHz transmitter which is switched on must have its aerial retracted and when not controlling a model in flight.
10. I.C. and electric motors may only be run in designated areas at each site. Powered models with the capability of taxiing must be restrained (either by staked restraints, a cradle or a responsible helper) whilst running motors.
11. The Club uses the BMFA Achievement Scheme as the basis for assessing pilot safety and competence. Members without the necessary certification may only fly when other club members are present. Beginners/novices are required to be accompanied by a Club Instructor, using a buddy system if appropriate. Once a Club Instructor feels that a member is sufficiently safe and competent, the member will be allowed to fly with assistance/guidance from other club members. Members in this category ('Improvers') are encouraged to put themselves forward as candidates for a Certification test as soon as they have sufficient experience. [Note: The Committee reserves the right to waive the certification requirement in the case of long-standing club members who can demonstrate the necessary competence.]
12. 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. Pilots must also obtain clearance from those flying if they wish to cross the runway or retrieve a model.

13. 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.
14. Models must land if full-size aircraft are seen flying low or may be attempting to land or take off within the vicinity of the flying site.

C. RULES SPECIFIC TO THE WEST ROW SITE

15. Electric and I.C. models and gliders may be flown here – although the site is unsuitable for aero-towing large models. Turbine models are not permitted because of the fire risk to crops in the surrounding area. The runway and pits are maintained by the landowner.
16. Access to the site is uncontrolled and members are permitted to fly from 9:00am on any day.
17. Vehicles must be parked ‘nose in’ along the edge of the car park/pits furthest from the runway.
18. Pilots must follow the daily procedure displayed in the storage container. This includes the mandatory call to Mildenhall Air Traffic Control notifying them that models will be flying in the Air Traffic Zone.
19. 35MHz systems may use any available channel- pilots must provide their own frequency stake and peg. The stake and peg must be placed by the windsock trolley on arrival; the peg is removed and attached to the active transmitter aerial when a model is being flown.
20. Engines may only be run in the designated pit area with appropriate restraints (Rule 10).
21. All I.C. models must be adequately silenced. At its discretion, the committee may forbid the flying of models which exceed the Department of Environment guideline of 82dB.
22. Pilots are forbidden from flying over the trees at the eastern end of the site. There is also a designated ‘no fly’ zone in front of the trees which must not be entered unless it is required for larger models during take-off and landing.

D. RULES SPECIFIC TO THE SNAILWELL SITE

23. Electric and I.C. models and gliders may be flown here. Turbine models are not permitted because of the site’s proximity to the A14. The runway and pits area are maintained by the club – volunteers to help with mowing are always welcome.
24. Access to the site is controlled by Godolphin Management Company Limited (GMCL) who have imposed the following time restrictions:
Summer (1st April – 31st October): Weekdays and Weekends 18:30 to dusk
Winter (1st November – 31st March): Weekdays 16:30 to dusk, Weekends 12:30 to dusk
25. Vehicles must be parked against the fence adjoining the A14.
26. 35MHz systems must use only odd-numbered channels upto and including 77. Pilots must attach their name peg to the appropriate frequency marker on the pegboard.
27. Engines may only be run in the designated pit area with appropriate restraints (Rule 10).
28. All I.C. models must be adequately silenced.
29. Pilots must not take off, land or overfly the pits/pilot line; flying over the A14 is strictly forbidden.

E. RULES SPECIFIC TO THE ROWLEY MILE SITE

30. This site is for gliders and electric powered models only; no I.C.-powered models are to be flown here. The site is open, without a runway and is therefore only suitable for models which can be hand-launched.
31. Access to the site is uncontrolled and subject to the following time restrictions:
Weekdays: 16.00 until dusk
Weekends: 13.00pm until dusk
However, flying is not permitted 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). The Newmarket Race Day schedule is published on the club website.

32. 35MHz systems must use only even-numbered channels. Pilots must provide their own frequency stake and peg. The stake and peg must be placed in a prominent position on arrival; the peg is removed and attached to the active transmitter aerial when a model is being flown. The open nature of the site means that pilots must be aware of members of the public in the flying area.
33. Flying is not permitted over the Grandstand or other buildings.

F. RULES SPECIFIC TO 3D FLYING (ALL SITES)

34. 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.
35. 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 and beyond the runway at West Row.

G. RULES SPECIFIC TO ROTARY WING AIRCRAFT (ALL SITES)

36. 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' available from the club website.
37. Fixed wing pilots have precedence at all 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.

