



# Dumfries Model Flying Club

## Club Rules

As a responsible and properly organised Model Flying Club, it is necessary for the club to impose rules upon its members and also upon visitors to its flying site. Most of these rules relate to safety and site security - issues in which all members have a vested interest. Others relate to basic etiquette and good manners and are intended help to maintain a friendly and pleasant social atmosphere for the benefit of all.

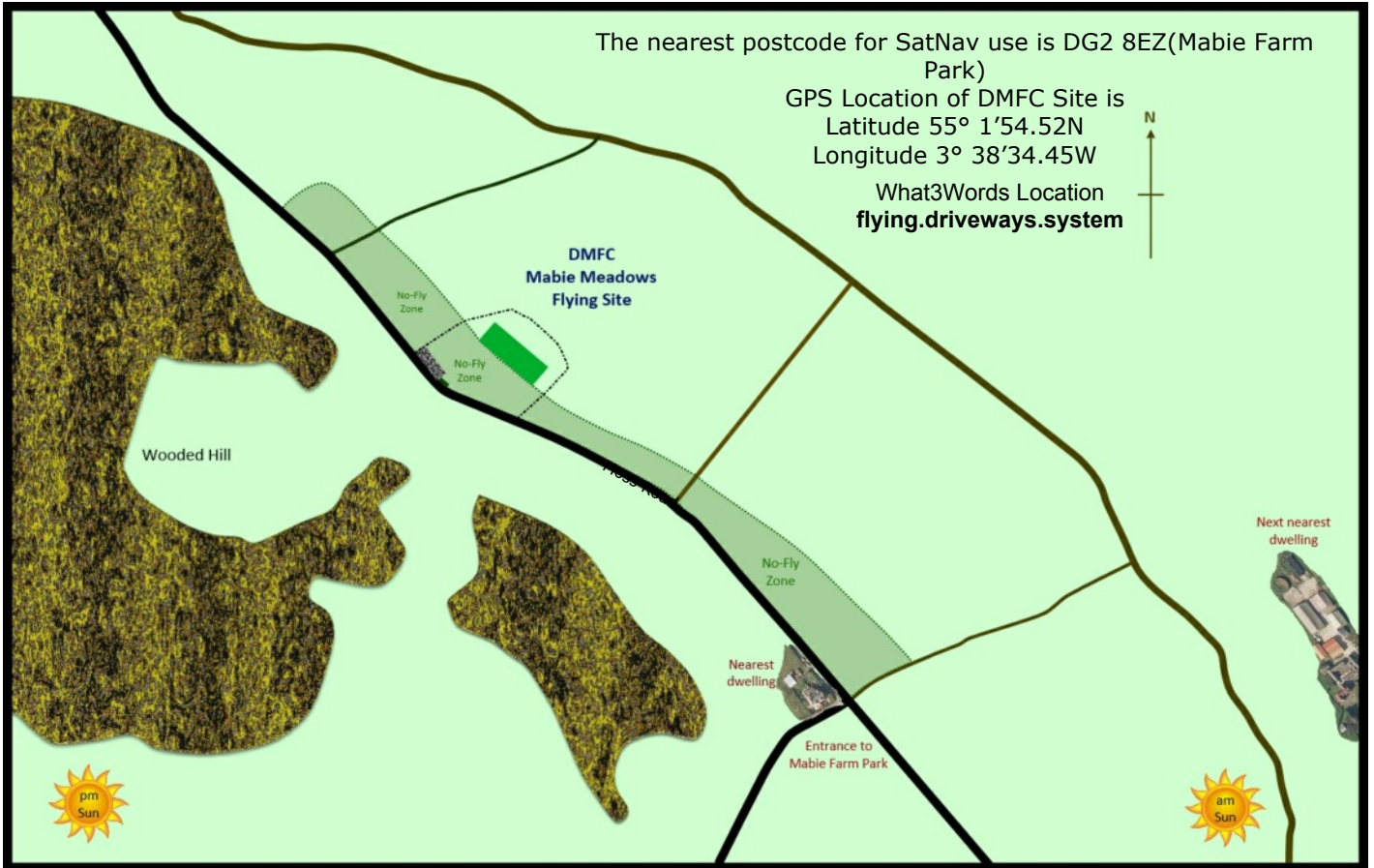
1. It is a condition of flying at our club site that all individuals are fully compliant with all current legal obligations in respect of operating and flying unmanned aerial vehicles (UAVs) and also carry adequate third party insurance. Members and Visitors must be able to provide evidence of current compliance with CAA Registration and Competence regulations and current membership of British Model Flying Association (BMFA) or Scottish Aeromodellers Association (SAA) at all times, if requested by a Club Officer (or any Club Member if no Club Officer is present). Club members and visitors who fly at the Club flying site must maintain awareness of current CAA Article 16 terms and conditions applicable to BMFA/SAA members and comply with its provisions.
2. Members and Visitors may only fly under the supervision of an experienced pilot until they have successfully undertaken the BMFA "A" basic safety certification test to demonstrate their ability to fly solo safely. Ideally a buddy-lead system should be used for all initial training and flying tuition.
3. Junior members and all minors must be accompanied by a responsible adult for the entire time they are on site. By implication, unaccompanied minors are not permitted on the flying site at any time.
4. Although the Club does not prohibit members from flying alone, this is not considered to be safe practice, and members should try to arrange flying sessions with fellow members whenever possible. If flying alone, members should carry a mobile phone at all times. Visitors and Non-Members may not fly alone on the Club site at any time.
5. Members and Visitors must not park on the narrow road outside the flying field, but should park only in the designated parking area on the site. Drivers should be considerate of others when parking and endeavour to use the available space economically to allow for additional arrivals, and try to avoid blocking access and egress of other vehicles. Vehicles (other than mobility scooters) must not be driven into the pits area.
6. Upon arrival, flyers should carry their models and equipment to the pits area. Under no circumstances may models be armed or motors started in the car park area.
7. The first member to arrive should erect the windsock, and the last to leave should remove the windsock and stow it securely. Any camping chairs in use should be stowed underneath the tables or in the Clubhouse. The last to leave should also ensure that the gate of the portable toilet unit is securely padlocked and close the main gate upon exiting the site.
8. Keys to the Clubhouse and Storage Unit are, and will always remain, the property of DMFC. Members may request, and at the discretion of the Club Officers, may be granted a Clubhouse key on payment by the member of £10 deposit. All keyholders must return their key to a Club Officer upon termination of membership for whatever reason, at which point the £10 deposit will be refunded to them.

