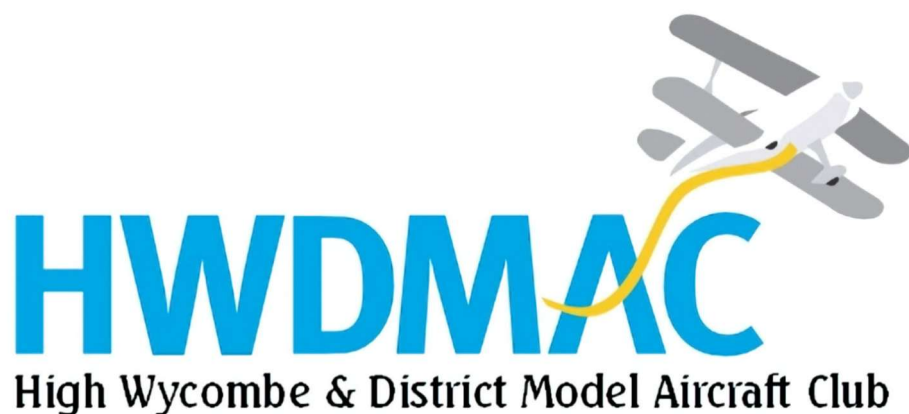




Club Rules

January 2026



Affiliated to the British Model Flying Association

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Changes since 2025 edition:

Various minor corrections plus:

- 1.4 All safety related rules that were in various places now brought together in new section.
- 1.4.1 and 1.4.2 Fail safe rule strengthened
- 1.4.3 – 1.4.6 Reminder of BMFA guidelines regarding battery checking, range testing and SWEETS acronym added
- 1.5.1 Enhanced rule regarding model restraint.
- 1.6.2 Clarification of where models may be taxied.
- 2.2.8 New rule regarding flyaways at Cadmore field added.
- 4.1.10 Sanctions added for flyaways over the field boundary with the Marlow to Stokenchurch Road

Section 1: Club Safety And Flying Rules

1.1 GENERAL

- 1.1.1 All members are responsible for ensuring they operate in a safe manner. Any member who sees deliberate or repeated activity that they believe to be unsafe must intervene if practicable and report the circumstances to a committee member as soon as possible.
- 1.1.1 All active flying members must be current members of the British Model Flying Association. Any categories of non-flying membership are exempt from this requirement.
- 1.1.2 Members must comply with all relevant BMFA safety codes as contained within the BMFA Members' Handbook and comply with all legislation. It is each member's responsibility to keep abreast of current legislation and comply fully with it, otherwise their BMFA insurance cover may become void.
- 1.1.3 Any pilot without a BMFA A certificate or equivalent must not fly without the supervision of another member who holds at least an A certificate. The supervisor must have held the A certificate for at least six months or, in the opinion of the committee, have sufficient experience to ensure that the pilot is flying safely and in accordance with club rules.
- 1.1.4 Members may invite guest pilots to the site, but they must be BMFA insured and the club member must assume total responsibility for the actions and safety of the guest. Guests without a BMFA achievement rating must fly under the supervision of an A certificate holder and the inviter must make such arrangements in advance of the visit. The inviting club member must be present whenever their guest is on site.
- 1.1.5 Trial flights by visitors with no BMFA membership are allowed but only under the buddy-box system with the master controller operated by a club member with an A certificate for the type of model being flown. The flight will then be operated under the member's BMFA insurance cover and the model must carry a valid CAA operator ID
- 1.1.6 Under normal club flying conditions, no more than 5 aircraft shall be airborne at any one time. More than 5 aircraft may be permitted at special club events by prior arrangement under strictly controlled conditions administered by the committee.
- 1.1.7 The club supports flying of fixed wing and rotary wing models with equal priority. Models of different types should not be flown simultaneously except under special circumstances described in section 2.3.
- 1.1.8 All pilots must observe the established flight line and stand in the designated area whilst flying, taking special care not to be in front of the pits where models may be started. Any variation in pilots' position, flight circuits or direction to suit daily conditions may be made by agreement between the pilots present, but only within the permitted flying area.
- 1.1.9 Members must ensure that their models comply with the DofE Noise Code for the Minimisation of Noise from Model Aircraft (currently 82dB(A) at 7 meters). If a model emits more than this, modifications such as additional silencers or quieter propellers should be fitted to ensure the model complies. Regardless of this, if in the opinion of the committee a model is excessively noisy in the air, then it is to be grounded until rectified.
- 1.1.10 Any person wishing to enter or cross the runway area must seek clearance from any pilots flying at the time and wait for their agreement before doing so.
- 1.1.11 Models fitted with auto homing devices must be configured, when possible, to return to home at a height of 30m or more. The homing location is indicated on the field diagram.

