

# Club Rules 2025

Version 2.2 (May 2025)

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## **1 Club Fees**

1. Club Fees are payable for existing members by the beginning of April each year. New members are required to pay in full before commencing any flying activity at the site.
2. Members may also pay their BMFA membership through the club but will remain responsible for making sure their BMFA membership is current before flying.
3. A DMC membership card will be issued following payment this should be carried while on site to enable proof of membership if challenged by the club committee or RSPCA Staff.

## **2 Insurance**

1. All full-time members **MUST** be members of the BMFA which provides individual insurance. The only exception is a new member on trial within their first two sessions. Other insurance may be held for personal reasons, but BMFA membership and insurance **MUST** still be in place.
2. The member must ensure their DMC membership card is with them at all times when on the field. Spot checks by the club committee or RSPCA Staff may be carried out. Any member unable to produce a membership card whilst taking part in flying activities will be referred to the committee.
3. Members are required to associate their membership with Doddington Model Club on the BMFA site so the committee may confirm membership status.
4. As the club year runs from April to April and BMFA Insurance year runs January to December, members must ensure they remain insured to continue use of the flying field.

## **3 Flyer and Operator ID.**

1. There is a legal requirement for operators of aircraft over 250g to be registered with the CAA and thereby issued with a Flyer ID. They must also pass an on-line competency test in order to hold an Operator ID. NB Both Flyer and Operator ID are displayed on the DMC and BMFA membership cards. To be allowed to fly at the club, members must ensure that both their Flyer and Operator IDs have not expired and are valid during a flying session.
2. When flying members must carry with them a record of a valid Flyer ID. E.g. DMC membership card.
3. Any aircraft flown must carry the Operator ID of the member supervising / responsible for the flight.
4. If the Operator ID is not displayed on the outside of the aircraft, it must be inside and easily accessible without use of any tools.
5. Spot checks by the club committee or RSPCA Staff may be carried out. Any members not conforming with the detail above, will not be allowed to fly until CAA registration and identification on aircraft is in place. There is no exception to this rule as it is a legal requirement.

## 4 Club Meets and solo attendance

1. For any attendance by members to the club site at Block Fen, in order to meet its safeguarding obligations all children (under 18s) and vulnerable adults (those with physical, mental or other disabilities) must be accompanied by a parent, guardian or other responsible adult at all times. Any young children must be supervised at all times. Also refer to the Club's policy on safe guarding statement.

### 4.1 Official Club Meets.

1. These take place on Sunday mornings from approx. 9:00 am to 12:30 pm and all members are welcome.

NB This is a good opportunity for members to have a face-to-face chat with committee members regarding any issues that they want to raise.

### 4.2 Solo attendance and attendance outside of club meets

1. At the discretion of the Club Committee, every club member is eligible to be 'Authorised' for solo use outside of club meets.
2. 'Authorised' Club members can access to field between the hours of:  
  
0900 hours to 2000 hours summertime  
1000 hours to 1600 hours wintertime – If darkness falls before 1600, flying must stop unless participating in 'Night Flying' – see night flying section.
3. Authorised members will be provided with the combination code for the gate lock. The gate must be kept closed after entry, or leaving the field and locked by the last member leaving. Members shall not 'share' the code with any unauthorised person(s) – either member or not. The code will be changed each club year on the 1<sup>st</sup> April, or sooner should a need arise.
4. Any member who is not authorised to fly solo outside of a club meet, who is found to be flying on the field by ANY club member, will be banned from the field for a period of 28 days. Dependant on circumstances, they may also be subject to being disciplined in line with the RULES, SAFETY AND DISCIPLINE section of the constitution.

### 4.3 Dangerous flying

1. Any reports or observations of dangerous operation of aircraft made to the committee be they from; other club members, users of the parachute centre, RSPCA staff or the public, will be investigated. If these reports are found creditable, members responsible will be disciplined in line with the RULES, SAFETY AND DISCIPLINE section of the constitution, which could lead to permanent exclusion from the field.