9. The Clubhouse (including the window shutters) must never be left unlocked when the last person leaves the site. Whoever unlocks the Clubhouse is responsible for ensuring that it is locked again before the site is vacated. This may be by locking it himself before leaving (ensuring first that no other members have left personal items inside), or alternatively he may pass the responsibility to another member, ensuring that the other member has their key with them and agrees to be responsible for locking up.
10. It will often be necessary to share model benches, and at busy times models should not be "parked" on the benches between flights. Priority should be given to those returning from a flight and needing to disarm their models as soon as possible.
11. A model must never be allowed to take off in a direction where there are other pilots or anyone else in front of or to the side of the take-off trajectory. For this reason the pilot stance should always be close to the take-off threshold end of the runway, and models should be launched from a point directly in front of the agreed pilot stance so that no model can pass in front of the current pilot stance on its take-off run. The pilot stance options are shown on the flying site diagram. Members present should discuss and agree the take-off and landing direction and which pilot stance to use, with proper regard to the prevailing wind strength and direction. The stance marker should then be positioned accordingly and the agreed pilot flight stance position should be observed at all times. Pilots should stand reasonably close to each other when flying so that any emergency call can be heard clearly above any ambient wind or engine noises. If the wind direction changes during a session, then the take-off direction and pilot stance may be changed by mutual agreement of those present.
12. A No-Fly Zone is strictly enforced by the club, and members who overfly it should be duly warned of their error by other members present. Under no circumstances should a model be flown directly overhead or behind the flight line. Recurrent or persistent infringement of the No-Fly Zone should be reported to the Club Committee who may impose disciplinary sanctions upon the pilot concerned. The No-Fly Zone includes all areas behind the flight stance position. Under no circumstances whatsoever should models overfly the car park area or the pits, or the adjacent road or any buildings or farmsteads. A diagram of the Club site with the No-Fly Zone shown is included at the end of this document.
13. The maximum number of model aircraft allowed to be airborne at a time is four, regardless of type. Anyone performing a maiden flight of a model may request the opportunity to fly the model with no other models in the air during the flight, and all members should respect this preference if it is requested.
14. When flying is taking place, no-one may cross or walk onto the runway area without the express permission of all those who are currently flying. When requesting such permission it is important to be absolutely certain that the request has been heard and permission granted from ALL the pilots currently flying. If permission is granted, eg. to retrieve a landed model, the pilot concerned must shout as loud as possible "ON THE RUNWAY", and when the runway has been cleared he should again shout "RUNWAY CLEAR". When venturing on the runway, it is vital to maintain a constant watch of all the models currently flying. With the permission of other pilots flying, novice pilots can stand behind the aircraft for take off if they wish, but must make their way to the pilot stance as soon as possible. Priority must always be given to pilots who have called "LANDING" or "DEADSTICK".
15. Vital Actions - Free and correct movement of all model control surfaces must be checked prior to take-off, and pilots should double-check at that time that the correct model Transmitter Memory is selected. Immediately prior to take-off the pilot should shout "LAUNCHING" or "TAKE-OFF" loud enough to ensure all other pilots can hear.

