



STANSTED MODEL FLYING CLUB RULES 2026



All club members should read their copy of the BMFA handbook paying particular attention to flying safety and model/equipment maintenance.

All members must have BMFA insurance through the Stansted Model Flying Club, another club, or by direct membership of the BMFA. The Secretary in the last two cases will require proof of membership of the BMFA.

SITE

Flying times ... Daily (apart from Tuesday's and Thursday's) 10:00 until dusk.

Be courteous and polite to other site users (horse riders, cyclists, dog walkers) and do not leave any litter.

Guest flyers are at the invitation of Club member's only and must hold current BMFA insurance.

Model safety, frequency control, behavior, and explanation of club rules to guests are the responsibility of the member who invited them.

Serious incidents occurring at the site must be reported to a committee member as soon as possible. This is essential where injuries are involved.

MODELS

All members will be held responsible for the integrity of their own models, and it is advisable to have your model checked by another competent flyer before a test flight.

Any model deemed to be particularly noisy or unsafe for controlled flight can be prevented from flying by any acting committee member present at the time. Hopefully, with issues resolved and with help if needed, the model can be made flightworthy again ASAP

At this current time, all model's (fixed wing and rotary) powered by a gas turbine CANNOT be flown, due to concerns from the landlord and the suitability of the site for this type of powered model.

FLYING

Before each flying session, a committee (or longest serving) club member present shall allocate a pit position/flying area for fixed-wing and helicopters relevant to weather conditions/safety factors. This may change during the day. The pictures attached following these rules should help.

For people using 35MHz, the peg board must always be used. A peg with your name and frequency number must be attached to the appropriate tag before switching on.

Take-off and initial turn after lift-off shall be made away from the pits.

At all times while flying, pilots will stand alongside each other.

Any malfunction to a model flying (actual or apparent) shall signal an immediate end to that flight.

Helicopters must only be hovered and landed in an area where they will not interfere with fixed-wing take-off and landing.

Before a model is ready for take-off, the pilot or assistant shall notify other pilots and check for airborne models on low passes, landing approach or dead stick (engine failure).

Pilots shall call 'landing' or 'dead stick' to notify other pilots before landing.

Pilots should notify anyone who is flying before retrieving a model from the runway and should call 'all clear' when model has been retrieved.

Do not assume everyone has heard you; get an acknowledgment from flyers before walking onto runway, keep your eyes open and listen out for other calls of dead stick or landing.

If you get into trouble, call for assistance.

Starting a stalled engine or general wandering about on the runway is not allowed.

Inexperienced flyers should not fly without an experienced pilot assisting.

If for whatever reason you think you can't make the landing area, **Don't Risk It!** Land out in the rough away from people and vehicles.



Starter Bench Safety Precautions

1. Standard safety precautions for starting and running your engine should be followed when using this or any other bench.
2. Make sure your wing is secure on the fuselage.
3. Hold the airplane when starting the engine (it may run backwards.)
4. Use two hands when lifting the plane from the bench (it may be oily and slip.)
5. Make sure you have sure footing and balance when lifting.
6. Do not try to lift the plane over the uprights. Pull it straight back until the prop is clear.
7. Hold, tie down, or use up-elevator/trim on the airplane if you are running the engine at high RPM (prevents nose over.)
8. Leave your plane on the ground in high winds (it may blow off the bench.)
9. Don't drag the bench sideways (it will weaken the structure.)
10. If the engine has over 20 lbs of thrust put it on the ground (the bench could move forward or tip.)
11. If you, use this bench, then it is at your own risk!

SMFC will not be held responsible for any injury to person's or damage to models while using this bench.

Please leave the bench as you would like to find it

HAPPY AND SAFE FLYING