## 5 General Flying and Field use

### 5.1 Field availability

There are times when the field will be closed for use; far as is possible such events will be notified in advance. Examples of such cases are listed below:

1. Members will not be allowed to use the field while grass cutting or field maintenance is taking place.
2. The field maybe closed at the request of the RSPCA during organised events.

3. The field could be closed in the event of the ground becoming soft with risk of vehicles getting stuck or 'cutting up' the access road / parking area. Although notifications will be given, members are expected to also use their own discretion outside of notification periods. If a member considers the track / parking area is unusable they must inform the Committee.

## **5.2 Food and drink**

1. Alcohol is not permitted to be consumed on the flying site, either by a flying member, or; a spectator! There is no exception to this rule.

## **5.3 Dogs**

1. Member's or visitor's dogs are not allowed on the premises, either in cars or out of them.

NB The RSPCA has strict procedures to manage the dogs that are in their care on the site, with risk assessments carried out based on the fact that our fields are a safe, dog-free zone for the rehabilitation of RSPCA residents. RSPCA operate a one-way system for their dog walkers to try and limit risk. Any unexpected interaction with dogs on site could potentially be very dangerous for their staff and our members. Quite often RSPCA dogs are undergoing treatment for a variety of unpleasant conditions which could potentially put visiting animals at risk.

## **5.4 Windsock and Fluorescent Vests**

1. Before any flying takes place, the windsock must be raised on the mast. This gives a visual indication to any air traffic using the North London parachute centre airfield that model flying is taking place.
2. Fluorescent vests must be worn by all pilots on the runway, so RSPCA walkers can be aware that model flying may be taking place. These are provided in the cabinet at the flying site, for members.
3. At the end of the flying session the Windsock must be lowered, removed from the mast and along with any used vests returned to the storage cabinet.

## **5.5 Use of battery charging facilities**

1. The club hut has a 12V 10A max dc outlet operated by an isolation key solely for the use of powering members battery chargers. At the end of charging the outlets should be turned off, the key removed and placed on its storage hook.
2. Most members will be using the facility to charge LiPo batteries which have the potential to present an extreme fire risk, therefore when charging this type of battery, they must be placed in fire proof charging bag designed for the purpose and not left unattended.

## **5.6 Access Gate**

1. The gate should be kept closed at all times, to prevent unlawful access, including intrusion on the field for the purpose of residence.

## **5.7 Permitted Models**

The following models are not permitted at our field

- Jet Turbine Models
- Single Rotor in excess of 700 class
- Multirotor in excess of 800 size, e.g. DJI S800
- FPV aircraft greater than 3.5kg MTOM
- Models with a wing span greater than 90 inches / 2.3m, cannot be flown unless by prior approval of the committee.
- No models above 20kg are permitted under any circumstances.

## 5.8 Entering the field

1. Vehicles will ALWAYS enter the flying field via the gate with the combination lock, the gate must be closed behind you after entry. Turn left, following the track to the car parking area next to the site hut and pits.

### Parking Area



2. While driving on the track 'right of way' must be given to dog walkers. When passing stationary dog walkers take care as dogs may act erratically
3. No vehicles are to be parked in front of the hut.
4. Vehicles will be parked nose on to the "Walking Track", [MB1] ensuring the walking track is kept clear, which is in continual use by the RSPCA.
5. Exiting vehicles will take precedence over those entering.
6. Vehicles must not drive anywhere other than the designated areas, and vehicles will NEVER cross or enter the runway at any time. Any parking which requires crossing the pits, must be done with caution and with due regard to any members who are using the pit area.

