



Affiliated to the British Model Flying Association

WEST LONDON MODEL AEROPLANE CLUB RULES – 2022

These rules are complementary to the recommendations contained in the BMFA Members Handbook which all Club members must read and act on. In this document the inclusion of the word “must” in a sentence means that it is a Club Rule, whereas “should” is a strong recommendation for safe practice

Sections A and B are split into 3 – rules which apply to both sites and those specific to Harefield and Pickeridge.

A1 GENERAL RULES – BOTH SITES

1. The Club permits fixed-wing, rotary-wing, and EDFs (max 4kg for EDFs). In addition at Harefield only, free-flight aircraft weighing max 150g / wingspan max 700mm (CO2, rubber or non-powered only) and airships. Rotary-wing, free-flight aircraft or airships can only be flown on the main strips with the consent of all fixed wing pilots, at the field, before each and every flight (refer to the current “Rotary-wing, Free-flight and Airship Bulletin”, for further details). The following are not permitted: Control-line or Gas-turbines. The electric rotary wing practice and hovering areas must only be used by members that have successfully completed a separate induction – contact the Training Manager for details.
2. All members must either hold an appropriate BMFA Certificate of Achievement or fly under the supervision of a certified member. Any member flying only models for which there is no applicable BMFA certificate may fly unsupervised only after undergoing a competency test as specified by the committee. The committee will appoint an examiner or committee member to check the flyer’s safe operation and understanding of legal issues – based on the BMFA tests as closely as possible.
 - a) A fixed wing A certificate is valid for all model types permitted at our sites – but for rotary wing only after an induction on the use of the helicopter area.
 - b) Helicopter A and Multi-rotor A certificates are each valid for all rotary-wing aircraft.
 - c) All other A certificates are only valid for the type covered by the certificate (except any silent flight A covers all glider launch types)
 - d) BPCs and any club custom tests are only valid for models similar to the specific model used for the test. So if a Fixed Wing BPC is flown with stabilizing gyros, the certificate is only valid for other aircraft with stabilization; if the pilot then wishes to fly unstabilized aircraft they should do the A test.
3. Guests of members will be allowed to fly provided that:
 - a) They are not undertaking paid flying training
 - b) They are members of the BMFA and therefore insured. It is the responsibility of the member to check that their guest has a current BMFA certificate.
 - c) The WLMAC member stays with the visitor when he flies and does not fly at the same time.
 - d) Each visitor is limited to 5 days per year, but first-time fliers 3 days in total.

4. The gates to the fields must be locked at all times. The combination of the lock and/or key is for members only and must not be given out. If the lock is missing or broken notify a Committee Member at once. Members must return the key if they leave the Club.
5. The last member at the field after a flying session must check around the Club facilities, put the windsock away and, at Harefield, turn off the gas supplies and lock the Clubhouse, a task that requires two people if the window covers have been opened.
6. Members or visitors breaking any of the Rules, flying dangerously, obstructing Committee Members, or ignoring their instructions may be suspended from the days flying, or suspended for a period at the discretion of the Committee. Gross misconduct may result in dismissal from the Club in accordance with the procedure set out in our constitution.
7. Members must at all times bear the best interests of the Club at heart. If anyone is breaking the noise or safety rules, or committing any other misdemeanour, he should be politely asked to stop. This act of policing each other will contribute to a safe Club, and security of tenure of the sites.

B1 SAFETY RULES – BOTH SITES

1. **No flights should be made without taking every reasonable precaution that the flight can be made safely, in accordance with the Club rules and the relevant sections of the current BMFA Handbook. This means that adequate preflight checks must be carried out and that the pilot is confident in their ability to adequately control their aircraft for the duration of the flight. If there are any doubts then the pilot must seek the assistance of another experienced member.**
2. Stand close enough to the other pilots on the flight line so that you can communicate – generally in the designated pilots' box.
3. The model must be lined up for takeoff to ensure that the pits are not over flown and with a sufficient margin for any error. Aircraft must not be landed in any line towards the pits area or any area where there are people
4. Do not taxi any model into or out of the pits without restraint.
5. Landings, dead sticks, low passes and other warnings must be shouted out loudly and other members must acknowledge the warning.
6. Any incident which might result in an insurance claim must be notified to the BMFA office by telephone within 24 hours.
7. Only 2.4GHz and 35MHz radios are permitted.
8. Mobile phones must not be taken out near the flight line or flying area
9. Do not fly when the grass is being cut.

