

# WALTHAM CHASE AEROMODELLERS

## CLUB RULES

Provisional Revision August 2025. V2.1

### 1 INTRODUCTION

If any of the following is unclear please speak to a Committee member, Instructor or Examiner or contact [enquiries@wcaero.bmfa.club](mailto:enquiries@wcaero.bmfa.club)

The club rules exist to enhance safety and fairness for all people at the flying site, be they WCA members, residents, workers or public.

The club rules are specific to Tangier View Farm (TVF) and do not repeat the requirements and guidance of the Article 16 exemption, Air Navigation Order and BMFA handbook, which are to be adhered to at all times.

The Club rules are published on the WCA website, <https://wcaero.bmfa.club/>

### 2 DEFINITIONS

Strip – The short mown grass take off and landing area

Dead ground – The approx. 5.0m strip between the strip and the flight line. This area forms a safety buffer between the strip and pits areas.

Flight line – A notional line marked by the forward toe board of the pilot box extending to the boundaries of the flying field

Start up/Arming Area – An area of the pits immediately behind the flight line. Marked by the restraints and longer grass

Pits – The area behind the flight line, marked by the short mown grass.

Flying field – The field containing the Strip and pits, bounded by fence, hedges and trees.

Parking Area – The farmyard or field areas to be used for parking as directed by the Landlord.

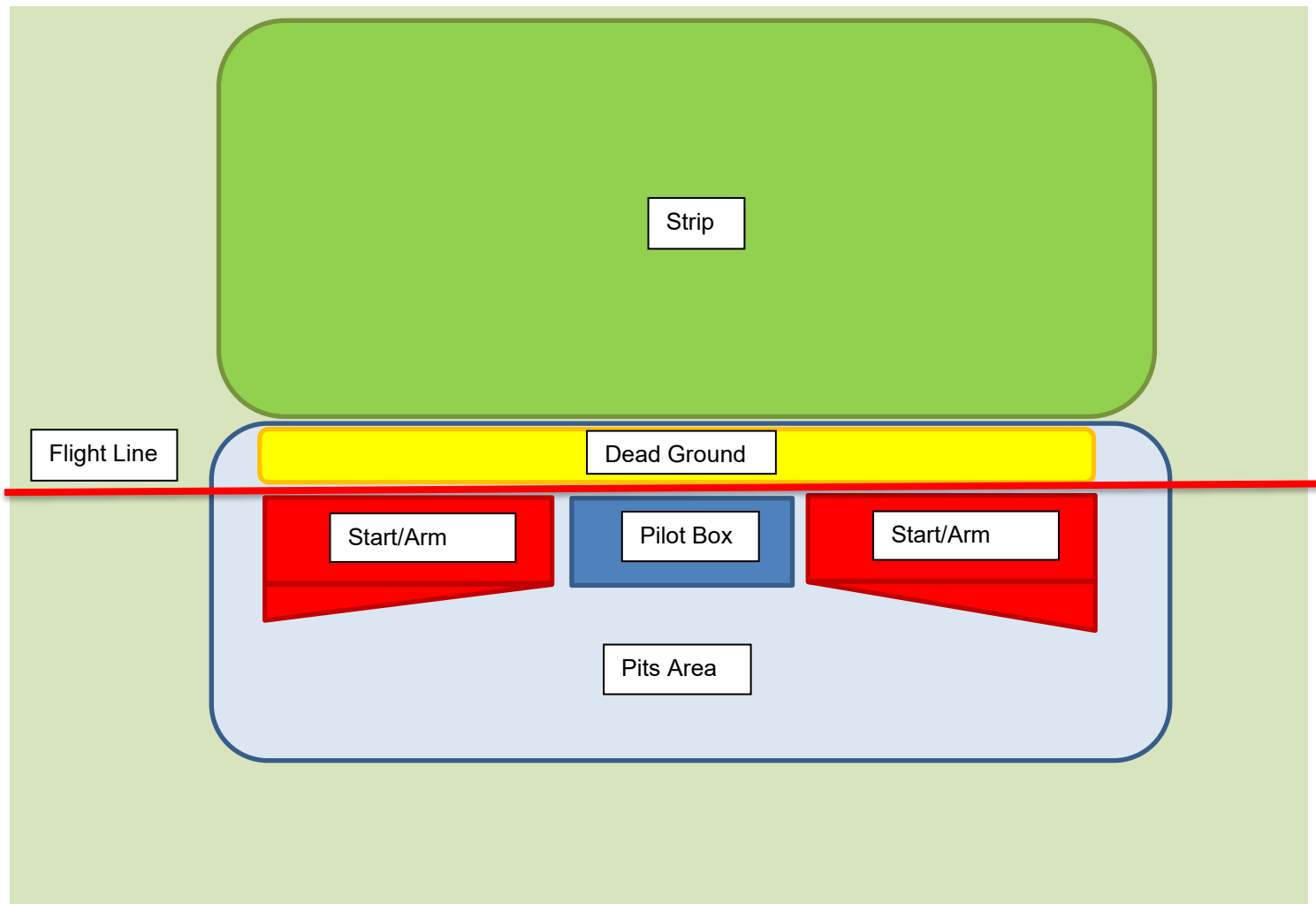
TVF – Tangier View Farm, The farmland, buildings and road.

