

**GENERAL RULES**  
**OF THE**  
**KNEBORTH 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 4.0**

Amended post AGM 2006

# Knebworth Model Flying Club

## General Rules

### 1. British Model Flying Association (BMFA) Rules

- 1.1. As a consequence of the Club's affiliation, the recommendations of the British Model Flying Association (BMFA) shall apply, together with the legal constraints of the Air Navigation Order (ANO) which is the responsibility of the Civil Aviation (CAA). The CAA also issues Civil Aviation Publication 638 (CAP 638), which specifically covers model flying. It is important that all members inform themselves of these requirements, which may be obtained by viewing the BMFA website – [www.bmfa.org](http://www.bmfa.org).
- 1.2. The General rules identified herein augment those of the BMFA and cover the specific conditions under which the Club operates.

### 2. Pilot Competence

- 2.1. Only members who have achieved the BMFA "A" Certificate or higher may fly solo at the field.
- 2.2. Members who have not yet achieved the BMFA "A" Certificate must be supervised by a competent pilot at all times when flying. Note – This rule shall apply from July 2000.

### 3. Field

- 3.1. The field is located close to the south Stevenage junction of the A 1(M) and is part of the Knebworth Estate.
- 3.2. 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 other types of model.

### 4. Access to the field

- 4.1. 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.
- 4.2. The gate is locked shut by two padlocks in series, A & B, interlinked with chains.
- 4.3. Lock A is a conventional padlock for use by Estate personnel.
- 4.4. Lock B is a four-digit combination lock for use by Club members.
- 4.5. The lock combination will be given to a Club member, on request, by a member of the Committee.
- 4.6. The lock combination must not be divulged to any person other than club members.
- 4.7. 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.
- 4.8. 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.
- 4.9. The gate shall be locked at all times with the exception of those times when vehicles are actually entering or leaving the site.
- 4.10. Members shall ensure that the positions of the combination wheels are randomised once the gate is secured

### 5. Use of the field

- 5.1. The field may be used from 8:00am until dark everyday unless otherwise advised.
- 5.2. The Estate reserves the right to bar flying on certain days each year.
- 5.3. Members will normally be advised of restrictions in advance by newsletter and by notices displayed in prominent positions, e.g near the gate and the tree in the pit area.
- 5.4. No flying or access is permitted when restrictions apply.
- 5.5. Members are warned that they or their guests should not wander beyond the boundaries enclosing the flying area since this may be both dangerous and interfere with the activities of other legitimate user groups on the Estate.

### 6. 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

## 7. Field procedure

- 7.1. Vehicles shall be parked 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 track is clear of obstructions.
- 7.2. The flight line to be used (depending on conditions) should be marked by a line of cones if more than three active members are present. The position of the flight line may be by verbal agreement if less than three active members are present.
- 7.3. Aircraft shall be prepared for operation in the pit area.
- 7.4. Radio equipment shall not be turned on under any circumstances until the correct frequency control peg has been removed from the peg board and placed on the master transmitter for the aircraft.
- 7.5. Aircraft shall be properly restrained and arranged so that others are not in danger of rotating components during engine starting and tuning operations.
- 7.6. 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)
- 7.7. 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.
- 7.8. 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)
- 7.9. The pilot must call 'CLEAR TO TAKE OFF' to all those already flying before releasing the aircraft
- 7.10. 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.
- 7.11. 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).
- 7.12. The pilot must advise all other pilots of his intention to land by shouting 'LANDING' before commencing the approach.
- 7.13. The pilot must advise all other pilots of an immediate forced landing due to engine failure by shouting 'DEAD STICK'.
- 7.14. 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.
- 7.15. 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.***
- 7.16. 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)
- 7.17. The frequency control peg shall be returned to the pegboard immediately after the transmitter is switched off.
- 7.18. No more than five models shall be operated simultaneously.
- 7.19. 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.

## 8. Safety Matters

- 8.1. 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.
- 8.2. The Committee shall be the focus for the resolution of all safety related matters.
- 8.3. Each member is considered equally responsible for the safe conduct of all activities at the field.
- 8.4. 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.
- 8.5. The member shall report the matter to any Committee member for resolution if such action continues or is unresolved.
- 8.6. 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.
- 8.7. All flyers shall avoid flying above the BMFA height limit of 400ft.
- 8.8. All flyers shall give precedence to, and keep well clear of any light aircraft or helicopter flying over the field.
- 8.9. 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.