A2 GENERAL RULES - HAREFIELD

1. Flying / running of IC models or noisy electric models must not take place before 9 am or after 7pm.
2. No more than three internal combustion powered aircraft must fly at any one time with a maximum of four aircraft on the main strip including quiet electric ones. Larger groups who want to fly together as a group may do so, only if no-one else wants to fly (however still limited to 3 IC)
3. Aircraft must be properly set up to comply at all times with the Department of Environment noise code and / or BMFA regulations i.e. highest permitted reading of 82 dB(A). NB If any member feels that another member's model is too noisy, they must ground the model until it has been tested and approved by a Committee Member with a noise meter. Any member persisting in flying any aircraft that register over 82dB is liable to be suspended for a period of time, to be decided by the Committee.
4. **Stockers Farm (crashed models):** If a model needs to be retrieved from any part of the Farmer Richard Orr's land, he must always be contacted as a courtesy, without exception, before this takes place (refer to the Field Plan at the end of this document for further clarification - His land is marked in Blue). He has said that he will never refuse access, but does not want people entering on to his land without this prior permission. His Farm is situated beyond our field to the North and includes the woods facing you as you look out from the clubhouse. The footpath, which belongs to the farm, is on their side and is not a public footpath or right of way. The boundary is the fence / hedge line. Members must be absolutely certain that the model is actually over this before phoning. If you do not have access to a mobile phone, your search must wait until you have actually spoken to him and obtained permission. His mobile number is 07795 807117. Regardless of the success of the search, a record must be entered in the "Stockers Farm Retrieval Log", which is located in the Clubhouse, stating the date / time and the reason for the model crashing outside of our field limits.
5. **Filming at Stockers Farm:** Occasionally, it will be necessary for us to temporarily suspend all model flying, this as part of an agreement that the club has with the farmer Richard Orr. Whenever this is necessary it will only be by prior arrangement and the membership will be notified by email with the specific arrangements. We must all co-operate whenever this happens.

B2 SAFETY RULES – HAREFIELD

1. Flying bounds – Main Strip (see attached Field Plan)
 1. Do not take off or land pointing at the clubhouse or pits (under any circumstances), or fly over the clubhouse, pits or parking area.
 2. The cone and windsock must be positioned as shown in the attached drawing on the west end of the flight line slabs.
 3. Aircraft must not be flown beyond the yellow lines except when necessary because of wind direction for takeoff or landing and then only for the minimum distance possible. Aircraft must never cross the red lines. Cars must not be parked on the west side of the Clubhouse.
2. If at any time an aircraft has or is thought to have crash landed beyond any of the flying boundaries (including Stockers Farm, the pits or car park), The Committee must be notified within 24 Hours.
3. Aircraft must not be flown at such a height as to interfere with full-sized aircraft i.e. they must be kept low if a full-sized aircraft is in the vicinity. Be aware that Denham Airport is located 2.7 miles to the SW of WLMAC. Their VRP (Visual Reference Point) is no more than 600m to the NW and full size aircraft will be 750' or less, at this point.
4. The club operates a peg on system for 35Mhz, as described in the BMFA Handbook.
5. If going out into the rougher areas outside the cut strip, especially to the east, ensure that someone knows you are out there, and always take your phone. If alone at the field, phone or text another member to let them know where you are going. In places the ground is very rough and overgrown, and anyone who injured themselves tripping or stepping into a hole might be in serious trouble.

A3 GENERAL RULES - PICKERIDGE

1. Members may only fly at Pickeridge after they have completed a site induction with a nominated committee member. If you wish to fly at Pickeridge contact Felix or Mat in the first instance.
2. Permitted flying times are from 9am to 9pm.
3. Only electric-powered models may be used at Pickeridge. They must also comply with a noise limit of 78 dB, measured using the standard methodology.
4. At most 4 aircraft may fly at once on the main strip, and at most 2 rotary wing aircraft (whether they are in the rotary area or the main strip). This is a planning restriction and there are no exceptions.
5. The access road, between the outer and inner gates, is a public bridleway and there may be walkers and/or horses using it at any time. Members must drive with due care, such that they will not startle horses, and should give way to pedestrians and horses.
6. Any member using Pickeridge must record their attendance and any other necessary details in the site log (details of this may vary as we develop the site)
7. The NE corner of the field is in the Denham FRZ, and our agreement with Denham permits flight within this area.