Competent Flyer – A Flier who has been passed as able to solo by a Club Examiner.

Flyer – Pilot of a small unmanned aerial vehicle.

FPV – First Person View

## TVF STRIP AND PITS LAYOUT



### **3 GENERAL**

- 3.1 THERE IS TO BE NO LONE FLYING AT WCA FLYING SITES. A minimum of two persons must be present for models to be powered up/armed or engines started. See also 6.1 and 7.2.
- 3.2 Each flyer is directly responsible for the safe operation of their aircraft.
- 3.3 All members are to achieve and maintain a thorough knowledge of the Club Rules and to operate in compliance with them. Ignorance of the rules is not a defence.
- 3.4 All members are required to comply with the Air Navigation Order (ANO), Article 16 Authorisation and the guidelines for safe flying laid down in the current BMFA Handbook. Article 16 Authorisation and the BMFA Handbook are available on the BMFA website.
- 3.5 All members are to register as an operator with the CAA, display an operator ID and meet the competency requirement. This is the responsibility of the individual member. Further information is available on the BMFA and CAA websites.
- 3.6 Any member observing a breach of the Rules shall inform a Committee member, Instructor or Examiner or contact using [enquiries@wcaero.bmfa.club](mailto:enquiries@wcaero.bmfa.club) as soon as possible.
- 3.7 Knowledge of the Rules may be checked from time to time by a Committee member, Instructor or Examiner.
- 3.8 Failure to comply with the Rules or irresponsible/unsafe practices may result in withdrawal of flying privileges, or in severe cases, withdrawal of membership.
- 3.9 Members must fly on club sites only on the specified dates and times as shown on the WCA Website.
- 3.10 Members are not to arrive more than 15 minutes before the start of a flying session and are to vacate promptly at the end of a flying session.
- 3.11 Damage to persons or property must be avoided, even at the expense of the aircraft.

### **4 GROUND RULES**

- 4.1 All members on site are responsible for their own safety and the safety of others. Members on site should;
  - Maintain a general observation of the surrounding sky and ground area for potential hazards.
  - Give warnings of any low flying full-size craft that are approaching our flying area.
  - Alert flyers to the approach of non-involved persons (eg walkers, farm workers) or other hazard.
- 4.2 Should increased hazards exist, a safety spotter shall be nominated. This will normally be a Committee member, Instructor or Examiner. Increased hazards shall be considered at the beginning of a flying session and throughout the flying session should circumstances change. Typical increased hazards include situations such as;
  - Large number of aircraft in operation (5 or more in flight)
  - Farming activities in the field or surrounding fields
  - Non involved persons in the field