- 1.1.12 Any injury to a third party or serious incident involving damage to property other than the member's own property must be reported **by the holder of the Civil Aviation Authority (CAA) operator ID** as soon as possible to the **CAA** and the **committee**. If any injury is serious the **The Air Accidents Investigation Branch (AAIB)** must also be notified. Members must also **inform the BMFA** but must never admit liability because this could compromise their BMFA insurer's ability to defend them in court.
- 1.1.13 A first aid kit and precise details of the site's location for use if an emergency service needs to be called are kept in the restraints box next to the pits.
- 1.1.14 Lone flying is permitted but not recommended because in the event of an accident or illness, a lone member may not be able to summon assistance.
- 1.1.15 Members must take all their litter away from any HWDMAC site.
- 1.1.16 Smoking is not permitted near flammable fuels and materials or in the pilots' box.
- 1.1.17 Children must be supervised by their parents or guardian and must not be allowed to run around the pit area or runways.
- 1.1.18 Pets are permitted at HWDMAC flying sites provided they are restrained away from the pits at all times.

1.2 FIRST PERSON VIEW RADIO CONTROL (FPV R/C) - OPERATION & INSURANCE

- 1.2.1 The club permits the use of FPV equipment providing that it complies with legal frequency specifications and does not interfere with other modellers' standard equipment.
- 1.2.2 FPV models are equipped with a video camera and video link to the ground sending recordable data, so they are automatically classed by the CAA as a small aircraft equipped for surveillance. Consequently, all appropriate regulations relating to FPV and Small Unmanned Surveillance Aircraft will apply to any flights made. It is the FPV pilot's responsibility to ensure they are fully up to date with the relevant regulations and always comply with them.

1.3 FREQUENCY CONTROL

- 1.3.1 2.4Ghz is the preferred standard but systems using any legally permitted frequency bands for model aircraft control may be used provided the pilot can demonstrate that the model has a working failsafe. Users of 35MHz must liaise with all other members present to ensure there is no frequency clash. 27MHz equipment is not permitted.
- 1.3.2 Other legally permitted frequency bands, e.g. 868MHz and 5.8GHz, may be used for ancillary functions such as video feeds and telemetry.
- 1.3.3 **All** users of video transmitters (whether FPV pilots or not) **must** liaise amongst themselves to ensure there is no conflict over the use of video transmitter frequencies.
- 1.3.4 **Before** switching on, an FPV pilot must obtain consent from all other FPV pilots present (and anyone else using video links) to ensure no one is using the same frequency.
- 1.3.5 **When** switching on, FPV pilots must shout a warning and listen carefully for a response.

1.4 SAFETY PROCEDURES AT THE FIELD

- 1.4.1 All models must be equipped with a failsafe feature that is configured to prevent the model flying away if the signal is lost. For powered models this means the throttle must be reduced to idle or stop. For all fixed wing models, depending on the capability of the radio system, the controls should be set to ensure the model descends to the ground quickly and reduces the chance of it moving further away.

- 1.4.2 At the start of every flying session, pilots must check the failsafe operates as described above. Pilots must be prepared to demonstrate this to any other club member on request.

Alternative intelligent failsafe settings, such as auto return home, may be used provided they are in accordance with guidelines in the BMFA handbook.

- 1.4.3 Before every flying session, for models with a separate receiver battery, pilots must check this is fully charged by using a tester that applies a load.
- 1.4.4 Pilots must perform regular range checks, particularly after any changes or disturbances to the radio installation. You may have checked this recently but local conditions can change or something could have disturbed the radio installation.
- 1.4.5 Before every flight, pilots must check the control surfaces are firmly attached and respond correctly to the transmitter controls.
- 1.4.6 Before every flight, pilots must run through the BMFA SWEETS acronym:

Sun, Wind, Environment, Emergencies, Transmitter Control, Site Rules

Sun– Where is the sun in relation to where you will be flying? Will it affect your flight patterns particularly when taking off and landing from the southeast.

Wind– Consider the wind strength and direction. How will this affect your flights? Will you have to modify your normal take-off and, especially, your landing patterns? If you were to go dead-stick when downwind, could you manage to return to the take-off area?

