

GENERAL RULES

OF THE

KNEBWORTH MODEL FLYING CLUB

These rules are prepared and issued by the committee of the Knebworth Model Flying Club. They shall operate and remain in force until modified and approved by the membership at an Annual General Meeting.

Issue 5.0

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Amended post AGM December 2013

The Knebworth Model Flying Club (KMFC) operates under licence on a designated part of the Knebworth Estate. One of the conditions of that licence is that the club be affiliated to the British Model Flying Association (BMFA) and that each and every pilot shall hold current membership to protect the Estate and the Club against third party claims.

As a consequence of the Club's affiliation to the British Model Flying Association (BMFA), the advice and requirements - as presented in the members Handbook) shall apply, together with the legal constraints of the Air Navigation Order (ANO) which is the responsibility of the Civil Aviation (CAA), but is delegated to the BMFA for operating purposes, which cover non-commercial activities only. The CAA issues Civil Aviation Publication 638 (CAP 638), which specifically covers model flying. It is important that all members continue to inform themselves of these requirements, which may be obtained by viewing the BMFA website – www.bmfa.org. The General rules identified herein augment the recommendations of the BMFA and cover the specific conditions under which the Club operates.

Our Club Rules are intended to protect persons, property, and models, while we enjoy our modelling and flying: Failure to adhere to the rules may result in suspension of Membership or expulsion. At all times Members shall conduct themselves in accordance with current Legislation, the Club's Rules and the BMFA Code of Practice. Members shall behave reasonably respecting the rights of other members and Estate personnel.

The reasonable collective decision of Committee Members present will be final on all matters; this includes temporary changes to the Rules to cater for unforeseen circumstances. Such changes shall be brought to the attention of the whole Committee through the secretary as soon as possible and any necessary permanent changes agreed by the Committee for ratification at the next annual general meeting (AGM).

The following are relevant extracts from the annual licence between the Estate and the KMFC.

The Designated Space:

The land adjacent to the A1, Stevenage Hertfordshire extending to approximately 8.64 hectares (21.35 acres) shown for identification purposes only edged red on the attached plan and described in Fig 1.

Permitted Purpose:

The right to use the Designated Space in common with the Licensor and all other persons authorised by the Licensor so far as is not inconsistent with the rights given, to use the Designated Space for flying radio controlled model aircraft and associated parking and access.

License:

This is a rolling licence; the fee (£xxx) per annum, payable half yearly on 1st June and 1st December or any other such amount that the Licensor from time to time determines in his absolute discretion on three months' notice to the Licensee.

3. Maintenance

Not to remove or alter any fence, hedge or other boundary on the Designated Space nor to destroy or damage any trees, hedges or fences on the Space and to ensure that no such damage is caused.

To make good any damage arising out of the occupation of the land.

To tidy all rubbish from the land

To maintain the Designated Space in a tidy and safe condition.

4 Use and management of the Designated Space

Not to use the Designated Space or any part of it for the purposes of a trade or business.

Not at any time during the Licence Period to use the Designated Space other than for the Permitted Purpose set out in the Particulars. Not to do or suffer to be done on the Designated Space anything which may be or become a nuisance or annoyance to the Licensor or the owners or occupiers of any adjoining land and to indemnify the Licensor against any claim caused by or arising from the Licensee's occupation or use of the Designated Space.

Not to sell off or remove from the Designated Space any hay or straw.

To permit the Licensor and all other persons authorised by the Licensor to enter and use the Designated Space or any part of it for any reason.

To comply with any other restrictions which the Licensor may reasonably require.

Not to bring cause or permit to be done or brought any object or matter or thing upon the Designated Space by which any policy of insurance of the Licensor might be prejudiced.

5. Designated Hours

To use the Designated Space for the Permitted Purpose between 08:00 and dusk each day of each week of each month only.

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Knebworth Model Flying Club

General Rules and Pilot Competence

1. Pilot and Model Limitations

- 1.1 Only those members who **have** achieved the BMFA "A" Certificate, or higher, may fly solo at the field; until such time, they must be appropriately supervised by a competent pilot at all times when flying.
- 1.2 The committee reserve the right to limit the type and characteristic of models flown on the KMFC field. Such models must be commensurate with the ability of the pilot and also with the size and location of the field, in the interests of safety and avoiding nuisance to our neighbours. Specifically, the speed, mass, fuel type and noise shall not create the risk infringing the field boundaries allotted to us by our licence with the Knebworth Estate shown in Fig.1. If any pilot wishes to fly a model which might hazard those conditions, they must first apply to the committee for guidance and approval. Members wishing to fly "First Person View" must first seek committee approval and comply with BMFA Rules.

