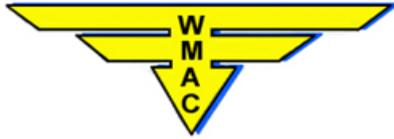


Winchester Model Aeroplane Club

Rules and Regulations

V1.2 Jan 2025



General

NOTE: Members and guests are wholly responsible for their own actions. Neither the club, nor the committee members can be held responsible for any incident or actions either directly or indirectly related to the club activities. All property is brought onto the club field entirely at the owner's risk.

All WMAC members and their guests must hold full current BMFA membership and abide by all the rules and guidelines specified in the BMFA handbook. It is the individual's responsibility to ensure that they are aware of the contents of the BMFA handbook and are aware of all current legal requirements. All flying is to take place in line with the ANO, CAP722 and under the Article 16 authorisation, details of which can be found on the BMFA website.

All pilots must either be CAA registered and have current operator and flyer ID's or, if under the age of 18, fly under the supervision of another Operator and their Operator ID. Operator ID's must be always displayed on the aircraft. Flyer ID's are issued by the CAA and will require the pilot to pass either the CAA DMARES test or the BMFA RCC test. Whilst it is the responsibility of the individual to ensure that they comply with all regulations, the club will provide reasonable assistance on request to achieve this.

Both the article 16 authorisation and the CAA regulations are updated periodically. All members and their guests must ensure that they are familiar with the latest rules and regs. Details can be found on the BMFA website.

Longwood Site Rules

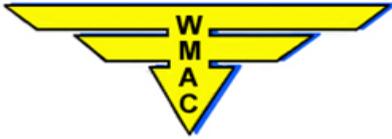
Gate and Field Access Track

A strict 20mph speed limit must be adhered to.

Members must always make sure the gate is locked after you use and that the numbers on the padlock are randomised to reduce risk of unauthorised site access. Do not divulge the gate code to anyone. The gate may be unlocked if the farm has opened it for access – if so, then always leave the gate and locks as they are found, unless it is certain that it has accidentally been left open by another WMAC member.

Be respectful of fellow users – cyclists, walkers, horse riders.

Driving on the grass either side of the track is strictly prohibited unless specific permission has been given by the farm and this instruction has been issued formally by



the club to all members. Abuse of this rule risks the loss of the site and so any transgression will be taken very seriously.

Care should be taken after prolonged periods of wet weather to ensure that vehicles do not damage the surface of the field. The track and field may become very muddy with the possibility of vehicles becoming stranded. It is always the responsibility of the driver to resolve any such issues and organise recovery if required. Under no circumstances may the gate code be revealed to any third party with the exception of emergency services

Flying Times

Flying may only take place during the hours of daylight after 9.00am on weekdays and Saturdays and after 10.00am on Sundays.

Aircraft Type Restrictions

Jet aircraft of any type are not permitted.

Free flight aircraft are not permitted.

Control line aircraft may be flown only with special permission from the committee.

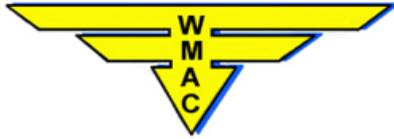
The club reserves the right to restrict the flying of any aircraft that it deems unsuitable or unsafe.

Aircraft above 20Kg MTOM are not permitted.

Aircraft with a MTOM of between 7.5Kg and 20Kg are allowed to fly subject to the following restrictions:

- All models to be fitted with fully working and tested fail-safe devices
- All flying to be within 800m of the take-off area
- Models to carry fuel (or battery capacity) for a maximum flight duration of 15 minutes.
- The operator/pilot must have immediate access to a working mobile phone BUT this must not be taken onto the flight line.
- All pilots of large models must either hold a current 'B' certificate OR be approved by the Safety Officer(s). The Safety Officer(s) has the authority to restrict the flying of any member even those with a 'B' certificate if there is deemed to be any risk of danger.

Helicopters must be flown at least 10m from the flight line.