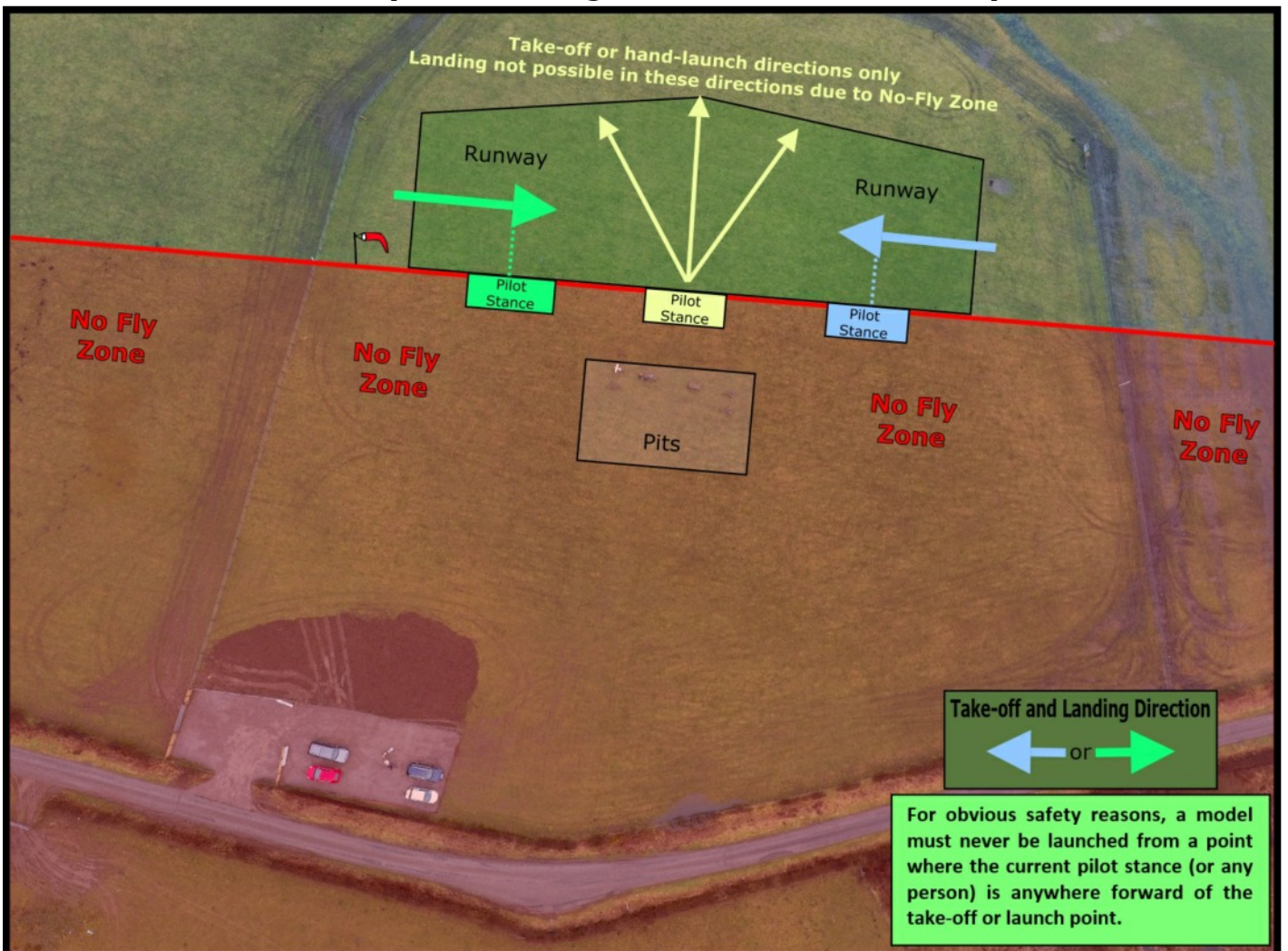
16. Prior to making the final landing approach, pilots must shout "LANDING" loud enough for other nearby pilots to hear and acknowledge. In event of a motor or engine cut-out, the pilot must shout "DEADSTICK", and endeavour to land the model as quickly as possible. In event of a deadstick, the No Fly Zone must not be overflowed, and the safety of people and property must be given priority over saving the model.
17. Pilots flying using 35Mhz radio control equipment must observe frequency control rules, and must NOT switch on their transmitter until they have ensured that there is no frequency clash with any other member on site.
18. The pits area is arguably one where more accidents may occur than anywhere else, and for this reason the Club has strict safety rules for this area. One of the reasons it can be especially dangerous is that it is also the area where most of the social interaction between members takes place, and members standing or sitting having coffee or chatting are typically "off-guard", and may not be aware of imminent threat or danger. Electric-powered models present a particular danger in the pits area, because as soon as the battery is connected they are "armed and dangerous"! Many a finger has been lacerated or worse due to an electric motor unexpectedly bursting into life when being armed. So ...
  - 18.a Never arm an electric model, or start an i/c model, unless it is properly restrained.
  - 18.b Never arm an electric model, or start an i/c model, if anyone is standing in front of, or to the side of the model. The person arming an electric model should similarly never be standing in front of the model either.
  - 18.c If the model is on the ground during arming, it can be restrained by standing astride the rear fuselage with feet close enough together to restrain the tailplane. It should always be pointed AWAY FROM any other models or people, preferably outwards from the pits. Note that the Mabie flying site often lacks the "benefit" of long grass surrounding the pits which might restrain a runaway model, so extra care is needed at Mabie.
  - 18.d NEVER taxi a model anywhere in the pits area or anywhere else directly facing the flightline, the pits or car park area, or anywhere else where there are people.
  - 18.e Hand-launched models should be launched from a point several paces forward of the normal flight line (ensuring first that you have the permission of others who may be flying to walk on to the runway). Ideally the launch should be directly into wind but never towards the pits area. If you are not confident of keeping complete control of the model when self-launching the model, ask for the assistance of a helper to hand-launch the model for you. After launching the pilot should return to the flight-line, close to any other pilots, as normal.
19. Safety is everybody's business, and NOT merely the remit of the Club Safety Officer, whose role is simply to co-ordinate and report safety issues and violations to the Committee. Accordingly, ALL members have a responsibility, not only to observe safe flying and ground-handling principles themselves, but also to be aware of what is going on around them, and if unsafe practices or safety violations are observed, to bring such observation to the attention of the person involved. Obviously a certain tact and diplomacy are appropriate in such instances, but it is in no-one's interest to shirk this responsibility, and it is hoped that everyone appreciates that it is not easy to correct a friend, and such advice should be both given and received with the best intentions and with mutual respect.