1. Field

- 1.3 The field is located close to the south Stevenage junction of the A 1(M) and is part of the Knebworth Estate.
A licence to use the field for R/C model flying has been obtained by special arrangement with the Estate management. This precludes the flying of models other than of the radio controlled type. It should be noted that the club does not have exclusive use and must share with other legitimate user groups.
- 1.4 Access to the field is via the double gate mid-way on the road between the south Stevenage A1(M) roundabout and the entrance to the Novatel.
- 1.5 The gate is locked shut by two padlocks in series, A & B, interlinked with chains.
- 1.6 Lock A is a conventional padlock for use by Estate personnel.
- 1.7 Lock B is a combination lock for use by Club members.
- 1.8 The lock combination will be given to a Club member, on request, by a member of the Committee.
- 1.9 The lock combination must not be divulged to any person other than club members.
- 1.10 The lock combination shall be changed at the start of the membership year and at other times deemed necessary by the Committee for security reasons.
- 1.11 Members shall ensure that the padlocks and chains, after entry or exit, are so arranged that the gate may still be opened by the Estate staff.

- 1.12 The gate shall be locked at all times with the exception of those times when vehicles are actually entering or leaving the site.
- 1.13 Members shall ensure that the positions of the combination wheels are randomised once the gate is secured

2. Use of the field

- 1.14 The field may be used from 8:00am until dusk everyday unless otherwise advised.
- 1.15 The Estate reserves the right to bar flying on certain days each year.
- 1.16 Members will normally be advised of restrictions in advance by reference to the website: www.kmfc.co.uk and by notices displayed in prominent positions, e.g near the gate or attached to the container in the pit area.

No flying or access is permitted when restrictions apply. Members are warned that they or their guests should not wander beyond the boundaries enclosing the flying area –shown in Fig. 1 - since this may be both dangerous and interfere with the activities of other legitimate user groups on the Estate.

3. Field Layout Refer to Fig.1 and Fig. 2:

- 6.1 The Parking Area
- 6.2 The Pit Area
- 6.3 The Flight Line
- 6.4 The Take off and Landing area
- 6.5 The Flying area

4. Field Procedure

- 1.17 Vehicles shall be parked well away from model flight lines in the parking area, although it is acceptable for vehicles to be taken temporarily into the pits for loading or unloading of large models, providing the surface is firm, but must be removed promptly.
- 1.18 The flight line to be used (depending on conditions) should be by verbal agreement, with all pilots standing together in the "box".
- 1.19 Aircraft shall be prepared for operation in the pit area.
- 1.20 Radio equipment using the 35MHz band shall not be turned on under any circumstances until the correct frequency control peg has been placed upon the peg board and removed as soon as the activity has finished.
- 1.21 When starting or running engines, aircraft shall be properly restrained and arranged so that others are not in danger of rotating components during engine starting and tuning operations – models should face outwards.
- 1.22 A full functional test of the radio equipment shall be performed before starting with particular attention being given to the 'at rest' position and the direction of movement of all control surfaces. (This is particularly important for transmitters which are re-configured so that they may be used to control more than one model)
- 1.23 A second check shall be performed with the engine running at full power before take off to ensure that faults are not induced in the airborne equipment due to vibration.
- 1.24 The aircraft should be carried or rolled across the ground from the pit area to the edge of the take off area ready for flight. (Note: The aircraft must be restrained by the pilot or a helper at all times until it is on the take off area)
- 1.25 The pilot must call 'CLEAR TO TAKE OFF' to all those already flying before releasing the aircraft
- 1.26 The aircraft should be flown within the bounds of the flying area (See Figure 1) and away from the take off/landing area except when landing or performing landing practice. Also, make initial turn after take off away from the pits and personnel i.e. Westerly.
- 1.27 MEMBERS MUST NOT FLY ANYWHERE WITHIN THE "NO FLY ZONE" UNDER ANY CIRCUMSTANCES. This includes the Car Park and Pit areas (See Figures 1 & 2).
- 1.28 The pilot must advise all other pilots of his intention to land by shouting 'LANDING' before commencing the approach.
- 1.29 The pilot must advise all other pilots of an immediate forced landing due to engine failure by shouting 'DEAD STICK'.
- 1.30 All other pilots, including any approaching from a previous 'LANDING' call, shall immediately clear the landing area to allow the dead stick aircraft the best chance of a safe landing.
- 1.31 The pilot or helper of an aircraft that has landed MUST request permission to proceed onto the landing area by shouting 'CLEAR TO RETRIEVE THE MODEL?'. The pilot or helper must not proceed until each pilot still flying has answered that it is clear. **The person retrieving the aircraft must take appropriate action if 'DEAD STICK' is called during the recovery. None of the pilots still flying must call 'LANDING' until the landing area is clear.**
- 1.32 The retrieved aircraft should be carried or rolled across the ground from the landing area to the pit area after landing. (Note - The aircraft must be restrained by the pilot or a helper at all times until the engine has been stopped)
- 1.33 The frequency control peg shall be removed from the pegboard immediately after the transmitter is switched off.
- 1.34 No more than five models shall be operated simultaneously.
- 1.35 Helicopter and fixed wing aircraft shall only be operated simultaneously by mutual consent of all concerned. Otherwise "Helicopter Only" slots shall be arranged between those present on the field. It is expected that members will act fairly to ensure that all concerned have a reasonable amount of air time.