## 9. Frequency control

- 9.1. Frequency control shall be by means of the pegboard stored on site at all times when more than three members are flying.
- 9.2. Frequency control may be by verbal arrangement if three or fewer members are flying on unique frequencies.
- 9.3. A transmitter must not be switched on, **UNDER ANY CIRCUMSTANCES**, unless the operator has the correct frequency control peg for the channel to be used (unless 9.2 applies).
- 9.4. 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.
- 9.5. The frequency control peg shall be returned to the pegboard as soon as the channel is clear after the flight to allow others on the same or adjacent channels to fly.

## 10. Field equipment

- 10.1. The following equipment is stored on site for members use:
  - 10.1.1. Frequency control peg board
  - 10.1.2. Windsock
  - 10.1.3. Flight line cones
- 10.2. The following equipment is stored off site for members use:
  - 10.2.1. Frequency monitor
  - 10.2.2. Master and slave buddy box system
  - 10.2.3. Tachometer

## 11. Care of the site

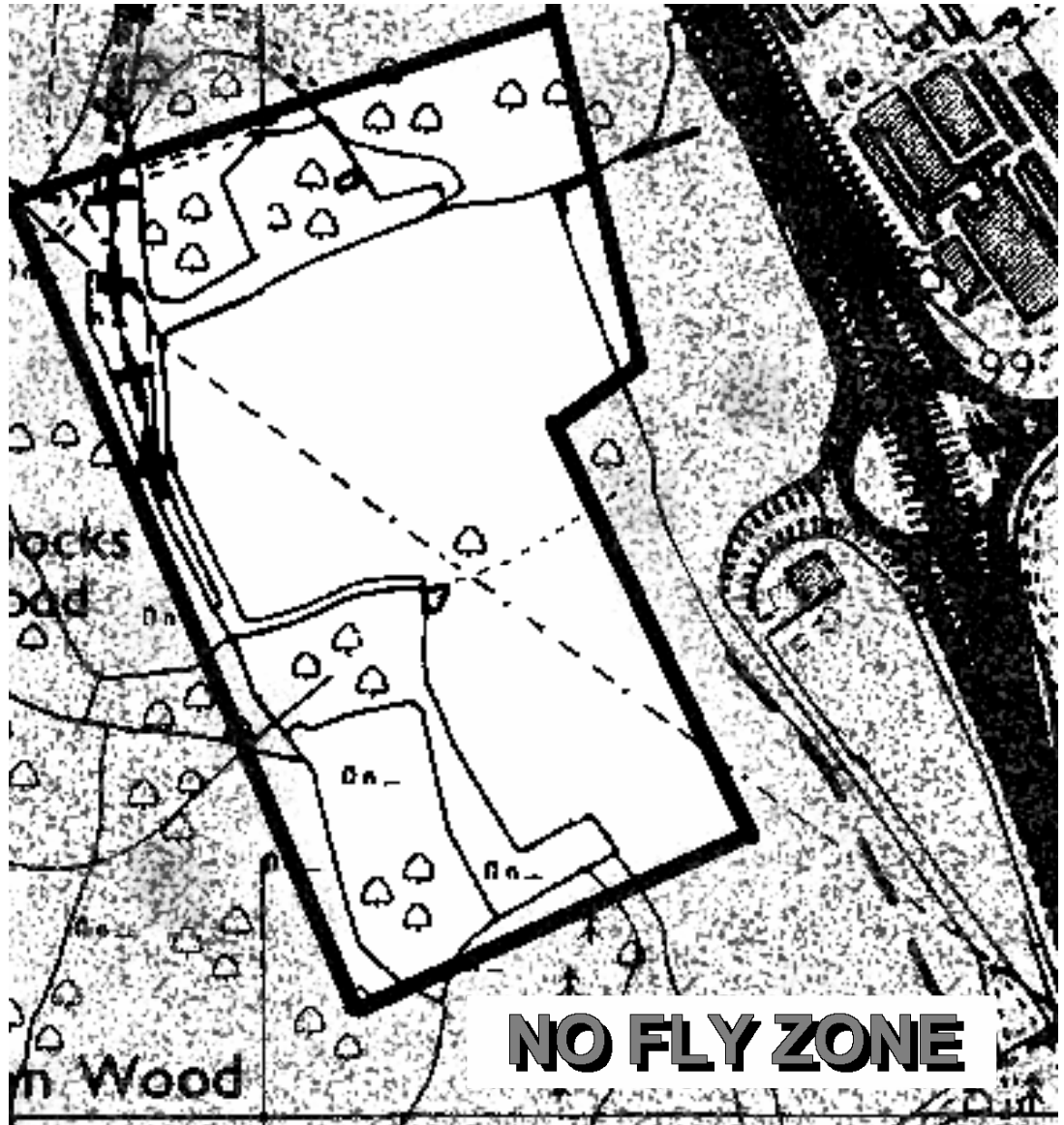
- 11.1. Members shall ensure that all equipment is cleared away at the end of the session.
- 11.2. Members shall ensure that all items of rubbish, e.g. broken propellers, debris and drink cans, are removed from the site.
- 11.3. Members shall ensure the requirements relating to field access are met at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

