



# British Model Flying Association

Patron: **HRH The Duke of Edinburgh KG**  
President **Air Chief Marshal Sir Michael Alcock.**  
GCB, KBE, DSc, FENG, FIMechE, FRAeS.

## Procedures and Rules for Flying at Dishforth

### Summary

#### Arriving

- Drive straight in and park in the lay-by opposite the guard room. If there is no room to park in the lay-by you will be directed to the car park – everybody must sign in, even if you are not flying.
- Drive to the FOD area and stop your vehicle. Walk around it looking for loose items to complete the FOD check. There are cameras on this area, you **MUST** be seen to do it.
- Turn on your hazard lights and drive to the designated flight line. Site speed limit is 20 mph
- Park in the designated area.

#### Site Layout

See Appendix 1 for details on site layout dependent on wind direction and usage. The first person at Dishforth should consider the wind direction and then choose a car park and pits area as per the 2 power layout options for the site.

#### Departing

- Turn on your hazard lights and leave via the same gate as you entered the airfield. Hazard lights can be turned off when you get to the FOD check area
  - If you are the last person to leave close the gate
  - FOD check on the way out is not necessary.
- Park in the lay-by opposite the guard room and sign out
  - If you are last to leave make sure that everybody has signed out and tell the guard room staff that the airfield is clear



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## Detailed Procedures

### Arrival

When arriving at Dishforth, drive straight in and park in the lay-by opposite the guard room. If there is no room to park in the lay-by you will be directed to the car park. Sign in the book, and leave the guard house quickly. Everybody entering the base must sign in, even if you are not flying. Please no chatting in the guard room. Proceed to the FOD check area prior to entering the airfield. All cars must park and be inspected before proceeding – there are no exceptions. Do not enter the airfield if any part of the vehicle is loose or likely to drop off.

Turn on your hazard lights and enter the airfield and proceed to the flying area for the day. Model flying parking is always close to the intersection of the two old runways (runway 28 is also now decommissioned). The actual parking spot is wind dependent, see Appendix 1. Be aware that the base may ask that we fly from a different location. Hazard lights should be used at all times whilst driving on the airfield. There is a 20 mph speed limit that applies to all areas of the airfield, including the perimeter track and taxi ways.

### Pre-Flight

Before any flying can commence a FOD inspection must be completed. Although runway 28 is no longer an active runway, we are still required to complete the FOD check before flying

All aircraft equipped with a failsafe must be set to reduce the throttle to idle to avoid a flyaway; the BMFA guidelines must be followed at all times.

### Flying

The maximum number of powered aircraft on the main flight line is five. Several flight lines are in operation at Dishforth for helicopters, gliders and the main flight line. Please ensure that you are aware of the no fly zones associated with each flight line. These change depending on the wind direction. See the diagrams in Appendix 1.

Additional layouts to accommodate glider aerotow flying have been included in Appendix 2. They are based on the power flying layouts in Appendix 1 but include details showing the aerotow take-off and landing patterns for each wind direction, as well as the glider flight zone.



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Flying at Dishforth follows the BMFA recommended guidelines, please follow these and be courteous to other fliers.

The base may be used for other activities whilst flying is in progress. Base personnel use the airfield for recreational activities such as bike riding, dog walking and family walk. It is our responsibility to fit in with the other users – it is not their responsibility to fit in with us. We are the guests – they live at Dishforth.

Please be aware that this is an active base and full size aircraft can arrive at any time, from any direction. Members that are not flying should ensure that they can signal the flight line if an aircraft approaches. If a full size aircraft approaches the base, land immediately in a safe manner. The ANO (Air Navigation Order) is very explicit on our obligations regarding full size aircraft. There must be a minimum of two members at the airfield before you can fly.

## Incidents (Crashes)

In the event of a crash the pilot should ensure that all debris is collected and removed from the site. If it is not safe to fly whilst this process is underway, all pilots should land. At least two people should be involved in the clear up to ensure that no bits are left behind. The model should be examined to check that nothing is missing (like bits of propeller). Any incident where parts are broken off an aircraft, this **MUST** be recorded on an incident sheet and handed to the member in charge– even if this is something as small as a broken propeller on landing.

## Leaving

Ensure that you sign out at the gate house, parking in the lay-by opposite the guard house; all members must sign out. The last person leaving the airfield must close the gate to the runway. The last person signing out of the BMFA Dishforth sheet must ensure that all members have signed out. If anybody has forgotten to sign out then the book should be annotated that the individual has left the base (you must be 100% certain that the person has left before signing that they are no longer on the base).