5. Safety Matters

- 1.36 Every member shall be aware of and comply with the rules and recommendations of the BMFA Handbook, especially where the flying of models may involve the proximity of persons, property and civil aircraft.
- 1.37 The Committee shall be the focus for the resolution of all safety related matters.
- 1.38 Each member is considered equally responsible for the safe conduct of all activities at the field.
- 1.39 It is the duty of each member, in a polite and courteous manner, to bring to the attention of any other member where their actions are considered unsafe.
- 1.40 The member shall report the matter to any Committee member for resolution if such action continues or is unresolved.

- 1.41 In such cases, the Committee member shall have the authority to dictate the necessary actions to ensure that all flying is carried out safely. The Committee member shall err on the side of caution in all cases when making the decision.
- 1.42 All flyers shall avoid flying above the BMFA height limit of 400ft.
- 1.43 All flyers shall give precedence to, and keep well clear of any light aircraft or helicopter flying over the field even if this means crash landing the model.
- 1.44 Mobile phones shall not be left switched 'On' either in the pits or the flying field. If left on, they should remain in the member's car to avoid the possibility of causing interference to transmitters or corrupting memory settings.

6. Frequency control 35MHz band – “Peg On” System

- 1.45 Frequency control shall be by means of the pegboard attached to the outside of the container door at all times when more than three members are flying.
- 1.46 Frequency control may be by verbal arrangement if three or fewer members are flying on unique frequencies.
- 1.47 A transmitter must not be switched on, **UNDER ANY CIRCUMSTANCES**, unless the operator has placed his frequency peg for the channel to be used in the correct space on frequency board (unless 7.2 applies).
- 1.48 Transmitters may only be used on adjacent channels, by mutual agreement of those directly concerned, following a satisfactory cross-channel interference test. The test shall be performed using the actual equipment to be used and shall conform to the test defined in the BMFA Handbook Book.
- 1.49 The frequency control peg shall be removed from the pegboard as soon as the channel is clear after the flight to allow others on the same or adjacent channels to fly.
- 1.50 Although previously, KMFC has only authorised even number channels, odd numbers are now acceptable, but note 7.4. The secretary will still maintain a list of members' channels if members will keep him so advised for the convenience of those seeking to move to an unused slot. This rule was changed since the advent of 2.4GHz.

7. Field equipment

- 1.51 The following equipment is stored on site for members use:
- 1.52 Frequency control peg board for the 35MHz band.
- 1.53 Windsock
- 1.54 Flight line cones
- 1.55 “Aeroloop” model recovery aid.
- 1.56 Model assembly and work table.

8. Care of the site

- 1.57 Members shall ensure that all equipment is cleared away at the end of the session.
- 1.58 Members shall ensure that all items of rubbish, e.g. broken propellers, debris and drink cans, are removed from the site.
- 1.59 Members shall ensure the requirements relating to field access are met at all times.