## 5.9 Using the field

### 5.9.1 BMFA Handbook

Members should be familiar and comply with the BMFA Handbook at all times, <https://handbook.bmfa.uk/>

A brief précis of important rules:

- Human Life takes precedence. Any microlite, parachutist or low flying aircraft must be accommodated. If the human airspace user looks like they MAY pass near or over the fly the field with even MINOR risk of conflict, the remote pilot must immediately take action to avoid conflict. E.g. Turn away, reduce height, land, NB In all cases where life is at risk remember the model is expendable. ANY Club member who is observing feels there may be a risk of conflict MUST notify the remote pilot and advise them to land. Any deviation or refusal of the request, will be deemed as dangerous and exclusion from the field for the remainder of the day WILL be mandatory. Any further disciplinary action will be in line with the constitution
- Models will not be taxied in the pits area under any circumstance.
- No Models will be 'live' whilst in the pits area, apart from during repair, testing or maintenance – [the]MB2 member will be expected to ensure that 'Throttle Hold' or similar is engaged, or that the model is adequately restrained so it cannot move.
- Members will ALWAYS fly models in front of them with their back to the pits, and; NEVER over the pits.
- Pilots must familiarise themselves with the flying site and immediate area, see Permitted flying area section and diagram. If pilot error (however minor) causes a model does pass over the head of a person, the pilot MUST land the model in the interests of safety. The pilot will then take a brief break to reflect what caused the error and how to avoid this happening again in the future before resuming flying.
- Models will **not** be flown over the RSPCA dog training area, horse track; or further than the edge of the first field between the runway and RSPCA centre (see Permitted flying area section and diagram).
- Prevailing wind must be considered when landing aircraft, but under no circumstances will a pilot allow a model to fly over the dog training area or horse track mentioned above (surrounded by a wooden fence). If the prevailing wind would recommend approach from this area, the pilot MUST choose a safe alternative option.
- When a member is flying a model, ALL other members on the field will remain behind the pilot. Any member wishing to talk or stand with a pilot who is flying (with the exception of flight training/buddying) will stand at least one step backwards from the pilot, so they are not within the peripheral vision or causing distraction. Do not talk to the pilot unless they wish to enter conversation. This will ensure full concentration of the pilot at all times.
- Single rotor helicopters WILL NOT be flown at the same time as planes, under any circumstances.
- Only ONE single rotor helicopter may be flown on the runway at any time.
- Outside of an organised event; only up to 4 pilots on the runway may be engaged in FPV flying using 'multi-rotor' aircraft, with a competent spotter for aircraft who has unaided visual line of sight. Any FPV flying or racing SHALL NOT exceed the boundaries of the field where the runway is situated, being marked by the ditch line. FPV models may be flown at the same time as Fixed Wing LOS, but a spotter who can maintain visual line of sight of the FPV aircraft, must be present.
- Outside of an organised event, the number of pilots using planes/fixed wing on the runway at once is recommended as 3. The maximum number at ANY time will be 5. When 2 or more planes are flying together, all pilots must agree which direction they wish to fly and its orientation – clockwise/anticlockwise. Any deviation from this, all pilots must agree i.e. (figure 8, low flyby, touch and go etc). All deviations must be communicated vocally and understanding confirmed. Any pilot error

that causes deviation must be communicated immediately, and vocally agreed that the deviating pilot will either increase or decrease altitude as appropriate to correct the mistake out of the flight path of the other models.

- When landing, pilots will agree vocally that they will be coming in to land. If a pilot shouts 'dead stick' all other pilots will give priority to the pilot and fly to accommodate the situation.
- Recovery of aircraft will be done vocally and by agreement of any other pilots flying. If necessary live models will remain on the runway until safe to retrieve. The only exception to this is if the live model poses a danger to anyone (i.e. Nitro Helicopter with low battery, risk of fire from LiPo batteries, receiver or transmitter damage/fault).
- Modern Spread Spectrum 2.4GHz (5.8GHz in some cases) transmitter and receiver systems are preferred by the club as risk of interference is almost completely eliminated, however; pilots using MHz systems must state on arrival what crystals they are using and ensure there is no conflict with any other MHz pilot.
- Members wishing to bind or rebind a 2.4 GHz model will announce this to all other members prior to doing so.
- All pre-flight checks will be conducted as per BMFA Handbook. A range test WILL be completed at the start of any flying session or day.
- Members are responsible for the level of noise emitted by their models. Electric/Battery powered models are favoured for silent or quiet flight, but of course IC/Nitro/Petrol models are welcome. In all circumstances, models must comply with noise levels dictated by the Town and Country Planning Act. If the RSPCA centre requests that a particular model is no longer flown at the field, due to excessive noise, the modeller must adhere to this at all times. The pilot must notify a club committee member by phone, text, email, WhatsApp or Facebook at the earliest opportunity so other members who may have the same model may be notified.