South Longwood Airfield and Low Flying Full-Size Aircraft

This small airfield is a mile to the south of the WMAC flying field and flying can occur on any day dawn to dusk.

Inbound aircraft very occasionally overfly the strip. They are required to make 2 passes, the first to make sure there are no obstructions on their airfield e.g. children, animals and the second pass will be their landing approach.

Be aware that our site is not easily identifiable as pilots are looking for other visual clues for navigation.

MODELS ALWAYS GIVE WAY TO FULL SIZE AIRCRAFT

If you see a low flying aircraft, or are alerted to it by other members, either immediately land or reduce the height of your model to below tree level until sure the aircraft has landed.

A copy of the correspondence after a club visit to the airfield is given in Appendix 2

Aircraft Noise

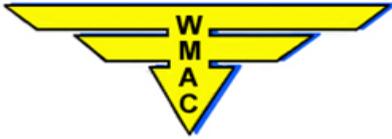
All engines are to be fitted with effective mufflers and to be operated in compliance with BMFA and DoE recommendations. In addition to this, any model that is considered to be too noisy by the Club Committee will not be allowed to be operated.

Ground Safety

All models must be checked for airworthiness prior to each flying session, including under power where applicable. Any models deemed unairworthy by the Safety Officer will be grounded. All models must comply with the BMFA safety requirements.

The pilot is responsible for ensuring that non-operators stand clear and behind the model when engines are being run.

The Site Safety diagram (appendix 1) shows the designated areas of the site for car parking, model pits, and other ground activities as well as “no fly zones” which must be complied with. All pilots to stand in the pilots’ box whilst flying, and spectators to remain behind the pilots’ box except when launching or retrieving models. Anyone venturing upon the take-off and landing area is responsible for ensuring that it is safe to do so. Occupation of this area must be as brief as possible.



Starting and running of engines on the ground to be in the pits area only and always facing away from cars and other people.

A radio range check should be carried out prior to each flying session.

All radios must have the factory-set failsafe altered from 'last command' to 'throttle idle'.

All radios and fail-safe devices must be tested before each flying session, to ensure they are functioning correctly. If they are not functioning correctly and cannot be disarmed, no flying is allowed, and the equipment must not be used until it is proved to be functioning correctly.

Frequency Control

Legal 2.4GHz radio equipment has adequate frequency control systems built in and so these do not require additional processes. However, legacy 35MHz systems are still legal in UK and may be used provided the pilot carries out the following:

1. The pilot advises all persons at the field that they are using 35MHz and which channel number is to be used.
2. The channel number is displayed on a pendant attached to the transmitter aerial.
3. The pilot checks with all other pilots at the field before turning on any transmitter operating on 35MHz.

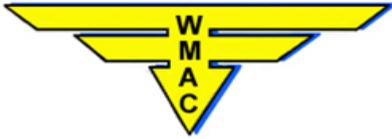
Flying

All pilots must be closely supervised by a minimum of a BMFA 'A' certificate holder until achieving the minimum of the same certificate.

Before taking off the pilot is responsible for ensuring that the take-off and landing area is clear and that no aircraft are on the approach. If other aircraft are being flown, then their permission to join them should be obtained. Care should be exercised when asking for permission and pilots should only be spoken to when it is safe to do so.

Maiden flights of untrimmed models should be made with no other models in the air and all people in the area should be informed that the model is untrimmed before take-off.

Untrimmed hand launch models should be launched by a person other than the pilot and from the designated launch points. Subsequent flights may be launched by the



pilot, but safety is paramount, and the method and location of launch should be agreed with the Safety Officer if available or by all other pilots in the absence of the Safety Officer.

Direction of take-off must not be towards the flight line. First turn must be away from the flight line.

No flying over the flight line, spectators, cars or the bridleway to the south of the flying site. A minimum separation distance of six metres must be maintained for models flying, taxiing, and taking-off past people in the pilots' box.

All landings must be called clearly.

No taxiing inside the flight line.

Personnel accidents must be avoided, if necessary at the cost of the model.

Mobile phones are not permitted to be taken beyond the car parking area if switched on unless in flight safe mode.