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## BMFA Dishforth Fly-in Rules

- Please obey airfield speed limits (20mph) and other airfield rules.
- All Pilots must have BMFA insurance, (Proof required) no other insurance will be acceptable. (No proof, No Fly)
- Minimum BMFA 'A' certificate required, but those without can fly with a qualified helper until proved competent.
- TX's to be checked on arrival. TX's must have the correct frequency pennant displayed, and frequencies must not be changed without permission of TX control. Flyers using 35MHz must ensure that there are no other fliers on their frequency. No peg board is operated at Dishforth. There may also be other clubs flying on the same day whom may be using 35 MHz
- All Transmitters must be UK specification.
- No mobile phones to be switched on except in an emergency in TX control, the pits, the start-up box or the flight line.
- No smoking in the pits, the start-up box or on the flight line.
- All pilots must have a helper/spotter if possible.
- Engines must only be started and run up in the start up box, and models must be suitably restrained.
- Models must have a fail-safe fitted that at a minimum brings the engine to idle.
- No Jets or over 20kg models.
- Circuit direction will be chosen by the flight line director according to wind direction at the time. The Flight line director's instructions must be followed at all times and if he considers a person's flying is not up to scratch he has the authority to ground that flier.
- Maximum of 5 powered models in the air at any one time.
- Fliers must call any maneuvers, i.e. Dead Stick, Low pass, Landing etc.
- TX's must not be taken past the flight line on to the strip.
- All flying will be in front of the pilot's and flying round yourself control line style is strictly forbidden.
- 3D pilots must be considerate to other pilots who may be flying circuits, i.e. don't perform prop hanging maneuvers in the middle of the strip.
- Should any pilot crash his model all flying will stop until all debris has been cleared and removed. A flight incident report **MUST** be completed.



NORTHERN  
AREA

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## Directions

### To the Base Gate

From the south leave the A1 at junction 48 and head north on the A168. After approximately 3 miles turn right on to Highfields Lane. In about half a mile turn left at a T junction. From here drive north for three quarters of a mile. The Guard Room is on your left.

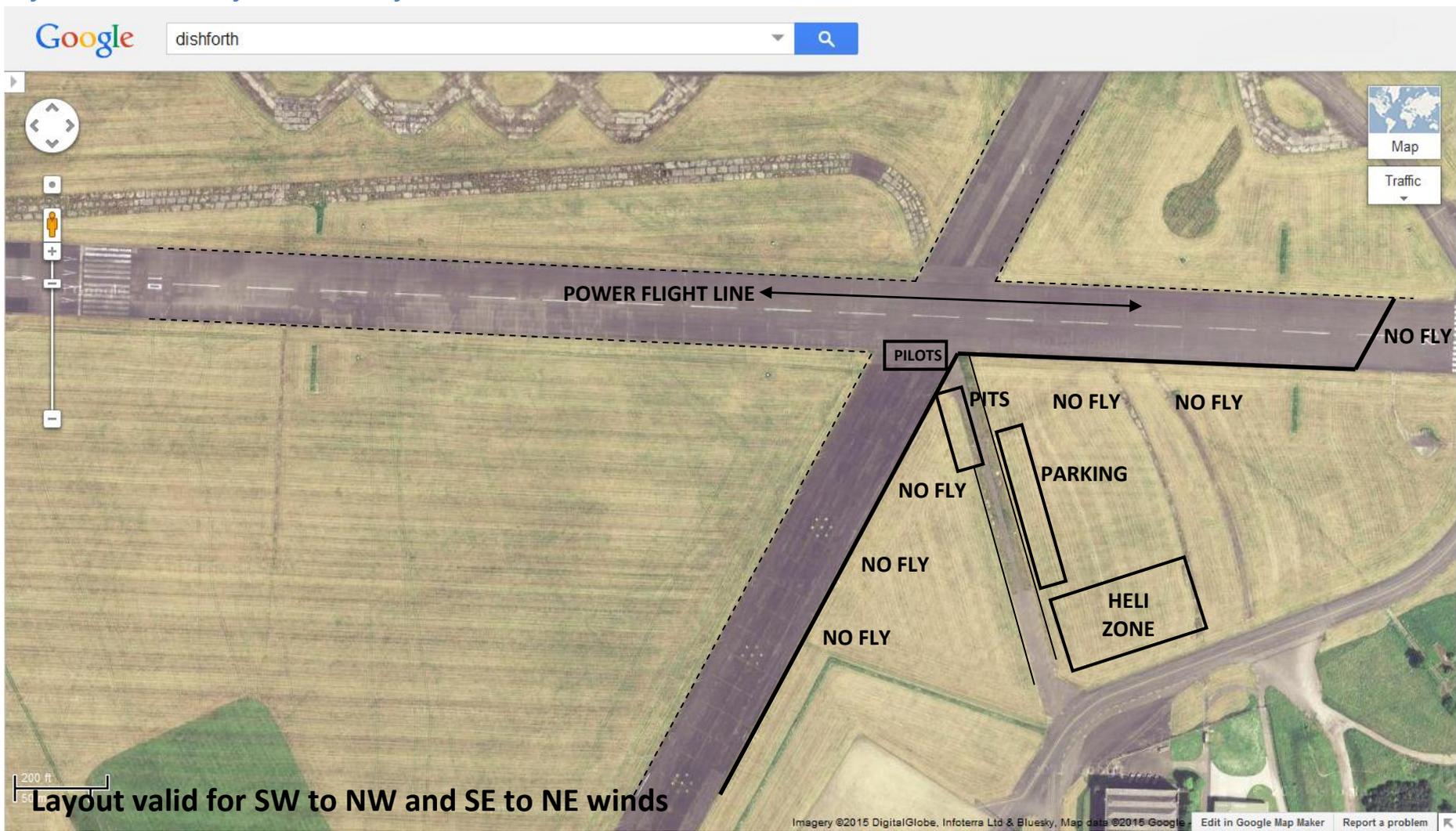
From the north leave the A1 at junction 49 and drive south on the A168 for 2 miles then turn left on to Highfields Lane. In about half a mile turn left at a T junction. From here drive north for three quarters of a mile. The Guard Room is on your left.