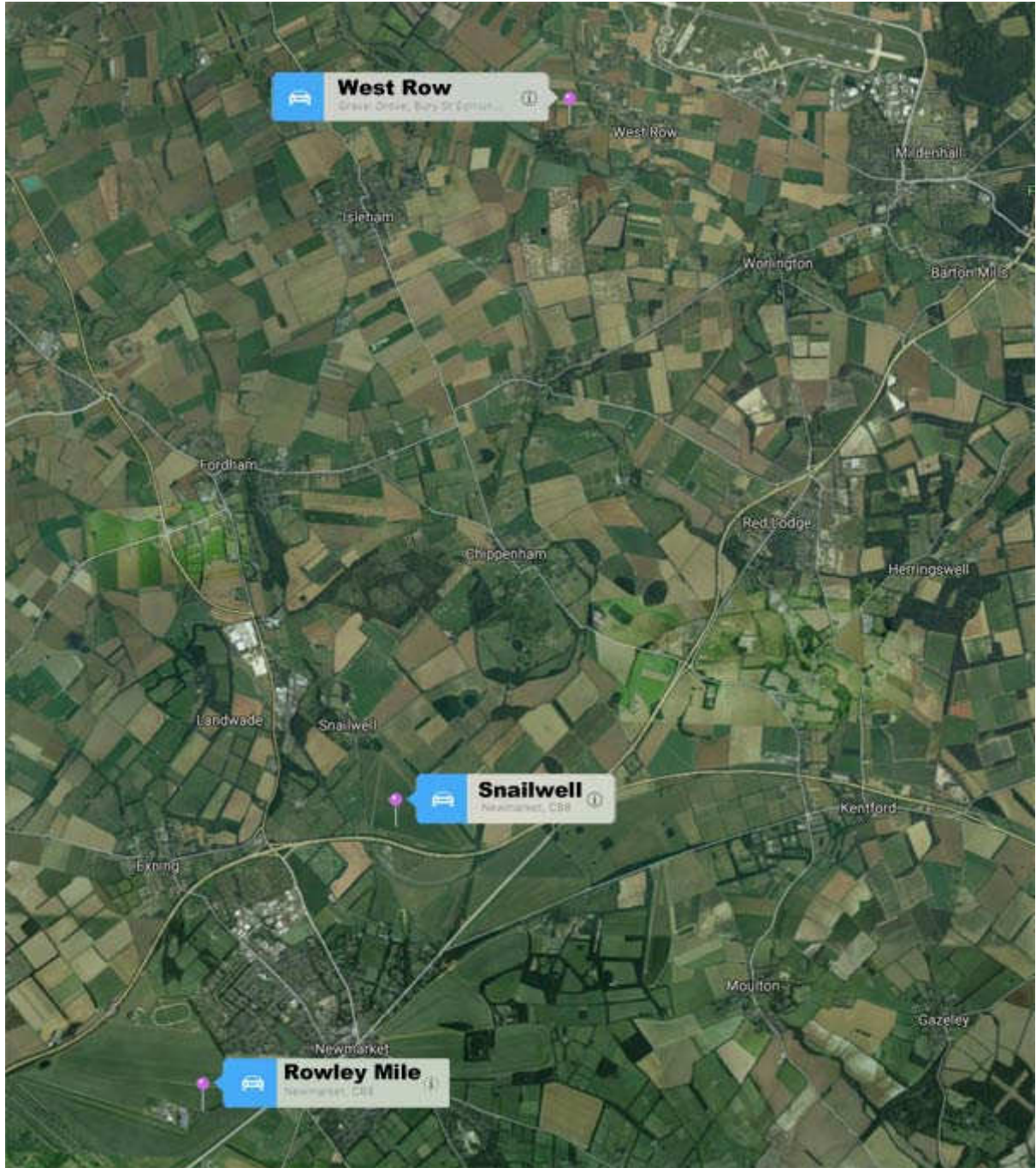
H. RULES SPECIFIC TO FIRST PERSON VIEW (FPV) (ALL SITES)

38. FPV is a legal and recognised aspect of model flying which is subject to regulations laid down in ANO 166(3). The NMFC rule below 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.
39. FPV 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.