- 4.3 Committee members, Instructors and Examiners may 'ground' any aircraft and equipment considered to be unairworthy.
- 4.4 Pilots must start and run engines or arm motors in the start/arm area, pointing away from other people with the aircraft pointing towards the flight-line and using the restraints provided where appropriate.
- 4.5 All spectators and pilots must stand behind the flight line, unless starting/arming, launching or retrieving an aircraft.
- 4.6 Any persons venturing forward of the flight line must make sure it is safe to do so and as a warning to others call loudly and clearly "on strip" and wait until all pilots have signified their agreement. The area forward of the flight line must be vacated as soon as is possible.
- 4.7 GPS systems / return to home functions must be armed in a safe place away from the pilot box or pits.

## **5 RADIO CONTROL**

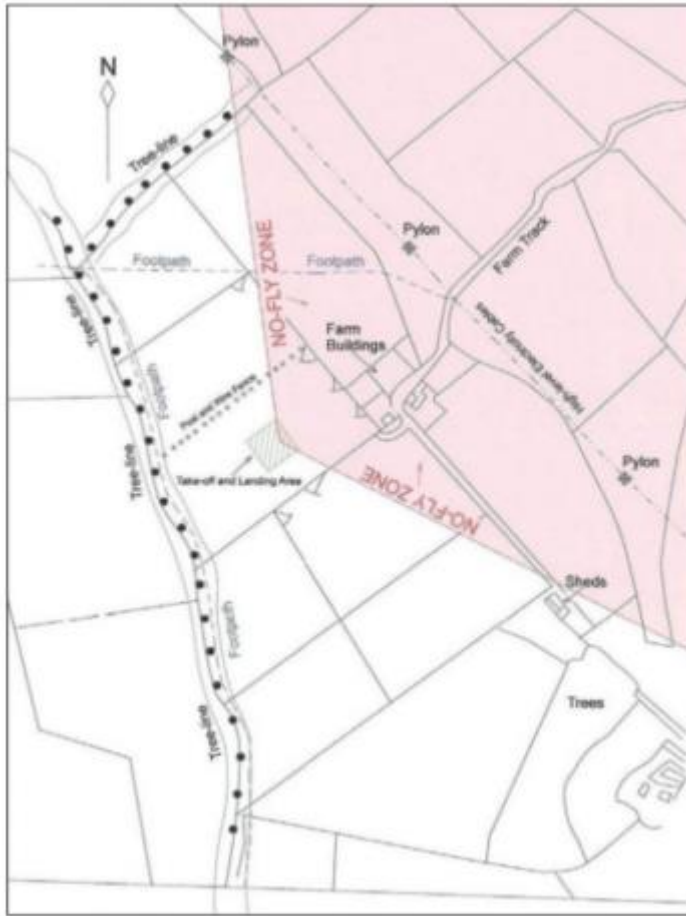
- 5.1 2.4GHz radio equipment does not require frequency control.
- 5.2 A frequency board must be used at all times when two or more 35Mhz transmitters are in use. The frequency board is kept in the field box.
- 5.3 Frequency pegs shall be used in accordance with "peg on system". Frequency flags are to be flown on the transmitter aerial and must display the correct frequency.

## **6 PROFICIENCY**

- 6.1 All flyers new to WCA, including prospective members and visitors, must be accompanied by a Club Instructor or Examiner until passed by a Club Instructor and agreed by a Club Examiner. This is to assess the pilot's knowledge of Club Rules and their flying proficiency. The instructor will assess and decide if buddy boxing is appropriate.
- 6.2 A committee member, instructor or examiner may require any member to be accompanied by a Club Instructor or Examiner at any time. The Instructor will assess and decide if buddy boxing is appropriate.