**SAFETY IS PARAMOUNT AT ALL TIMES. YOU MUST CONSIDER NOT ONLY YOUR SAFETY but the safety of EVERYONE, INCLUDING WALKERS, HORSE RIDERS, NEARBY ROAD USERS and other AIRSPACE USERS.**

**Model flying must not only BE safe – it must be SEEN to be safe.**

### **5.9.2 Other Field Rules**

1. All food rubbish MUST be taken home at all times.
2. No Smoking near Nitro fuels.
3. No loud music from vehicles.
4. Membership cards may be checked whilst at the field. Failure to be in possession of your card may result in requirement to leave the field by club members or RSPCA staff.
5. Members must park their vehicles in the designated area of the field. No vehicles will be left on the road or on the access track.
6. MOBILE PHONES – mobile phones will be set to airplane mode if in the pocket of any pilot on the runway, except when used in conjunction with recognised modelling equipment (I.e. video downlink), in which case, this must be notified to any other pilot using the runway at the time. ALL mobile phones,

not in airplane mode, whilst in possession of a pilot who is flying a live model, must be notified to other pilots if flying at the same time.

### **5.9.3 Night flying**

1. Night flying will be by prior arrangement with the club committee ONLY, and will only take place outside of summer months and not after 2100 hours. Night flying models will only be electric powered models and their suitability must be assessed before flight is commenced (i.e. lighting systems, amount of light emitted and visibility). Models deemed not suitable for night flying, must have their lighting systems amended as per any requirement of the club.

## **6 Discipline**

1. Mistakes, errors and technical failures WILL happen – a genuine mistake is only human!
2. In the event of observations or reports of rule infringement or dangerous operations the report will be investigated and any disciplinary action taken in line with the RULES, SAFETY AND DISCIPLINE section of the constitution.
3. In the event of an incident any member involved must make their, personal, BMFA member and insurance details available to any interested parties. In the event of a failure to do this, Doddington Model Club, on the advice of BMFA – may disclose such member details as required for the purpose of dealing with insurance matters.

## **7 New Technology**

1. First Person View systems (FPV) must be used in line with CAA exemptions and with a spotter present who can maintain VLOS. Pilots that put the club (DMC) at risk by their actions, agreed on a committee majority, whilst using FPV will be banned from the club for a minimum of 12 months.
2. GPS Autopilot Systems. These are now mature systems, however; members must seek approval of the committee if flying an open-source GPS system.
3. GPS Systems which are not open source are acceptable, as approved by manufacture.
4. If you have a model or system with new technology that is not already in use at the club, you must seek the approval of the club committee, simply to ensure safety and suitability of use at the club field.

## **8 Doddington Model Club Committee**

Chair: Neil Chapman,

Treasurer: Andy Wake,

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Secretary: Martin Brooks,  
Safety Officer: Colin Hart,  
Member rep: John Ekpoffiong,  
Non-Flying: Sue Wake