### From the Guard Room to the Airfield

From the guard room take the first turning on the right. Follow the road until you pass a large hanger on your left. Immediately turn left. There is a sign regarding FOD and a blue rectangle on the ground for FOD inspection parking.

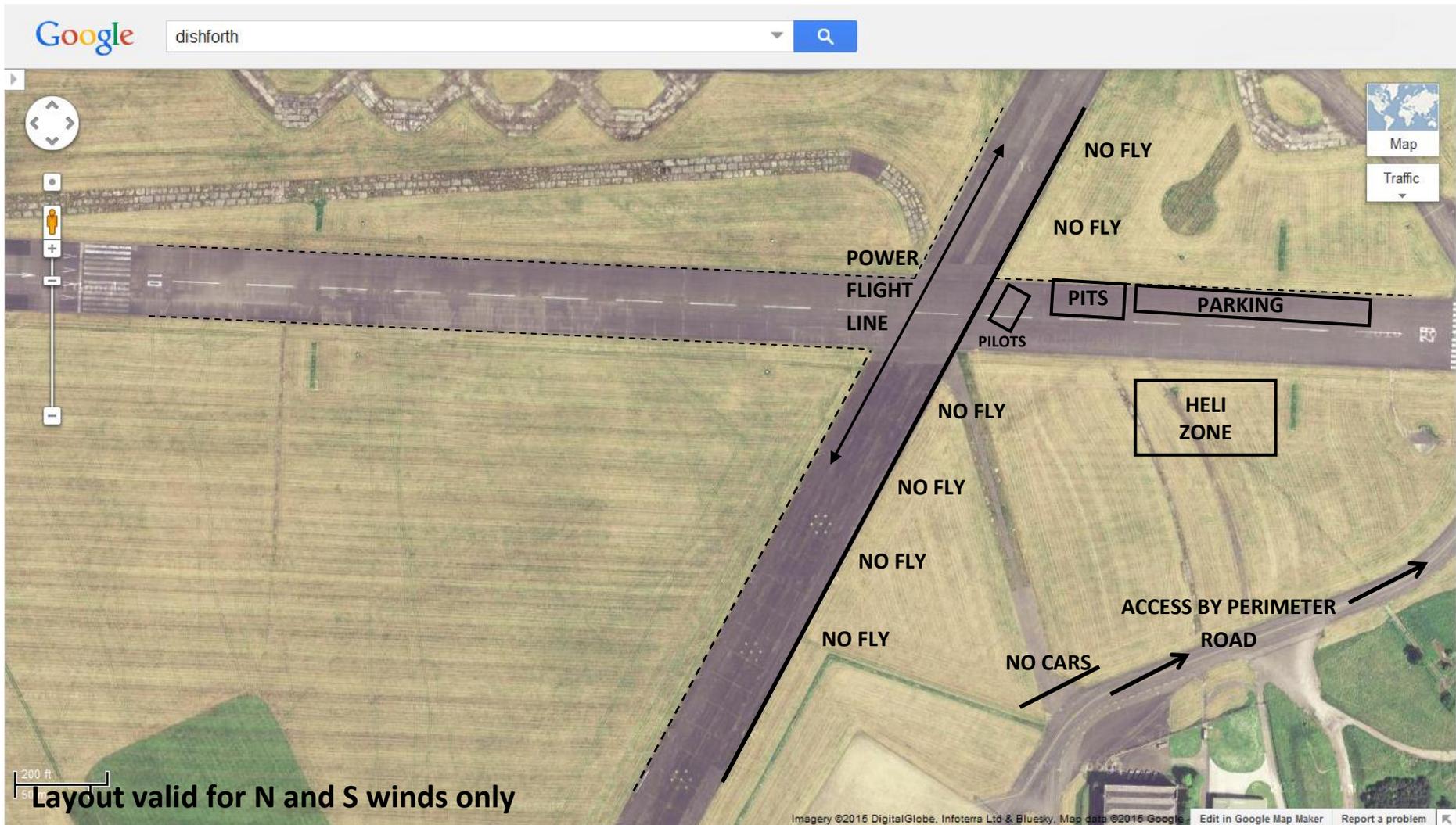
# Appendix 1 – BMFA Dishforth Site Layouts for Power Flying