## 12. Guest Flyers

- 12.1. Members may occasionally bring guest flyers, excluding lapsed KMFC members, to the field by prior arrangement with a member of the Committee. This should not exceed four occasions in any year.
- 12.2. A member of the Committee **MUST SEE** proof of valid BMFA insurance before any flying commences.
- 12.3. Club members shall take priority over guests in situations where there is a transmitter frequency clash.
- 12.4. Members shall accompany and be held responsible for the actions of their guests at all times.

## 13. Children and Vulnerable Adults

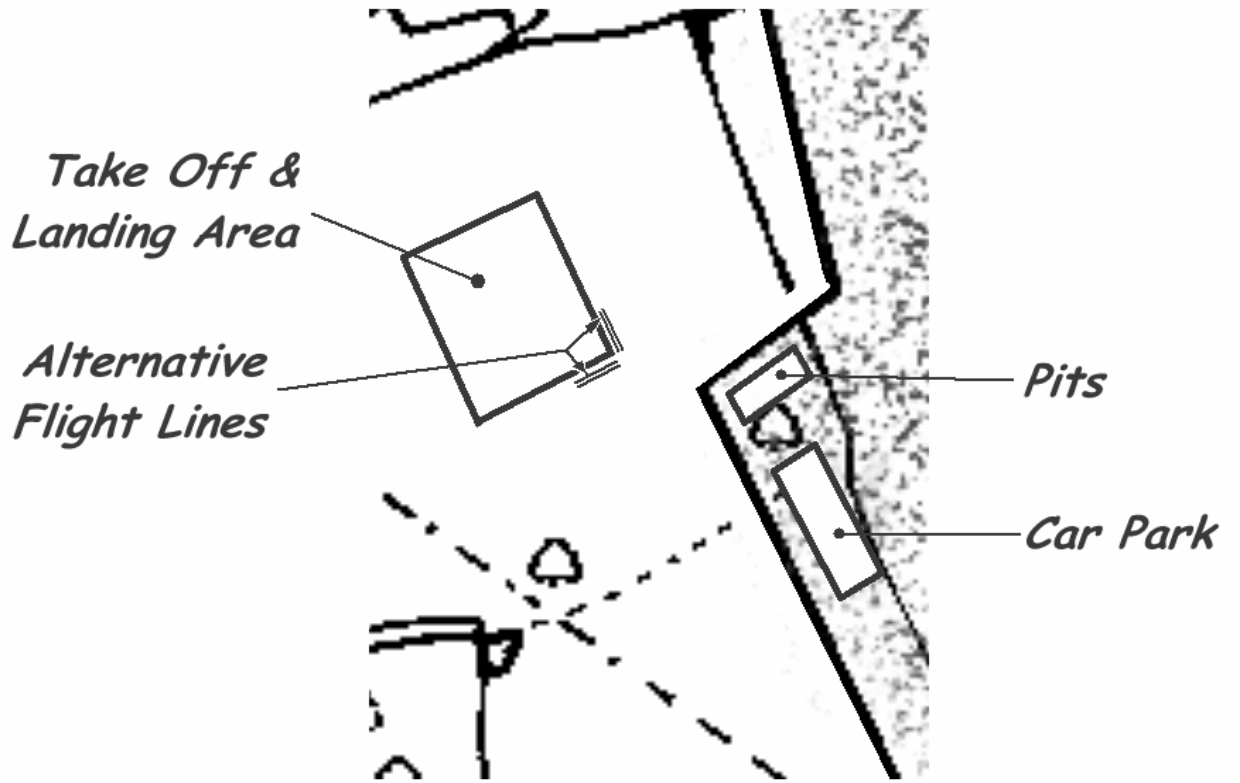
- 13.1. Children or Vulnerable Adults shall not become members or attend KMFC events unless accompanied by a parent or approved guardian, who shall be acceptable to KMFC.
- 13.2. No KMFC member, other than a parent or approved guardian who is acceptable to KMFC, shall be alone with a child or vulnerable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



14.

Fig. 1

Flying Field



**Fig. 2**  
**Field Layout**