

RUNCORN MODEL ASSOCIATION
RULES FOR FRODSHAM MARSH FLYING FIELD

August 2025

These rules supplement the General Rules of the Association and the safety Codes set out in the BMFA handbook. They have been drawn up to ensure safe flying.

All detailed rules follow from article 74 of the Air Navigation Order issued by the Civil Aviation Authority (CAA) which reads **“A person shall not recklessly or negligently cause or permit an aircraft to endanger any person or property”**.

GENERAL RULES

A copy of these Rules will be supplied free to each member.

Each member, by their acceptance of membership of the association, agrees to abide by these rules, and that no liability will attach to the Management Committee in connection with any insurance claim or loss.

All members have responsibility for both their own safety and that of other fliers and members of the public. In addition, a Club Safety Officer shall be appointed and his advice must be followed at all times.

Visitors will be permitted to fly at the site in the company of members for a daily fee of £5. Proof of BMFA insurance must be produced. Visitors who are not BMFA members will be required to become temporary members of the BMFA. Each visitor must hold a BMFA (A) Certificate to fly unescorted, non (A) certified visitors must be accompanied at the flight line by a certified club member. Visits must be recorded in the visitor's book which is located in the clubhouse. The safety and conduct of visitors shall be the responsibility of the hosting member.

Each new visitor may make up to 3 Free visits per year before paying the daily fee or becoming a member

Children must be supervised at all times by a responsible adult.

As a pet-friendly site, we welcome your pets but kindly ask that they remain under control and stay clear of the flight line.

Any significant personal injury or damage to private property, which results from RMA activities at the Frodsham Marsh site, must be reported to a committee member as soon as possible.

Any model that has flown away or landed in hover force must be reported to a committee member.

Any member who, with agreement of the owner, either test flies or give instruction on another person's model shall not be held responsible for any damage which occurs to that model at the time.

All models should comply with CAP 658.

No flying shall take place while the mower is in operation or any maintenance work is being conducted on the field.

After each flying session the last member to leave is responsible for ensuring the gas is switched off and clubhouse, roller and gate are securely locked.

Any foreign objects and debris shall be removed from the field and disposed of.

FLYING RULES

Pilots who have not attained a BMFA 'A' Certificate must not fly without supervision by a pilot who is qualified with At least an 'A' Certificate.

All models weighing above 250g must be fitted with a valid operators ID.

All Members who wish to fly must have completed the BMFA Registration Competency Test. A list of members available for giving instruction will be displayed in the clubhouse.

All models fitted with internal combustion engines must be fitted with an effective muffler.

All IC-powered models must be started within the designated pits area.

Before starting, the model must be securely restrained, either by a helper, or suitable tethering, to prevent accidental movement.

IC/Electric motor testing, tuning, and throttle checks must be done only in the pits and must be done while the model properly restrained.

Ensure all control surfaces and fail-safe systems are working correctly before proceeding to the flight line.

Once the model has been started and checked, it must be carried or pushed by hand to the flight line.

Taxiing to the flight line is strictly prohibited under all circumstances. This is to ensure safety in the pits and spectator areas.

Large Models and Turbine Aircraft

Large models, including turbines, may be started either side of the pilot box. Only after checks have been carried out at the pits area.

These aircraft must be positioned outside of the metal safety barrier either side of the pilot box when starting, and must not obstruct pilot visibility or movement.

A spotter is recommended when starting or operating large models for added safety and awareness.

All pilots are required to stand behind the barriers before taking off and during flying. If a model requires to be hand launched the pilot should be positioned behind the barrier and the person launching should clear the field immediately after launch.

Prior to take off and landing a warning must be clearly called to other pilots.

After landing, the model can be taxied to the edge of the strip, the engine should then be cut before moving to the pit area.

Pilots shall keep their aircraft out of the No Fly Zone. A map indication of the no fly zone is displayed in the clubhouse.

Aerobatics must not be carried out below 50 feet over the field if any person is on the strip.

Any person who requires to go onto the strip while flying is in process should call a warning to other pilots and receive acknowledgement before proceeding. Once off the field a "clear of strip" should be called. When recovering a model from the strip after a crash / bad landing the practice of examining damage / discussing the possible cause whilst on the strip is forbidden. Persons are required to spend the absolute minimum time on the strip and should recover their models as quickly as possible.

Spectators must remain behind the pilot box so it is not to obstruct the flyers view of model.

FLYING RULES – Turbine powered models

- 1) Pilots wishing to fly Turbine Powered Models must be qualified with minimum BMFA A cert AND ONLY when Club Turbine Instructor act as a Spotter.
- 2) Pilots will be allowed to fly without Turbine Instructor (spotter is still required) once Pilot completes Assessment and Instructor is satisfied with the ground operations, conducted flights and model recovery.
- 3) Spotter is required to be present when Turbine Powered Model is operated on the ground and flown at the flying side. Spotter does not need to be member of the club nor be someone who flies model planes.
It is Pilot responsibility to explain to Spotter what is required from him during ground operations, flying , model recovery , emergencies (eg. Fire)