Environment– What will you do if you hear or see a full-size aircraft or helicopter flying at low level near the field? What if the landing area is suddenly obstructed when you are on finals to land?

Emergencies– You may have an engine cut at any part of a flight so consider where your dead-stick landings might be safely made. Should you encounter an unresponsive model or find you have flown too far away and become disoriented then you must immediately cut the throttle and ditch the model. How will you warn other field users if you have an emergency?

Transmitter Control– Have you selected the correct model? Are the rate switches correctly set?

Site Rules– There are several site rules you all should know and must abide by, particularly the no-fly zones and dead airspace areas. Do not fly beyond your ability, and most importantly do not fly too far towards the main road. If you are in any doubt, then please ask another member.

- 1.4.7 If an aircraft behaves erratically, or goes out of control, the first priority must be the safety of persons, with the second priority being avoidance of damage to property. The aim must be to get the model onto the ground anywhere in the field as soon as possible by immediately closing the throttle. The pilot must shout a warning, repeated as necessary, to ensure that other people present are aware.

1.5 PIT PROCEDURE

- 1.5.1 When starting an IC model it must be restrained. When making an electric model live, it must be restrained if it has an exposed propeller that can be accidentally started i.e. does not have an active kill switch or similar safety feature enabled. In all instances you must make sure that your model is not pointing in the direction of anyone.

- 1.5.2 Pilots may receive help when running up engines and taking models to the runway for take-off. Helpers must be conversant with the model and its operation, and ideally be BMFA members, but for **junior members, the helper may be their parent or guardian.**
- 1.5.3 All model and engine adjustments must take place in the pit area. Engines must not be set up in the immediate vicinity of pilots who are flying at that time.
- 1.5.4 An engine must not be run unless everyone in the pits area is behind the line of the propeller, except for the person starting the engine. When carrying out power checks, everyone including the pilot must be behind the line of the propeller.
- 1.5.5 Models must not be left unattended whilst the engine is running.

1.6 TAKE-OFF AND LANDING PROCEDURE

- 1.6.1 All preliminary checks on the model must be carried out before taking the model out to the take off point. As you approach the strip, check to see that no-one is about to land.
- 1.6.2 Models may be taxied between the airstrip and the taxiway that runs parallel to the long airstrip. Taxing in the pits area or anywhere near the pilots' box is not permitted. IC models with a running engine must not be carried near or through the pilots' box
- 1.6.3 When taking off or landing, alert other pilots by, for example, calling "**OK for Takeoff?**" or "**Ok to Land?**" and wait for acknowledgement and agreement before proceeding.
- 1.6.4 All pilots should normally control the take-off from the pilots' box for maximum safety of everyone. Controlling take-off from behind the aircraft may exceptionally be undertaken, but only with the prior approval of pilots currently flying, and once the aircraft is safely airborne the pilot must move to the pilots' box as soon as possible.
- 1.6.5 Pilots hand launching their model must state this when seeking clearance from other pilots and launch their model from the active strip in a direction away from the pilots' box
- 1.6.6 If your engine stops during flight, call "**Dead Stick**" - this gives you priority for landing.
- 1.6.7 If a pilot calls "**Dead Stick**", all other pilots must position their models well away from the strip and the landing approach until the dead stick model lands and is recovered. Anyone already on the strip must vacate immediately.

1.7 RECOVERY PROCEDURES

- 1.7.1 Before retrieving your model from the strip or nearby, ask other pilots and wait for acknowledgement and agreement before proceeding. Switch off the receiver as soon as you reach the model, then switch off the transmitter, to minimise the risk of another transmitter causing your model to react.
- 1.7.2 If your model has landed or crashed further away, you must advise other pilots and wait for their acknowledgement before retrieving.
- 1.7.3 After retrieving, you must let other pilots know when you are clear of the strip.