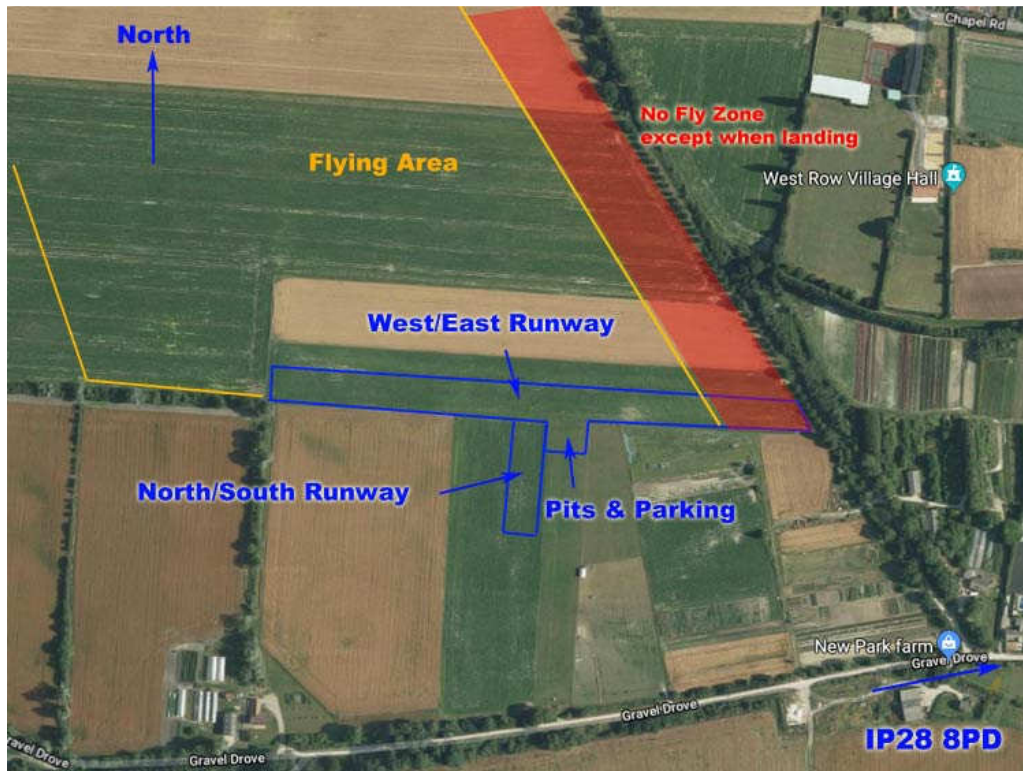
I. RULES SPECIFIC TO CHILDREN AND VULNERABLE ADULTS

40. All persons appointed as, or performing as, club instructors in regard to the training of junior members (aged 18 and under) must have DBS clearance.
41. 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 DBS clearance.
42. Where the conditions in paragraphs 40 and 41 cannot be met, the parent, guardian or carer of the junior member must be present at the flying site at all times.
43. 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.

