Wessex Model Flying Club - Operating Procedures 2027

Following changes to UK Aviation regulations on 31st December 2020, the British Model Flying Association (BMFA) operates under an 'Article 16 Authorisation' from the CAA, which defines the operating parameters for model aircraft operated by clubs and members.
Details of how this applies and much more useful guidance is detailed within the **BMFA Members Handbook** available from their website (www.BMFA.org) as well as numerous specialist booklets that can be downloaded.

1. To fly on WMFC sites model pilots must be current members of the BMFA and the Wessex Model Flying Club or an accompanied guest of a member of Wessex Model Flying Club.
2. Current BMFA Regulations must be adhered to.
3. A maximum height of 400ft AGL must be observed irrespective of model weight or design.
4. Members should cooperate with other legitimate users of our flying sites as required.
5. Vehicles must only park in designated areas or as advised by a committee member.
6. Driving or walking elsewhere on the airfield or patch is not normally allowed.
7. Dogs are not allowed on WMFC model flying sites.
8. Any model aircraft (that is, either power fixed-wing, glider or helicopter) with a maximum take-off mass (MTOM) between 7.5 Kg and 25 Kg may be operated within the terms of CAA Article 16 Authorisation.
9. A radio fail-safe device **must be fitted** and operational to all models over 7.5 Kg. The CAA however requires that **all receivers** that are capable must have failsafe activated to close the throttle to prevent a 'fly away' in the event of radio failure. Pilots are to test failsafe regularly as part of pre-flight checks.
10. The fail-safe device fitted must, as a minimum, bring the engine to idle speed.
11. The taxying of models or the hovering of helicopters in the pit areas is prohibited.
12. If running models are taxied from the pits, they must be held by the tail or carried.
13. Pilots must fly from the designated pilot's box area only.

14. No more than 5 (five) models may be airborne at any one time.

15. All internal combustion engines must be silenced in accordance with BMFA [1]guidance on noise levels in line with the government Code of Practice on 'Noise from Model Aircraft 1982'.

16. The instructions of a committee member must always be observed. Anyone considered flying in a dangerous or irresponsible manner shall be first warned and asked to cease flying immediately until the matter is resolved. Failure to comply with this request immediately will result in the member being reported to the club committee.

17. In the event of infringement of any of the rules, the club committee has the power to take whatever action it thinks fits, including expulsion of the offender.

18. Mobile phones must not be operated on the flightline or in the pits area.

19. All pilots of electric models (or IC models where the engine is still running) using 2.4Ghz transmitters must take their transmitter with them when collecting models to remain in full control of the model whilst it is armed. The use of a 'throttle cut switch' is encouraged.

20. Pilots must not over-fly the pits, cars or people at any time.

21. Spot noise level checks will be made during the year.

22. When flying pilots must use the following calls as a minimum to other plots on the flightline:

    22.1. Taking off.

    22.2. Landing from the right/left.

    22.3. On the patch (for recovery).

    22.4. Dead stick (model has lost power so must land).

23. If any pilot is concerned about a possible mid-air collision on the main patch during a busy period, they may call for circuits only, in which case the other pilots should comply and avoid for the remainder of that slot.

24. The pits area, pilot box and no fly zones are clearly defined on maps available on request.

[1] Detail available within Annex B of the BMFA Handbook – 'BMFA Model Flying Technical Handbook'

Gas Turbine Specific Requirements

25. It is a requirement that any Member flying a gas turbine-powered aircraft (fixed wing or helicopter) is to be accompanied by an observer/helper during flight and during start up.
26. A Carbon Dioxide (CO2) fire extinguisher must be close at hand throughout
27. The Member must also hold a BMFA "B" certificate (F or H which ever applies).
28. Additionally, any member wishing to start this aspect of the hobby, apart from complying with the above, must demonstrate a good grounding in Gas Turbine operation.
29. Detailed [2]'Keevil Turbine Operations- Pilots Notes' and Risk Assessment are available.
30. Prospective turbine flyers must confer with a club examiner to ascertain their suitability of their model and his/her expertise in being able to fly a turbine powered model safely.
31. The BMFA handbook section "Safety Advice for Specific Model Types – Gas Turbines" should be used as guidance and complied with. Examples being start-up procedures, safety, risk assessment and flight envelope characteristics associated with flying fast models.

Keevil Airfield

32. The Rules of Entry to the Airfield have been amended recently by the MoD and are under constant review. Details will be promulgated as they are amended. Following apply:
33. No damage to be caused to any building or land. The Airfield must always be left in a clean and tidy condition.
34. Model flying may only take place at weekends or bank holidays as detailed through WMFC communication channels.
35. Be aware, permission to enter can be withdrawn at short notice due to military activities.
36. Flying and access to Keevil is subject to permission granted and detailed by the MoD. This privilege can and will be withdrawn through non-compliance.

[2] 'Keevil Jet Turbine Operations Pilots Notes' and 'Turbine Ops Risk Assessment' are available from the club secretary

37. No smoking, consumption of alcohol or BBQs.

38. Models are only to be flown within the areas designated for model flying.

39. The grass area by the windsock and/or the nominated runway are the principle flying areas.

40. Members may request, with due consideration to others, their preference to fly off the main runway or grass patch, coordinated through the club communication channels in advance.

41. Flying from the grass patch and runway, alternatively, in a coordinated and safe manner is feasible ideally when just a few members are in attendance who all agree and are compliant.

42. From 2027 the renewed MoD license limit of active pilots will increase to fifteen.

43. Cars must be parked 50m away from the flight line and not on the runway.

44. A spotter must be present. This means that everyone present should act as a spotter and advise the pilot(s) of approaching aircraft, farm vehicles or pedestrians.

45. Two people must always be present on site. In case of emergency one person must go and open the gate immediately to receive and then guide assistance.

46. Uncontrolled rockets, pulse jets, free flight models and UAV/Drones/FPV are strictly prohibited. Control Line is permitted.

47. If military personnel do make a valid request to move from the tarmac area, then comply and move to the grass flying area or depart.

48. When flying from the tarmac or grass models must be flown within the bounds of the airfield perimeter and not flown out towards the villages.

49. When flying from the grass patch or runway, the areas to the south e.g. access road, pits and car park are designated '**Dead Areas'** and must not be overflown. Refer to Hazard map.

50. Should the military be present or arrive then club members should liaise. Club membership cards can be shown to confirm the WMFC has legitimate access.

51. If full sized Aircraft (Helicopters or Fixed Wing) arrive unexpectedly over the airfield, then models must be landed immediately (on or off the patch) until the situation is clarified.

Poulshot Site Specific Rules:

52. No cars may be driven on the patch under any circumstances. Cars may be turned at the designated corner of the Pitts area to unload then parked in the designated area.

53. The pits area is defined by fencing and flight box is marked with cones.

54. When starting all planes must be tethered regardless of power source and must face outwards from the pits facing the fence to the flying area leaving safe passage to walk behind running models.

55. No dogs are allowed beyond the entrance to the pits area, from the turning area.

56. UAV/Drones or FPV Drones are not allowed at Poulshot.