Section 2: Cadmore End Site

2.1 LOCATION

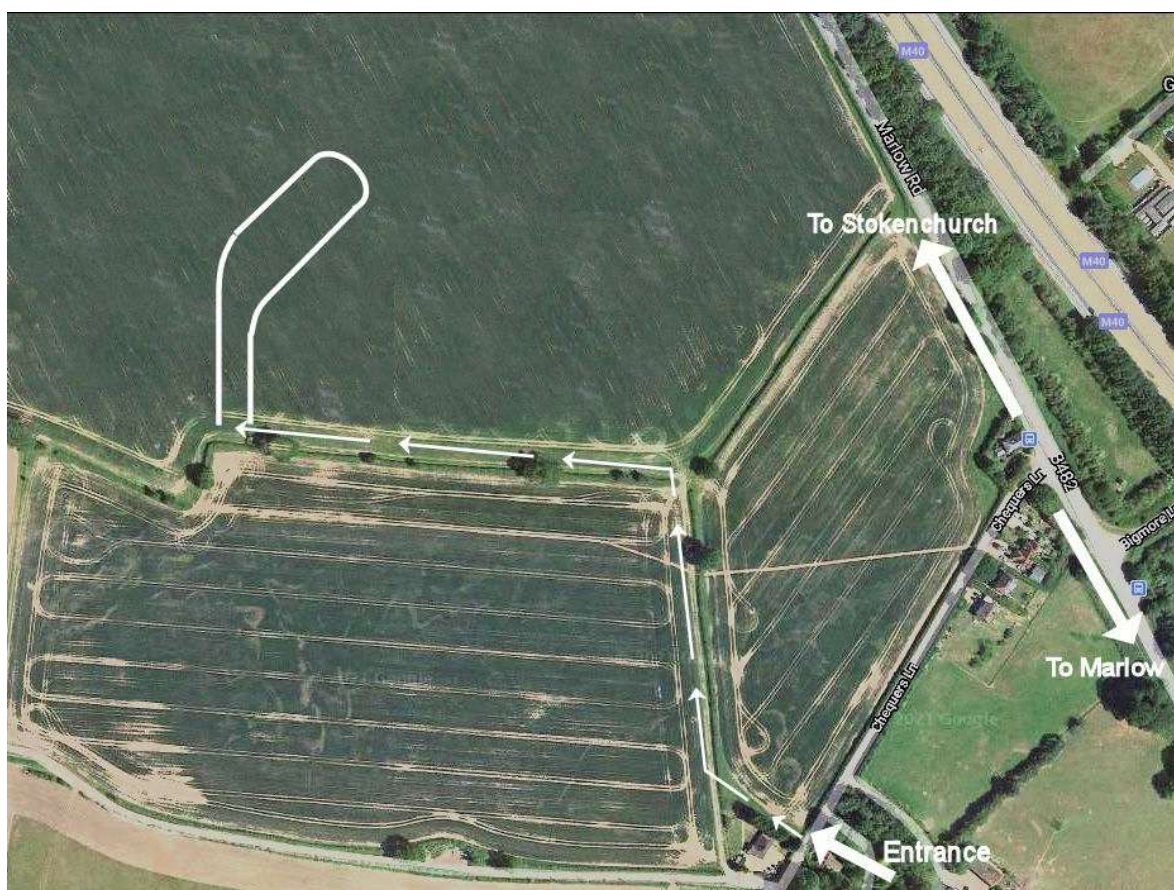
Entrance is from Chequers Lane off the B482 Marlow to Stokenchurch Road, just past Cadmore End. Be sure to use the **first** gate on the right, before you pass the cottage.

The nearest postcode is HP14 3PQ

The OS Grid Reference for the entrance is SU 773932

The what3words locator is *searcher.arranges.crouching*

Use these references should you need to call emergency services to the site.