## 9 Permitted Flying Area (Issue 7)

### 9.1 Key to Flying Area

**Green** high-lighted areas identify where flying is permitted

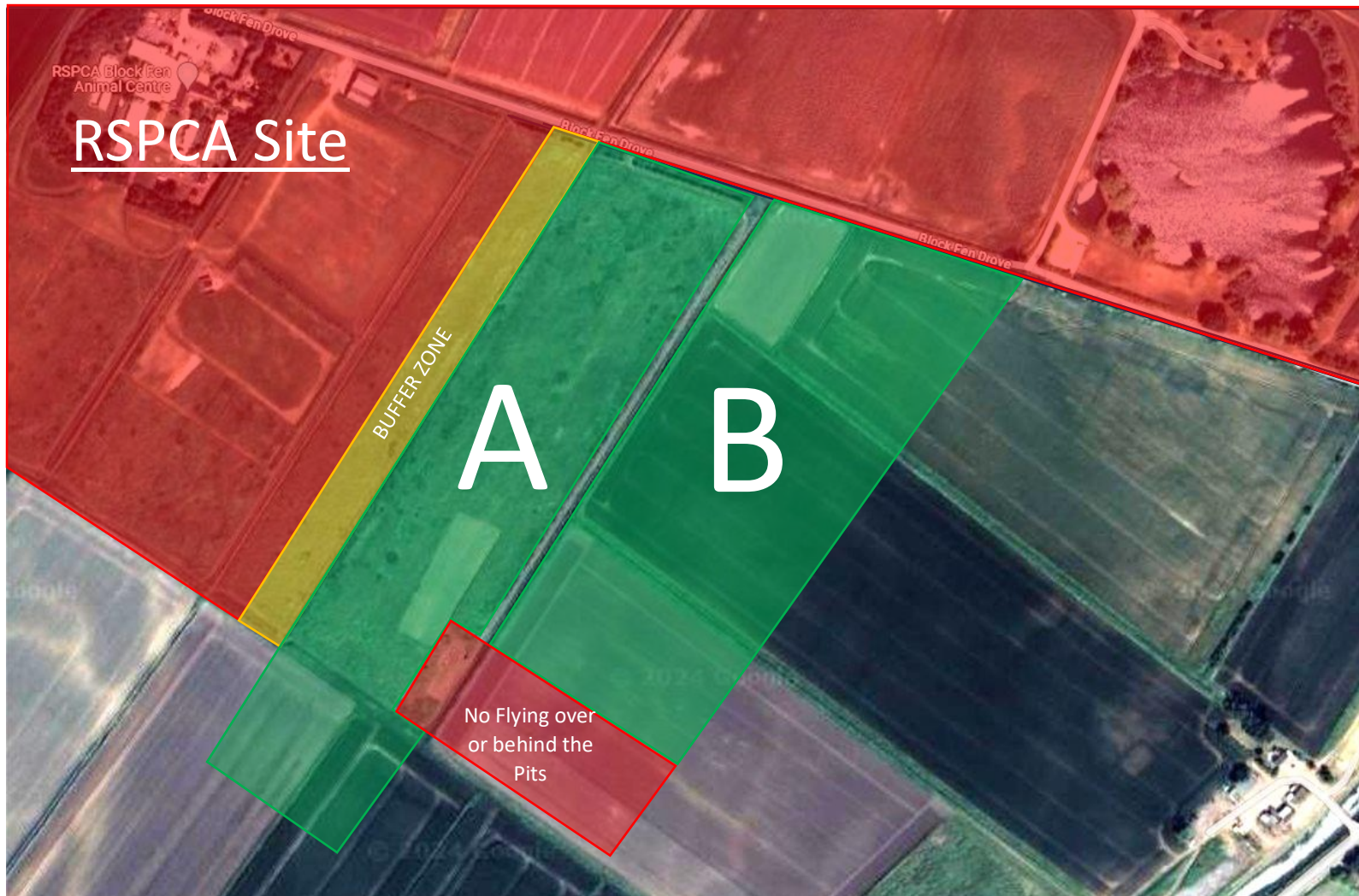
**Red** high-lighted areas identify areas where **NO** flying is allowed under any circumstances. Please leave a safety margin when flying to avoid violation

Note: There is a 'buffer zone' area, (orange high-light), between area 'A' and the RSPCA. This is to allow for accidental errors in judgement or if conditions change while flying and make its use necessary to land. It is not to be used as a matter of course.

When flying between areas 'A' and 'B' exercise caution to avoid endangering walkers or vehicles on the access track. Also avoid over flying fields in which farming is taking place or people are present.

In line with BMFA handbook, no flying is to take place over the pits or behind the pit hut.

## 9.2 Flying Area



## 10 Advised Flying patterns

Circuits may be left or right-hand, dependant on prevailing wind direction. Diagonal patterns may also be used but must avoid over flying the pits.