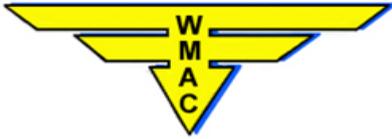
Dangerous flying will be deemed a breach of the safety rules and may result in suspension of flying privileges or termination of membership.

Allowable Flight Altitude

The Longwood site has been confirmed by the BMFA as falling outside of the Southampton Airport Flight Restriction Zone. However, the site is not specifically registered for large models to fly at altitudes above those normally allowed under Article 16. The result of this is that aircraft with an MTOM of greater than 7.5Kg are strictly limited to fly at altitudes below 400 feet. However, aircraft with an MTOM of below 7.5Kg may fly at altitudes above 400 feet providing there are always within visual line of sight. It should be noted that these rules are those specified in the Article 16 authorisation and may be subject to change. The Article 16 authorisation latest text should always be checked before flying at altitudes above 400 feet.

Safety and Incident Reporting

Notwithstanding the requirements of the ANO, CAP722 and article 16 authorisation, all safety incidents must be recorded in the safety logbook located in the caravan and be reported to the safety officer. Any legally reportable incidents MUST be reported to the authorities and the Secretary and Chairman advised.



There is a First Aid kit located in the caravan for use by all. If anything is used or found to be missing, then the Safety Officer and/or Club Secretary must be informed immediately so that replacements can be procured.

In the absence of the Safety Officer any member may act on their behalf.

Guests

Any member may invite a guest to fly at the Longwood site with prior permission from the Club Committee. Guests will be subject to the same rules and regulations as normal members. The responsibility for abiding by these rules is held jointly and severally by the member and their guest. Guests that wish to fly their own aircraft and not under the direct supervision of a member must provide proof of insurance, operator and flyer ID's to a committee member prior to their visit.

Guests will normally be allowed to fly on two separate occasions before being asked to apply for full membership, but exceptions may apply at the discretion of the Committee.

Children and Vulnerable Adults

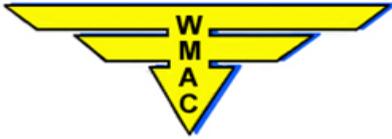
Children and vulnerable adults are welcome at the Longwood site to both participate in flying and to observe but must always be accompanied by a designated responsible adult. The level of supervision is to be commensurate with the subjects age, maturity, capabilities and levels of experience.

All other members present at the site must be made aware of the presence of any children or vulnerable adult and advised who the responsible adult(s) is (are).