20. The Club has an Incidents and Accidents Report Book which is kept in the Clubhouse, and all incidents relating to site safety and all accidents involving personal injury must be recorded in this book. Members have a responsibility to keep themselves familiar with the CAA Mandatory Occurrence Reporting Rules of CAP722 and Article 16 and ensure that these obligations are met in the event of a reportable incident or accident.
21. Multi-rotors and helicopters may be flown from the main runway, but helicopter pilots may be asked, or may request, to have a time slot to fly with no other models airborne if this is considered to be a safety issue.
22. All models powered by internal combustion engines must be fitted with a silencer/muffler and comply with the Department of Environment Code of Practice in respect of noise emissions.
23. Club members may bring a guest to the site free of charge on up to four occasions. Thereafter the guest should join the club if he/she wishes to continue to use the club facilities, or alternatively pay a fee of £10.00 per day or £30 per week. It is the responsibility of the host member to ensure that this happens. Dumfries Model Flying Club is a strictly members-only club. Renting and maintaining our flying site is very expensive and the Club is reliant on income from membership subscriptions and visitor fees.
24. Disabled persons are welcome as Club members, provided they can fully comply with Club Rules and can demonstrate to the Club's Safety Officer's satisfaction that their disability does not negatively impact on their safety on site, nor impair their ability to operate and fly radio-controlled model aircraft safely. Notwithstanding, it must be understood that the Club flying facility is simply a grassed field, and that therefore wheelchair access cannot be guaranteed to anywhere on the site, and that the Club cannot offer any form of mobility assistance.
25. If dogs are brought on site they must be restrained at all times on a short leash.
26. Members should be careful to take all their equipment, batteries, flasks etc., when they leave the site and be especially careful not leave litter on the ground or on benches.
27. The Club Membership Year runs from 1st January. The amount of the annual Subscription and Joining Fee are determined each year at the Annual General Meeting. Club subscriptions are due for payment at the club annual general meeting which is usually held in December each year. Members who are late paying their subscription will be sent a reminder on 31<sup>st</sup> January, and if payment is not received by 1<sup>st</sup> March membership will be deemed to have lapsed. A lapsed member may rejoin the club at any time in the current year, however if a lapsed member wishes to rejoin in the next financial year the application will be considered as a new application and a joining fee will become due.
28. When there is a joint meeting between Dumfries Model Flying Club and another club, the participating club must be able to provide evidence of adequate insurance cover well in advance of the event.
29. Models powered by internal combustion (i/c) engine may be flown at the Mabie Meadows flying site subject to specified time restrictions as follows. These restrictions also apply to unusually noisy electric models.
  - a). No i/c between 12:30pm and 1:30pm on any day of the week or weekend
  - b). No i/c before 09:00am or after 5:00pm Monday to Saturday inclusive
  - c). No i/c before 10:00am or after 4:00pm on Sunday inclusive