## 7 FLYING

- 7.1 Pilots are to familiarise themselves with and respect the “no-fly zone”. No aircraft are to be flown in the no-fly zone. The no-fly zone is depicted below.



- 7.2 A full WCA member who is a proficient flyer must be in attendance before flying can take place. See also 3.1.
- 7.3 Pilots are to remain within the pilot box while flying. Should the pilot have to be outside of the pilot box to launch, the pilot shall enter the pilot box as soon as possible. Where a spotter is required the spotter must remain with the pilot in the pilot box.
- 7.4 All members must show due consideration for others when operating their aircraft.
- 7.5 Before taking off the pilot must;
- ensure the strip is clear
  - ensure that no aircraft is on a landing approach
  - loudly and clearly call “taking off”
- 7.6 Hand-launching powered aircraft must be done from a position well up-wind of other flyers and in a direction away from the pilot box. A loud, clear call of “hand-launch” is to be made.
- 7.7 The direction of take off must not be towards the flight line and the first turn must be away from the flight line.
- 7.8 Aircraft must not be flown less than 5 metres in front of the flight line (ie in front of the dead ground). This is the absolute safety minimum.
- 7.9 Take-off runs and landings must commence a minimum of 10 metres from the flight line.

- 7.10 No low passes (lower than 5 metres) are to be executed within 10 metres of the flight line, a minimum of 25 metres from the flight-line is preferred for fast or large aircraft.
- 7.11 Low passes are to be executed parallel to the flight line.
- 7.12 Low passes are to be loudly and clearly called before execution, the call to include the direction of the pass.
- 7.13 At the discretion of a committee member or instructor small, light aircraft (such as indoor aircraft) or unpowered aircraft may be flown at less than 10 metres altitude, within the flying field, over the long grass between the parking area and flying area. No aircraft may operate within, or over the pits area at any time.
- 7.14 Full-size aircraft have priority at all times. Model aircraft flyers are to ensure that their aircraft remain well clear of full-size aircraft and their projected flight path both laterally and vertically.
- 7.15 All landings must be loudly and clearly called to warn other flyers.
- 7.16 Aircraft must not;
- taxi into the dead ground or into the pits (i.e. to within 5 metres of the flight line).
  - taxi directly towards people.
- 7.17 Before taxiing out pilots must
- Ensure no other aircraft is on landing approach or take off run
  - Loudly and clearly call "Taxiing"
- 7.18 Gas turbines and rocket powered models must not be flown at TVF.
- 7.19 Changes and adjustments to transmitter configuration must be carried out with the aircraft engine off/motor disarmed or with the aircraft placed in a restraint.

## **8 GLIDERS (INCLUDING POWERED GLIDERS)**

- 8.1 Gliders are subject to the same rules as powered aircraft.

## **9 HELICOPTERS / ROTARY WING**

- 9.1 Helicopter flying is not to be mixed with fixed wing flying. Helicopter slots are to be agreed between the flyers on site.
- 9.2 Helicopters are to take off from the centre of the strip approximately 25 metres forward of the flight line.

## **10 ELECTRIC POWERED MULTI ROTORS**

- 10.1 Electric powered multi rotors with a mass not exceeding 2.0 kg including batteries may be flown with fixed wing aircraft or in designated multi rotor slots.
- 10.2 Electric powered multi rotors with a mass exceeding 2.0 kg including batteries shall be flown in designated multi rotor slots unless specific exception is granted by a Committee member.
- 10.3 When mixed multi rotor and fixed wing flying is taking place all multi rotors shall join the landing circuit on the base leg and approach to land into wind in the direction adopted by fixed wing aircraft
- 10.4 When mixed multi rotor and fixed wing flying is taking place, hovering over the strip shall be loudly called.
- 10.5 Multi rotor flight systems must be powered up in the start-up/arming area.
- 10.6 Multi rotors must take off and land on the strip.