B3 SAFETY RULES - PICKERIDGE

1. All flying must be within the bounds shown in the plan at the end of these rules. In particular:
 - a) There is a road behind the western tree line, and a bridleway within the southern boundary trees, and all models must remain at least 50m horizontally away from these.
 - b) There is a footpath behind the hedge along the north/northeast boundary, and models must remain 30m away from this path as per Article 16 rules
 - c) Models should also remain at least 50m away from the access track and bridleway. However this is in our dead-zone, so models flown in accordance with the no-fly areas, should exceed this clearance anyway.
2. Aircraft must not be flown more than 400' above ground level under any circumstances. This is due to a local agreement with Denham, and the usual CAA permission for BMFA members to operate above 400' is not valid at Pickeridge. Full size aircraft routing to Denham from the south will cross Pickeridge at around 700' AGL.
3. Only models up to 20kg dry weight may be flown at Pickeridge (due to our agreement with Denham – they must, of course also comply with the newer 25kg wet, legal limit).
4. Flyers using 35Mhz must arrange their own frequency control – either bringing a pegboard, or checking with all other flyers that they do not have a frequency clash.
5. In the event of any flyaway (or other incident) which might impact Denham's operations, contact Denham's "AGCS operator" (ie tower) on 01895 833236 immediately.

C CLUB ACTIVITIES

1. WLMAC generally meets at 8pm on the second Thursday of the month at The Uxbridge Golf Club, The Drive, Ickenham or if notified, at the flying field. No club meetings are held in January.
2. The BMFA insurance of a member will cease on the 31st December and he must not fly thereafter until he has paid his BMFA subscription for the following year. If his subscription is not paid by 1st February, they will cease to be a member. Rejoining members will be required to pay the joining fee.
3. The Committee cannot be held responsible for closure of the flying site(s) at any time by the Landowners, the Local Council or the Environment Agency.
4. Members entering upon the flying sites do so at their own risk. No liability can be accepted by the Landowners.
5. All members must be insured through BMFA membership. Neither the Club Committee nor the members individually or collectively accept any liability for claims (even if repudiated by the BMFA insurers) arising from any user of the flying site, regardless of whether or not the Club Rules have been followed.

D MEMBERSHIP

1. Membership categories are:-
 - Junior Members
 - Members
 - Life Members
 - Social Members
2. Any member resigning from the Club shall forfeit all fees paid and must return their keys.
3. "Junior members" includes any member qualifying as a junior under BMFA rules (under 18's and some students). Juniors pay a reduced rate on the membership fee and joining fee.
4. Members joining in August pay half the membership fee for the current year. Members joining in November pay no membership fee for that year - just the joining fee.

E YOUNG PEOPLE AND VULNERABLE ADULT POLICY

As with any organization the Club has a duty of care towards junior members (i.e. aged under 18) or vulnerable adults. This section sets out the Club's policy and is based upon the recommendations and guidance from the BMFA.

In general, all members should be conscious of the welfare of junior members and vulnerable adults whilst at the flying site or any club activity/event. This is largely a matter of common sense provided everyone is clear on what is expected of them and a few simple principles are adhered to. It is not a responsibility to be feared but is, nevertheless, essential if the Club is to offer opportunities for all to enjoy the hobby. The committee takes a balanced approach, responsibility is a two-way thing and any irresponsible behavior from junior members will not be tolerated.

The Welfare Officer (as appointed by the Committee) acts as a focal point for all child and vulnerable adult issues and is the prime point of contact for parents, guardians and carers.

1. All club members must not use abusive or potentially offensive language in the presence of any junior member (or junior guest). Similarly, if a guest is using abusive or potentially offensive language in the presence of juniors, then they should be asked to refrain from doing so.

2. Any member (or guest of a member) aged 18 years or under must be directly supervised by a parent or guardian at all times. This supervision is required whilst attending either the flying site or any other club activity/event.
3. Whilst supervising children or vulnerable adults, members should avoid placing themselves in a position that could be open to misinterpretation or question in accordance with BMFA policy. The policy is there to protect members as well as children and vulnerable adults.

F CONSTITUTION

The Constitution is a separate document, current version adopted at the AGM 12th December 2020.

Committee:

Mathew Dawson
Roy Lanning
Stuart Whitehouse
Colin Martin
Jeff Creak
Andrew Turner
Mike Marman
Felix Scicluna
Graham Motler

Chairman
Secretary and Events Manager
Treasurer, Lead Examiner & Website
Welfare Officer, Catering, Landlord liaison
Field and Clubhouse Manager
Catering Manager, Club House
Membership and Training Manager
Pickeridge Farm
Newsletter and Pickeridge Farm

Mathew Dawson
Chairman
2022



WLMAC Field Plan