2.1.1 Members are allowed on site from 10am to dusk any day.

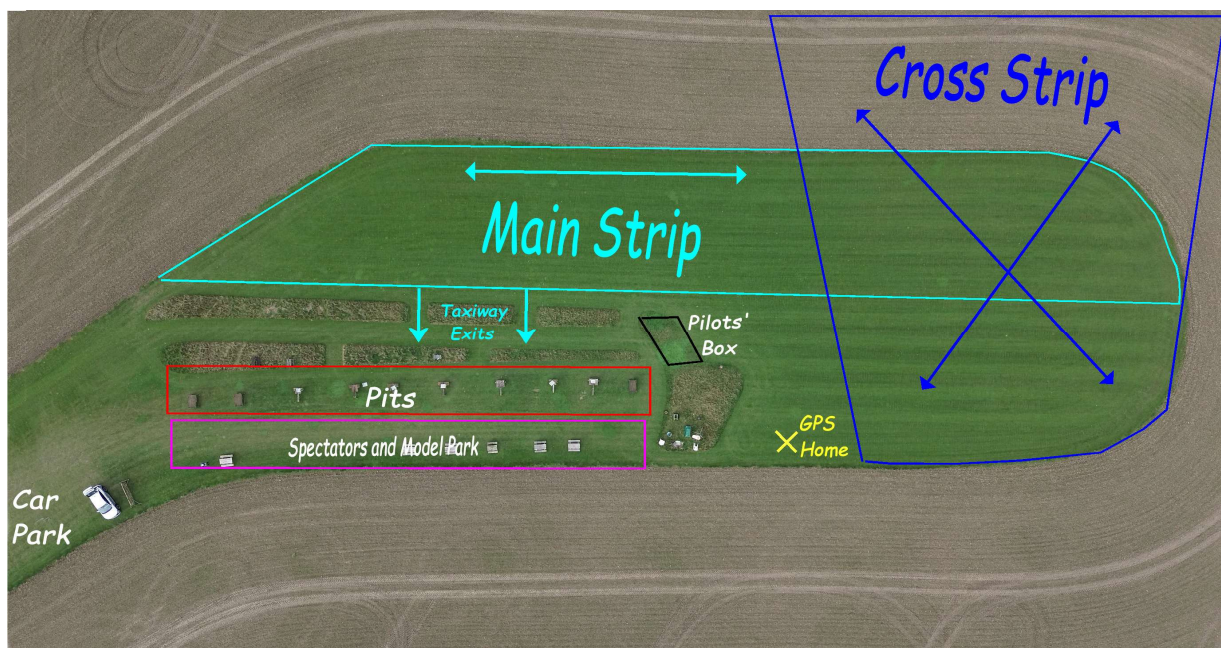
Note these are **NOT** permitted flying times but times allowed on site so you must not arrive before 10am and must allow sufficient time at the end of the day to pack up and leave before car lights become necessary.

Specifically you must not use headlights when leaving. This is to minimise disturbance to nearby residents.

2.2 SITE LAYOUT AND PERMITTED FLYING ZONES:



- 2.2.1 Access to the site is via a combination lock on the entrance gate. Members will be supplied with the number on joining the club. The gate must be left locked when both entering and leaving the site even if you find it open or unlocked when you arrive.
- 2.2.2 Radio controlled Fixed Wing and Rotary Wing models including multi rotors are allowed. Power source can be electric or internal combustion engine, but gas turbine models are not allowed.
- 2.2.3 For IC models, a metal drip tray from the storage container in the pits must be placed under the model to catch surplus fuel and oil.
- 2.2.4 Models that use buoyancy devices (for example helium filled containers) are not allowed.
- 2.2.5 No fly zones are as shown. Under no circumstances may members fly over any hedge to the south of the landing strip.**
- 2.2.6 The selection of the active strip and exact position of the pilots' box is to be agreed between the pilots flying at the time.
- 2.2.7 Models may be taxied off the main airstrip via the access lanes as shown on the site diagram. This allows models to clear the main strip without taxiing all the way back to the pilots' box. Taxiing in the pits area or behind the pilots' box is not permitted
- 2.2.8 Any instance of a flyaway model must be reported by the holder of the CAA operator ID as soon as possible to the CAA and AAIB. The committee must also be notified. If this flyaway occurs across the boundary of the field with the B482 Marlow – Stokenchurch Road, then sanctions will apply – see section: 4.1.10



- 2.2.9 Models equipped with a GPS enabled auto homing device must set their home location as shown on the site diagram.
- 2.2.10 Members' cars must be parked in the designated area shown on the site diagram. Members may drive behind the pits to unload and load vehicles **but must go no further than the first person or model in the pits or spectator area**. Drivers must return their vehicles to the parking area as soon as models and equipment are unloaded or loaded. A clear marker such as a gate will indicate the limit of parking.
- 2.2.11 Members with limited mobility may park by prior agreement with the committee in a designated area near the pits.
- 2.2.12 If you need to retrieve a model from the field where crops are growing, follow the tractor lines as much as possible and step carefully to minimise damage to the crop.

2.3 SIMULTANEOUS FLYING OF FIXED WING MODELS AND HELICOPTERS

- 2.3.1 The club does not recommend flying fixed wing models and helicopters simultaneously. Under normal operation pilots should agree separate flying slots for each type. However, simultaneous operation is permitted, subject to the following conditions:



- All involved pilots must agree to do this.
- The wind conditions are stable enough that it is very unlikely that a fixed wing flyer will need to land on a different strip to the one used for take-off.
- Pilots must liaise with each other before each flight to ensure everyone is aware of each other's intentions. This is essential for heli pilots when using the area at the end of the main strip because the fixed wing pilots will have their backs towards you and will not see you.
- Helicopter flights must remain within one of the areas indicated in the diagram such as for hovering practice or small circuits.