## **11 FIRST PERSON VIEW (FPV)**

- 11.1 The following applies to all FPV flying, multi rotor, fixed wing and rotary wing.
- 11.2 Pilots intending to fly FPV MUST ensure the channel is clear before transmitting by discussing with all other FPV flyers present.
- 11.3 When flying in a group all pilots are to power up video transmitters and check for interference before take-off.
- 11.4 Pilots wishing to join the group flight must only power up when all aircraft are on the ground. FPV transmitters must be powered up in the start-up area a minimum of 10 metres from the pilot box.

## **12 NOISE**

- 12.1 All aircraft must endeavour to meet the level of 82 dB(A) as measured in accordance with the method specified in the BMFA members handbook. Excessively noisy aircraft will not be permitted to fly. WCA possess a noise meter and aircraft may be tested on request.
- 12.2 Flyers are not to operate their aircraft in a manner that would cause unnecessary noise nuisance, e.g. prolonged prop-hanging or close, low aerobatics.

## **13 CONTROL-LINE AIRCRAFT**

- 13.1 Control line aircraft are to be flown on the strip with the agreement of all other flyers present, or in a designated area away from the flight line.
- 13.2 No radio controlled aircraft are to be flown when control-line flying is taking place on the strip.

## **14 SITE MANAGEMENT**

- 14.1 Members must remove all their litter; cigarette ends and debris at the end of each session.
- 14.2 All Club equipment that has been used must be returned to its storage place and be correctly stowed at the end of every flying session. Personal belongings are to be removed from the site.
- 14.3 Members making use of the charging station are responsible for familiarising themselves with its operation. Information is available on the WCA website, <https://wcaero.bmfa.club/>.
- 14.4 Any loss of, or damage to club equipment is to be notified to a member of the committee as soon as is possible, in person or using [enquiries@wcaero.bmfa.club](mailto:enquiries@wcaero.bmfa.club).
- 14.5 Guests may fly at TVF with the agreement of a Committee member, Instructor or Examiner
- 14.6 Juniors (under 18) must be accompanied by a parent or guardian at all times.

## **15 COMPETITIONS**

- 15.1 Organisers of Club competitions or events may temporarily modify some of the club rules to facilitate that competition or event. This will only be done in such a way that safety is not compromised. Any such changes will be notified to all those present, especially those taking part.

## **16 INCIDENTS AND ACCIDENTS**

- 16.1 Any damage to persons or property shall be reported to a Committee member as soon as possible. This does not replace or override the legal requirement for the flier responsible to follow the CAA reporting procedure.
- 16.2 In the event of a crash all debris must be removed as far as is practical. Should an aircraft land or crash within a field containing livestock, Steve Gregory is to be informed as soon as possible. Steve Gregory's telephone number is recorded within the charging station battery box. A member of the Committee shall also be informed as soon as possible, in person or using [enquiries@wcaero.bmfa.club](mailto:enquiries@wcaero.bmfa.club).

## **17 VEHICLES AND PARKING**

- 17.1 The 10MPH speed limit on Tangier View Lane must be adhered to. Vehicle movements within the farmyards are to be at walking pace.
- 17.2 Members vehicles are to be parked either in the farmyard or in the flying field as directed by the landlord. Vehicles are not to obstruct vehicles of those not involved with WCA.

## **18 AMENDMENTS TO THE RULES**

- 18.1 The Committee has the right to amend these Rules as considered necessary.
- 18.2 Members may suggest amendments to the Rules at any time. Any such suggestions should be made in writing to the Committee. Proposals will then be considered at a scheduled Committee Meeting. In cases where prompt action is required for safety reasons, the Committee may make temporary amendments pending the next Committee Meeting.
- 18.3 The Rules will be reviewed and amended periodically by the Committee to ensure compliance with current legislation and guidelines.
- 18.4 Any amendments to the Rules will be communicated to all members as soon as practical.