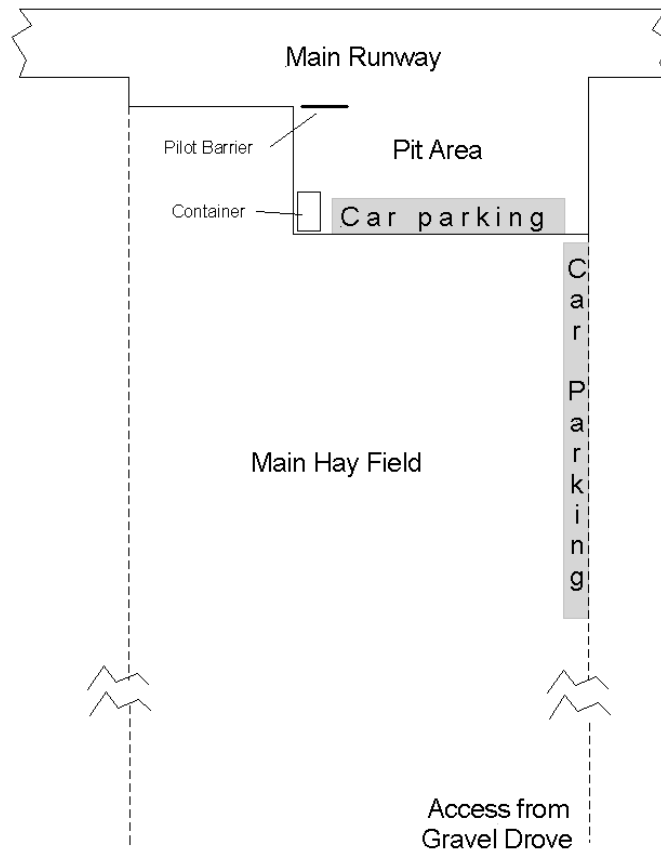
APPENDIX 1 : FLYING SITE LOCATIONS



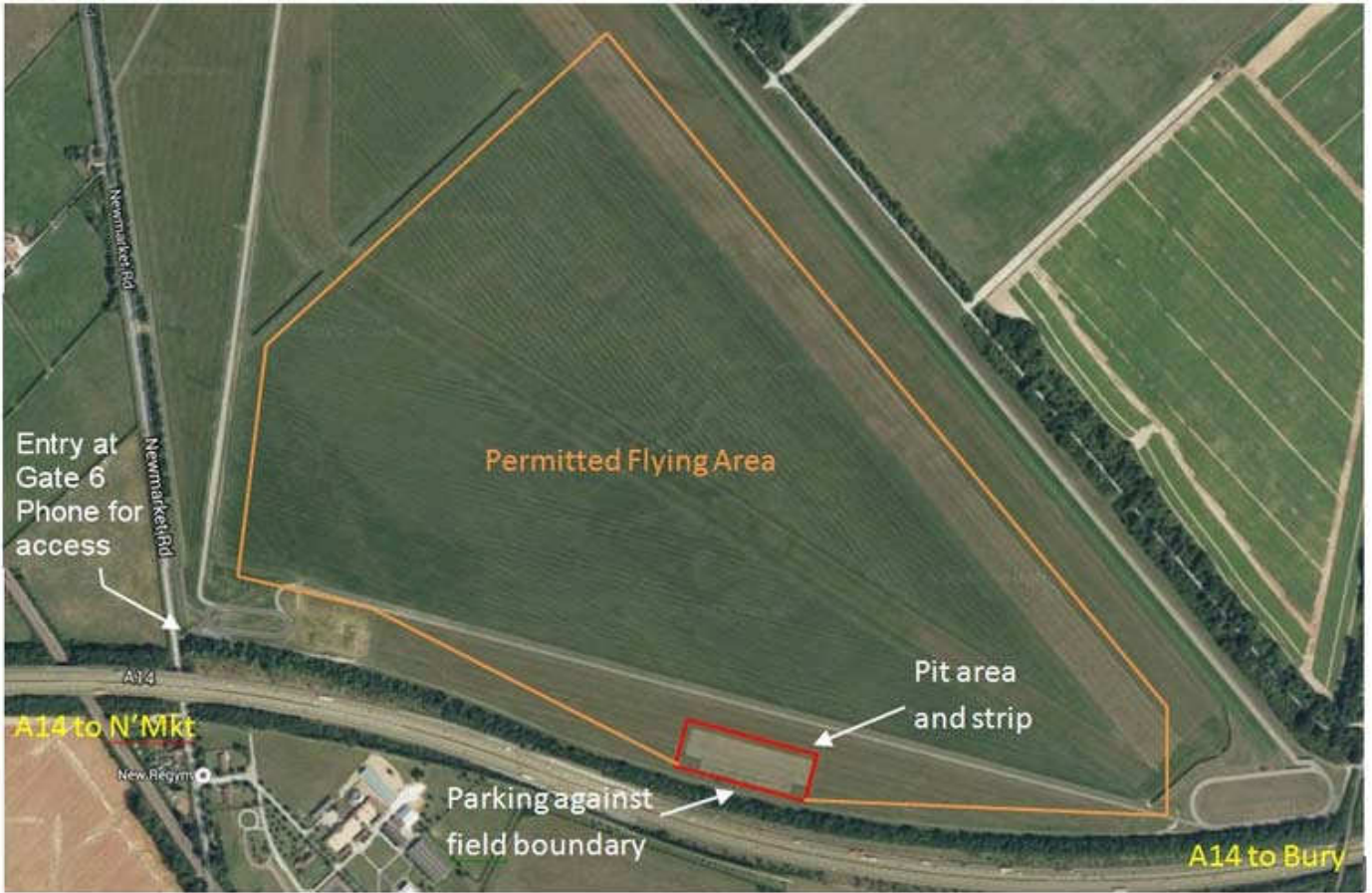
West Row



Site Layout



Snailwell



Site Layout