## Layout for Westerly and Easterly winds



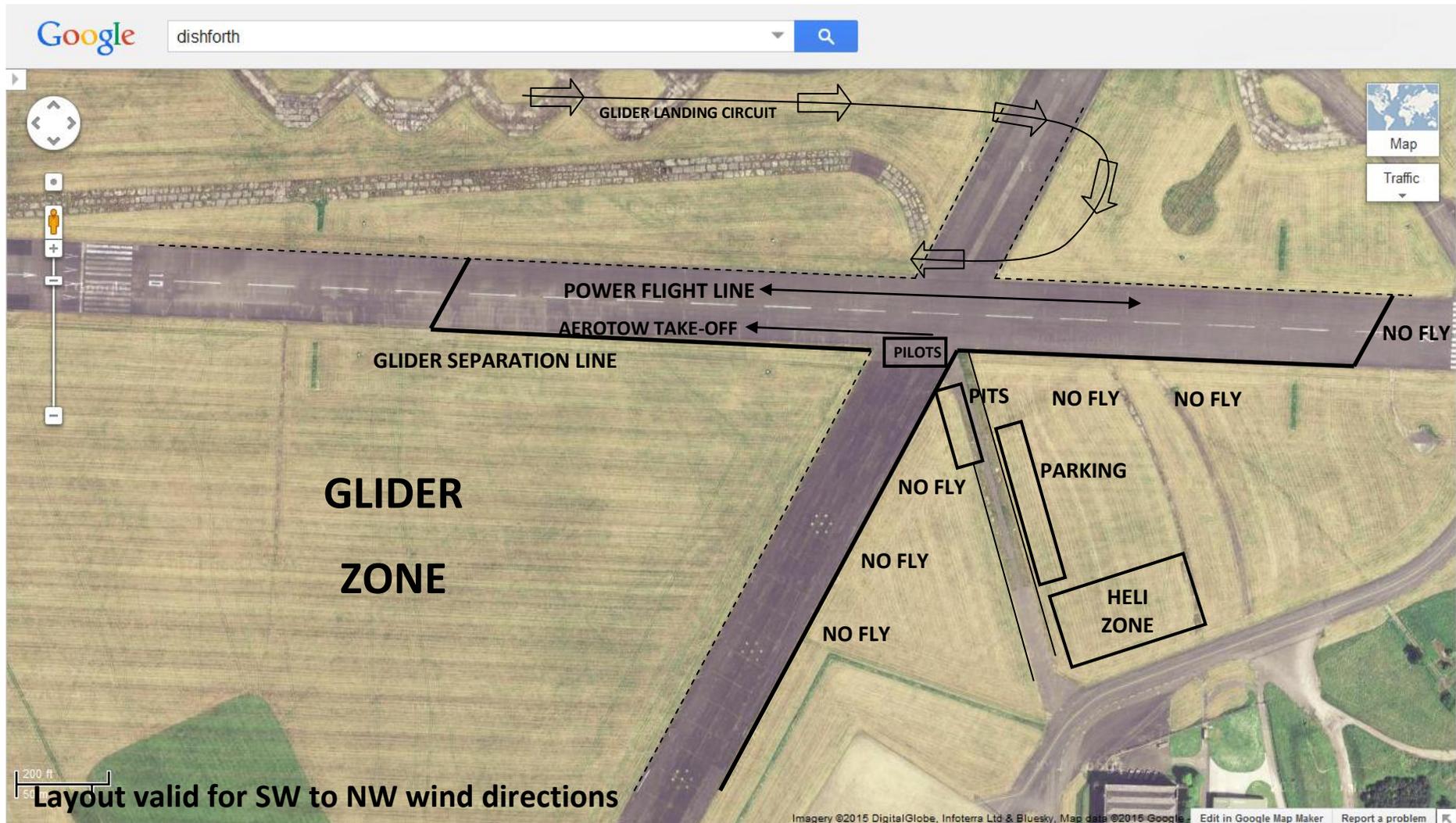
# Appendix 1 - BMFA Dishforth Site Layouts for Power Flying