# Mabie Meadows DMFC Flying Site Location



## Mabie Site Layout showing Pilot Stances and No Fly Zones



**In emergency - Dial 112**  
**This is preferable to 999 as dialling 112**  
**on a mobile phone automatically notifies the**  
**Emergency Services of your precise GPS location.**

**The What3Words location of the site entrance is**  
**[flying.driveways.system](https://www.what3words.com/flying.driveways.system)**

## **CAA DMARES Regulations - Operator ID**

It is now a legal requirement for all Club Members to obtain and clearly display their CAA Operator ID on all the models (over 250g AUW) which they fly. Full details relating to the required size and positioning of this ID can be found on the relevant [CAA website](#). Failure to comply is unlawful and therefore may nullify the SAA/BMFA insurance cover. It is important to remember the requirement to display the Operator ID on any new models which may be acquired.

## **CAA DMARES Regulations - Flyer ID**

All flying members MUST obtain and maintain a currently valid Flyer ID and keep it available for inspection whenever they fly. The Flyer ID is obtained by satisfactorily completing the simple [CAA online Competency Test](#) or the free online BMFA RCC Test on the [BMFA website](#)). The test is free, not difficult, and may be taken as many times as necessary to attain a Pass Mark. It is required simply to demonstrate an understanding the laws, restrictions and basic safety requirements affecting model flying. It is NOT necessary for the Flyer ID to be displayed on models but members may be asked to prove that they have completed the test and obtained a Flyer ID, which is valid for three years.

## **CAA Article 16 Authorisation**

It is the wish of CAA not to impose regulations upon model flying which would effectively impinge upon or prevent the normal activities of model flyers which they have been able to pursue for over a century. Therefore the CAA annually issues a document called Article 16 which is a special dispensation applicable to members of recognised model flying associations, including BMFA and SAA. Article 16 is a valuable dispensation granted to members of specified model flying associations to allow them to fly and operate their models on more favourable conditions than those applicable to non-members of these associations. Far from being an unwarranted intrusion into our activities, Article 16 is actually of very significant benefit to members of the main model flying associations because it gives us important rights and exemptions from many of the more onerous elements of CAP722 which would have seriously impinged upon our hobby. However it also specifies the conditions upon which these benefits are granted, so our compliance with all of these conditions is very important. Therefore all Club members and visitors who fly at our site are required to maintain awareness of the current BMFA/SAA Article 16 and to comply with all its provisions and provisos.

## **Links to useful information**

[CAA UAV Regulations \(CAP722\)](#)

[CAA Model Aircraft Article 16 Authorisation](#)

[BMFA Guide to Article 16](#)

[BMFA Quick Start Guide to the Regulations](#)

[BMFA RCC Test to obtain Flyer ID](#)

[BMFA Membership Portal](#)