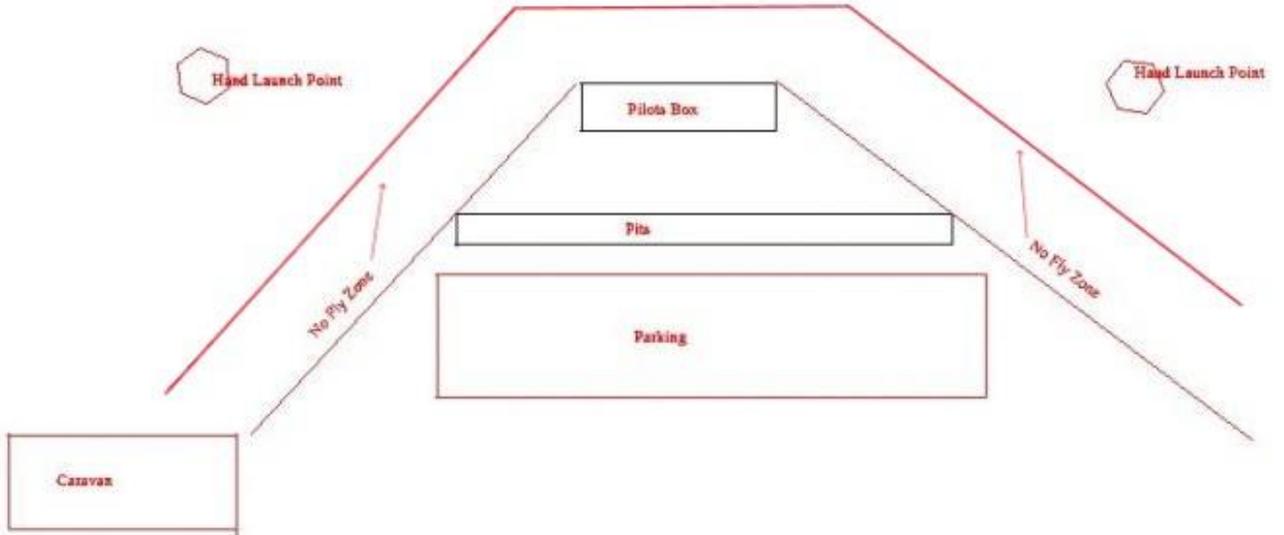
General

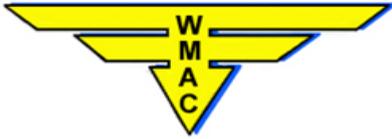
All rubbish and broken parts are to be removed from the flying sites. Damage to property must be reported to a Committee Member.

Dogs must be restrained at all times if brought onto the flying site by means of a tethered leash of a length which prevents them being a distraction to the flying activities and affecting any livestock which may be nearby.



Appendix 1 – Longwood Site Safety Diagram





Appendix 2 – Notes After South Longwood Airfield Visit Mar 2024

Dear WMAC member,

I recently visited the South Longwood airstrip with fellow WMAC member Dave Durnford.

As many of you will know, this airstrip is just south of our flying field.

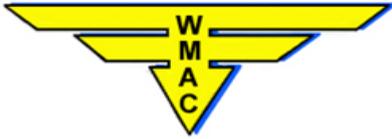
We met with the site manager, Owen, who is a full-size pilot and an occasional R/C flyer.

The reason for the meeting was primarily to discuss the recent increase in low flying full size over our field, but also to establish friendly communications to both flying club's mutual advantage.

Owen was charming, very friendly, and frankly could not have been more understanding or helpful.

Our discussion can be summarised as follows:

1. The site is for full size aircraft use only and only operates when suitable weather and wind conditions prevail.
2. The farm strip operates and accommodates approx. half a dozen aircraft at most.
3. The farm strip lies within Southampton Airport's Control Zone and ALL aircraft movements in & out require the airport's prior permission to operate.
4. This means that any visitors or persons unfamiliar with the strip are highly unlikely as they require prior site approval and an airstrip familiarisation visit of the farm strip before any use.
5. Southampton Airport ATC usually gives a typical clearance for the airstrip users to operate and fly not above 2000 feet AGL (Above Ground Level). NOTE: The aircraft will most likely be flying much lower though as they prepare to land.
6. Inbound aircraft always overfly the farm strip at low level to ensure there are no obstructions on it e.g. sheep, cattle, dogs etc. therefore model flyers may anticipate at least two(2) low level circuits being made by the inbound aircraft i.e. One(1) circuit to check the airstrip is clear of any obstructions then a final second circuit for the aircraft to land.
7. The airstrip is permitted to operate throughout the year, anytime from first light until dusk.



We agreed the following:

1. Owen will advise all aircraft operators based/using South Longwood farm strip of the presence of model flyers at the WMAC site.
2. Model aircraft in the air and the WMAC site location itself are NOT easily identified by incoming full-size aircraft as they are looking for other specific visual reference points not associated with the WMAC location.
3. MODELS SHALL ALWAYS GIVE WAY TO FULL SIZE AIRCRAFT
4. On hearing or seeing a full-size aircraft likely to be landing at South Longwood, WMAC flyers will either land or if that is not possible or safe to do so, reduce their height to below the tree top level at the WMAC site.

Any issues or incidents regarding the South Longwood farm strip aircraft and WMAC model flying operations are to be reported to the WMAC secretary.

The caravan will have further information on this, including annotated aerial photographs, posted up in the window.

Thank you all for your time and for continuing to help make flying in this area safe for all.

Kind regards