9. Guest Flyers

- 1.60 Members may occasionally bring bona-fide guest flyers to the field by prior arrangement either for inter-club fraternal reasons or for enabling a potential new member to experience flying on the site. This arrangement should not exceed four occasions in any one year and must not be abused.
- 1.61 A member of the Committee **MUST SEE** proof of valid BMFA insurance before any flying commences. But, the BMFA grants the club leave to give trial flights for potential new members without them personally having insurance, where they are supervised by a competent club member.
- 1.62 Club members shall take priority over guests in situations where there is a transmitter frequency clash.
- 1.63 Members shall accompany and be held responsible for the actions of their guests at all times.

10. Children and Vulnerable Adults

- 1.64 Children or Vulnerable Adults shall not become members or attend KMFC events unless accompanied by a parent or approved guardian who shall be acceptable to KMFC.
- 1.65 No KMFC member, other than a parent or approved guardian who is acceptable to KMFC, shall be alone with a child or vulnerable adult at the KMFC field or other club event.

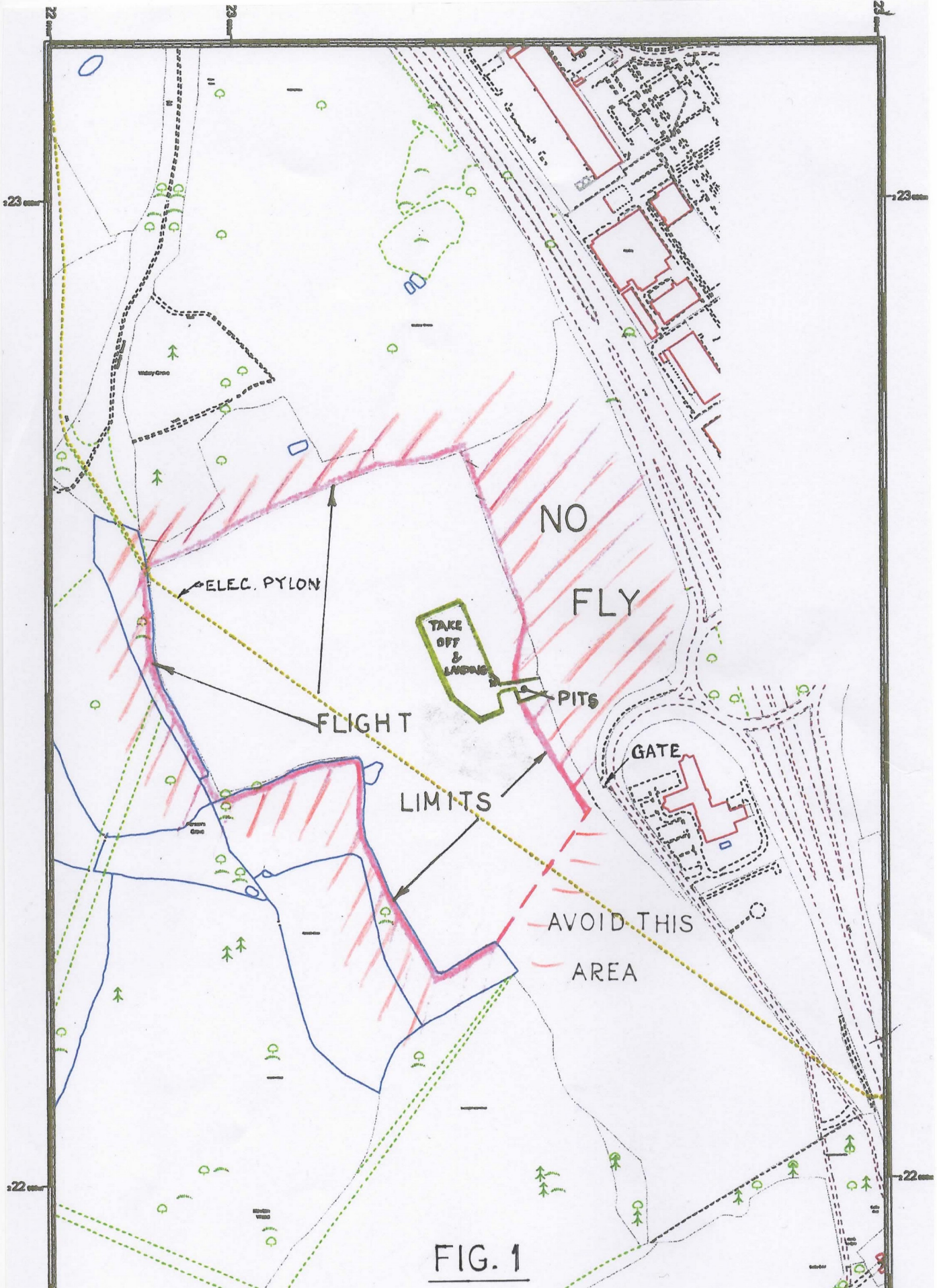


FIG. 1

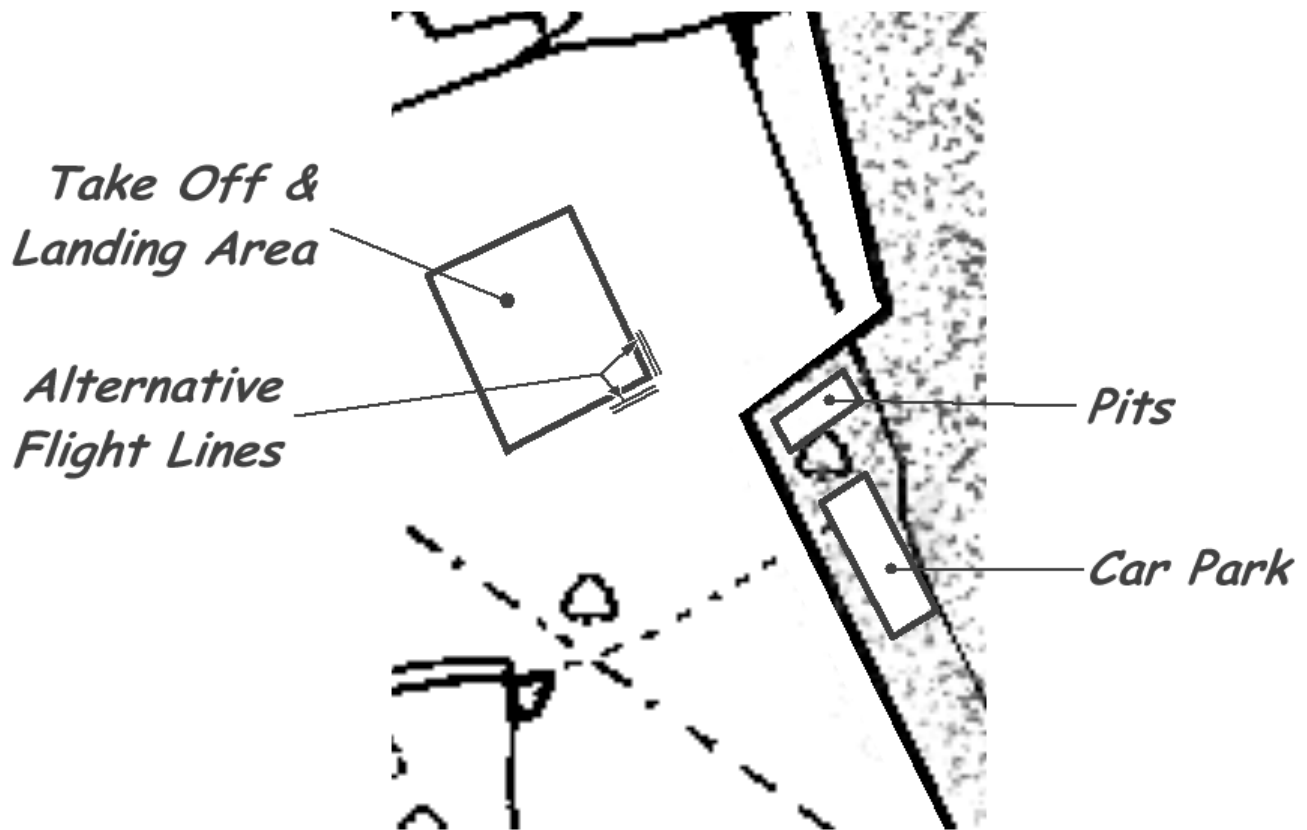


Fig. 2
Field Layout