Section 3: Junior Member and Vulnerable Adult Protection Policy

- 3.1.1 Within this document a junior is defined as any person under the age of 18 years.
- 3.1.2 Within this document a vulnerable adult is defined as an adult who requires help and/or support from a responsible carer.
- 3.1.3 Junior members must be accompanied at all times by a parent or guardian and supervised to an extent commensurate with the junior member's age, maturity, capability and level of experience. This applies even when the junior member is receiving instruction from another club member.
- 3.1.4 The parent or guardian of a junior member under instruction should take an active interest in their training so that they become familiar with the hazards of operating a model aircraft and can support the work of the instructor. If there is any aspect that they do not want the junior member to perform (e.g. starting an engine), then they may do this themselves or ask the instructor to do so for them.
- 3.1.5 Vulnerable adults must be accompanied by and assisted and supervised as necessary by a responsible carer.
- 3.1.6 Instructors should minimise the need for any physical contact with a junior or vulnerable adult by using the "buddy box" system as necessary.
- 3.1.7 No senior club member is to be expected to assume responsibility for a junior member or vulnerable adult unless he/she has been specifically requested to do so by the parent, guardian or carer, and has agreed to do so. If required to do so, they are to assume complete and total responsibility for the junior member or vulnerable adult whilst they are in their charge and written evidence of this must be obtained before total responsibility is undertaken.
- 3.1.8 Notwithstanding the requirements of the previous paragraph, should any club member discover a junior member or vulnerable adult that is unsupervised then they must assume responsibility for that person's safety in the first instance. The situation should then be rectified as soon as possible by seeking out the parent, guardian, carer or nominated supervisor. Any instance of such an occurrence is to be reported to the club committee as soon as possible and a record made of the occurrence.
- 3.1.9 Should any member, parent, guardian, carer or the person themselves have concerns about the welfare of junior members or vulnerable adults then they should contact a member of the club committee without delay and a record made by the committee of the occurrence.

Section 4: Disciplinary Process

- 4.1.1 It is the duty of every member to follow the rules laid down within this handbook and the BMFA guidance to ensure their behaviour does not jeopardise the club flying site or the safety and enjoyment of other members and guests.
- 4.1.2 Every member has the power to act should they observe any member disregarding club rules either deliberately or inadvertently.
- 4.1.3 If a member has a complaint about a fellow member, then it should be put in writing and forwarded to the club secretary as soon as possible after the incident.
- 4.1.4 All complaints shall be investigated by a committee member who shall report their findings to the full Committee for discussion. The committee will decide on the appropriate action to be taken.
- 4.1.5 If the committee conclude that a member's conduct, on the field or elsewhere, is in breach of club rules, or detrimental to the club and/or other members, the committee have the absolute power to impose what they consider to be an appropriate sanction. This could range from a verbal warning up to temporary suspension or expulsion.
- 4.1.6 Any disciplinary action taken shall be communicated either verbally or, in more serious cases, in writing to the person or persons concerned.
- 4.1.7 Any member subject to a disciplinary investigation shall have the right of appeal to the full committee and to present their case in person.
- 4.1.8 After considering any complaint and appeal, the committee's decision shall be final.
- 4.1.9 In the event of expulsion, the Committee will arrange for the member's club membership fee to be reimbursed on a pro-rata basis.
- 4.1.10 In the event of a flyway in which a model crosses the boundary with the B482 Marlow to Stokenchurch Road and crashes or disappears outside the field boundary, the following sanctions will apply:

If this is the pilot's first instance of a flyaway that crosses B482 boundary, the pilot will not be allowed to fly models from the Cadmore End site until all of the following are true:

- 7 days have passed.
- The committee has received a copy of the CAA report submitted by the pilot.
- The pilot has met representatives of the committee to further explain the occurrence and agrees to follow the recommendations of the committee to prevent a repeat.
- This process will be friendly and constructive with the aim of identifying any lessons learned from the event to minimise any chance of this happening again. Pilots who suffer a Flyaway that endangers life will be traumatised to some extent and we do not want anyone to be discouraged from the sport.
- If the pilot concerned is either unwilling or unable to follow the committee's recommendations the pilot will no longer be allowed to fly at Cadmore End.

For any further occurrence by the same pilot of a flyaway that crosses the B482 boundary:

- The pilot will be banned from flying at the Cadmore End site for a period decided by the committee. In extreme cases this ban could be permanent. The pilot may appeal this decision with the club committee and if this appeal is upheld the reasons must be agreed by a unanimous vote by all committee members and documented.