



WHMFC Field Safety Rules – September 2026 (Please also refer to Flying Field Site diagram)

The BMFA handbook covers general safety rules, which everyone should be aware of. All club members should familiarise themselves with this document at least annually: [BMFA Handbook](#).

This document lays out rules specific to Willy Howe Model Flying Club.

Safety is the responsibility of everyone present at the field/hall. If anyone sees what they believe to be unsafe activity, or models, this should be raised immediately with the member concerned, or a committee member. Members are expected to understand that any concerns raised do not constitute a personal attack.

The BMFA Handbook, this document, and the use of common sense, will result in safe flying for everyone at WHMFC – members, visiting fliers and the general public.

GENERAL

All fliers must observe field discipline and comply with current Air Navigation Orders, BMFA Safety Codes contained within the current BMFA member's handbook, and relevant CAA regulations, including, but not limited to, the requirement for an easily located, current CAA Operator ID of appropriate size and format affixed to models as required by CAA.

Flyers should challenge themselves, and others present on good practice regarding safety.

All radio-controlled models of any type, must be fitted with an operational failsafe if this is supported by the radio equipment. Any member can request a demonstration of a model's failsafe operation. Models in excess of 7.5kg **MUST** be fitted with an operational failsafe, and the operation demonstrated to an experienced flier before the first flight of the day.

Proof of BMFA Membership is to be accessible.

Solo fliers must hold at least a BMFA A Certificate, or equivalent; or have been approved by the Committee.

Members should ensure that any members of the public are aware of the field layout, and 'safe' areas.

If more than one transmitter is on any frequency other than 2.4GHz, e.g. 35MHz, fliers must employ the old 'Peg Board', to ensure there is no clash of frequencies. The Peg Board is located in the caravan, with the windsocks and safety fence.

When flying powered models, it is mandatory for a suitable Fire Extinguisher to be ready at hand in the case of a fire – this applies irrespective of the power source. Please note, this is to allow control of small fires within the flying field only – personal safety is the primary concern.

Club members are encouraged to challenge themselves and other flyers regarding pre and post flight checks.

Flying of models at extreme range may be challenged to fly closer in to ensure no orientation issues, or loss of signal.

If a model is electrically powered, checking of battery level prior to flight is encouraged.

Prior to a model's first flight (maiden) members are encouraged to request an experienced flyer examine the model.

Models with engines/motors should have a means of ensuring that it is not possible to inadvertently activate the throttle.

VISITING FLIERS

Visiting fliers must hold at least a BMFA A Certificate, or equivalent; members should challenge visiting fliers on this, that the visiting fliers have read these safety rules, and are aware of the safety guidelines in the BMFA Handbook.

Visiting fliers should demonstrate the operation of all model's failsafe to a club member, if the radio system being used supports it.

Visiting fliers must produce evidence of current BMFA membership.

FIELD LAYOUT

The field layout is reviewed at least annually, and its acceptance is voted on at the annual AGM as part of accepting the latest version of this document. Small changes may be made by the Committee; large changes will be subject to a members vote. All club members are expected to know and understand the layout, and the purpose of each area.

Occasionally, additional NO-FLY ZONES may be in place temporarily. In this instance all members will be advised by email.

Visiting fliers should be challenged to ensure they are aware of the current field layout.

Members of the public should be advised of safe and unsafe areas.

Should a pilot wish to use an alternate location as the pits or pilots' box, agreement of all pilots at the field must be sought first. All pilots must agree the location of the pits, pilots' box, car park, and any NO-FLY ZONES. Flying from an alternate location should only be undertaken if it would be more dangerous to fly from the primary location.

As the pits area is quite small, it should only be used for starting/arming/disarming models. Only the operators of these models should be in the pits, unless providing asked for assistance.

The pilots box is quite small and is reserved for Pilots, spotters, and requested assistance only.

Cars should not be driven to the caravan area if aircraft are in the air.

A Safety Fence is available, and must be used if anyone present at the field requests its use. (Note: the Safety Fence is not designed to prevent a flying model hitting a pilot – it is designed to control access to the runway for models and operators).

Starting tables have been provided by the club. Members use these at their own risk. The table must be securely tethered using the rope at the rear. Any damage to the table should be reported to a member of the Committee. After use, the table should be stored behind the caravan, where it is not visible from the field entrance (i.e. towards Wold Newton).

Extended running of IC engines in the pits can make communication for active fliers difficult. To minimise this, any extended running of IC engines should take place away from the Pilots Box, in the existing No Fly Zone.

ENCROACHMENT

If any farm equipment or personnel encroaches onto the field, apart from in the NO-FLY ZONE, take off should be delayed until the hazard has passed.

A NO-FLY ZONE exists above, and near, farm equipment, farm personnel, and members of the public on the field, or adjoining fields that are normally used as flying areas.

Pilots should check for full size aircraft before taking off, and delay take off until the full-size aircraft is clear of WHMFC flying areas if any are seen.

If a full-size aircraft approaches at low altitude, all airborne models should land as quickly as is safe to do so.

Non flying members should act as spotters and warn all flying members if an aircraft is approaching.

If farm equipment encroaches on the field, other than to reach an adjoining field (e.g. to mow or fill water tanks), models should land as safely as possible, and remain grounded until the hazard has passed.

MODELS 7.5Kg+

Additional rules relate to larger models, largely because of their larger mass, and kinetic energy. The probability of an issue is not affected by their size, but the impact of any issue would be higher. The club has a BMFA Exemption to fly such models above an altitude of 400' above ground level. A NOTAM is in place allowing such models to fly to an altitude not exceeding 1600' above sea level (the field is 174' above sea level).

Pilots must be in possession of a BMFA B Certificate or higher, or an equivalent. Pilots without a certificate will require flight approval from the Committee; it is recommended that this is sought well before the member intends to start flying such a model.

It is recommended that a 'spotter' is used for every flight.

The number of models in the air at once is limited to three, if any exceed 7.5kg. No more than 2 models in excess of 7.5kg should be in the air at any time.

Before operating any models above 25KG, the LMA must 'approve' our site as being suitable for the specific model(s).

GAS TURBINES/PULSE JETS

Gas Turbines and Pulse Jets are not permitted at WHMFC, due to the field location, and field composition.

ISSUES

Should a model become out of control, the first priority is the safety of persons, and second the avoidance of damage to property. A warning is to be shouted by the pilot, which should be acknowledged by other members.

If a model alights out of control, the BMFA guidance re reporting to the CAA should be examined. If this results in a reportable incident, an email should be submitted to WHMFC@hotmail.co.uk before submission to the CAA.

Any accident to a person must be reported to the Safety Officer, or a Committee member.

The site owner has requested that only one person should retrieve models from adjacent land at any time. Retrieval must follow the guidelines provided by the land-owner – e.g. use existing tractor tracks to get as close to a model as possible. Damage to crops must be kept to a minimum. (The club owns a camera-equipped quadcopter to aid in location of lost models – this is kept with Mark Youatt as he lives closest to the field).