## Layout for Northerly and Southerly winds only



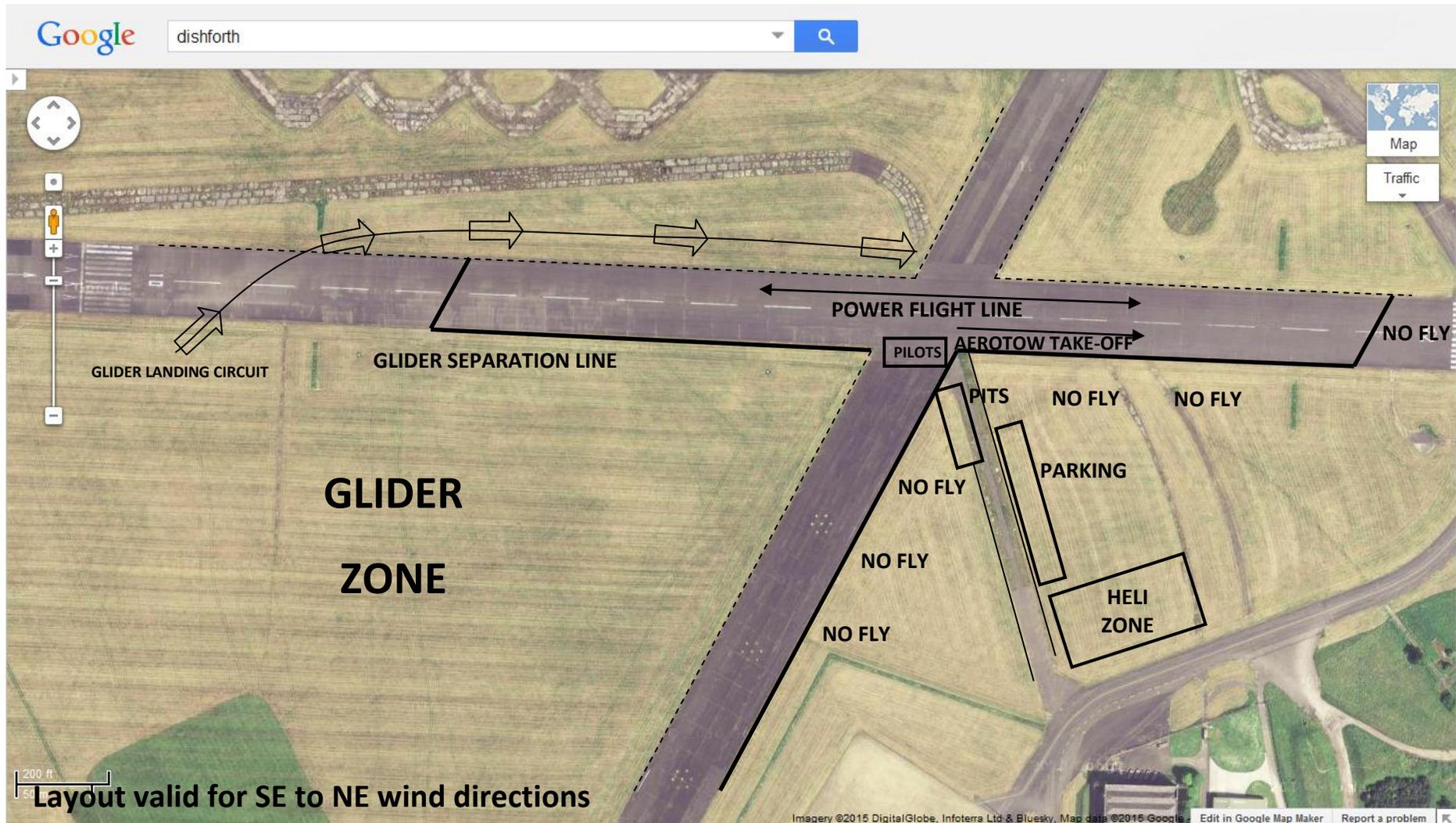
## Appendix 2 – BMFA Dishforth Site Layouts for Glider Flying

### Glider layout for Westerly winds only



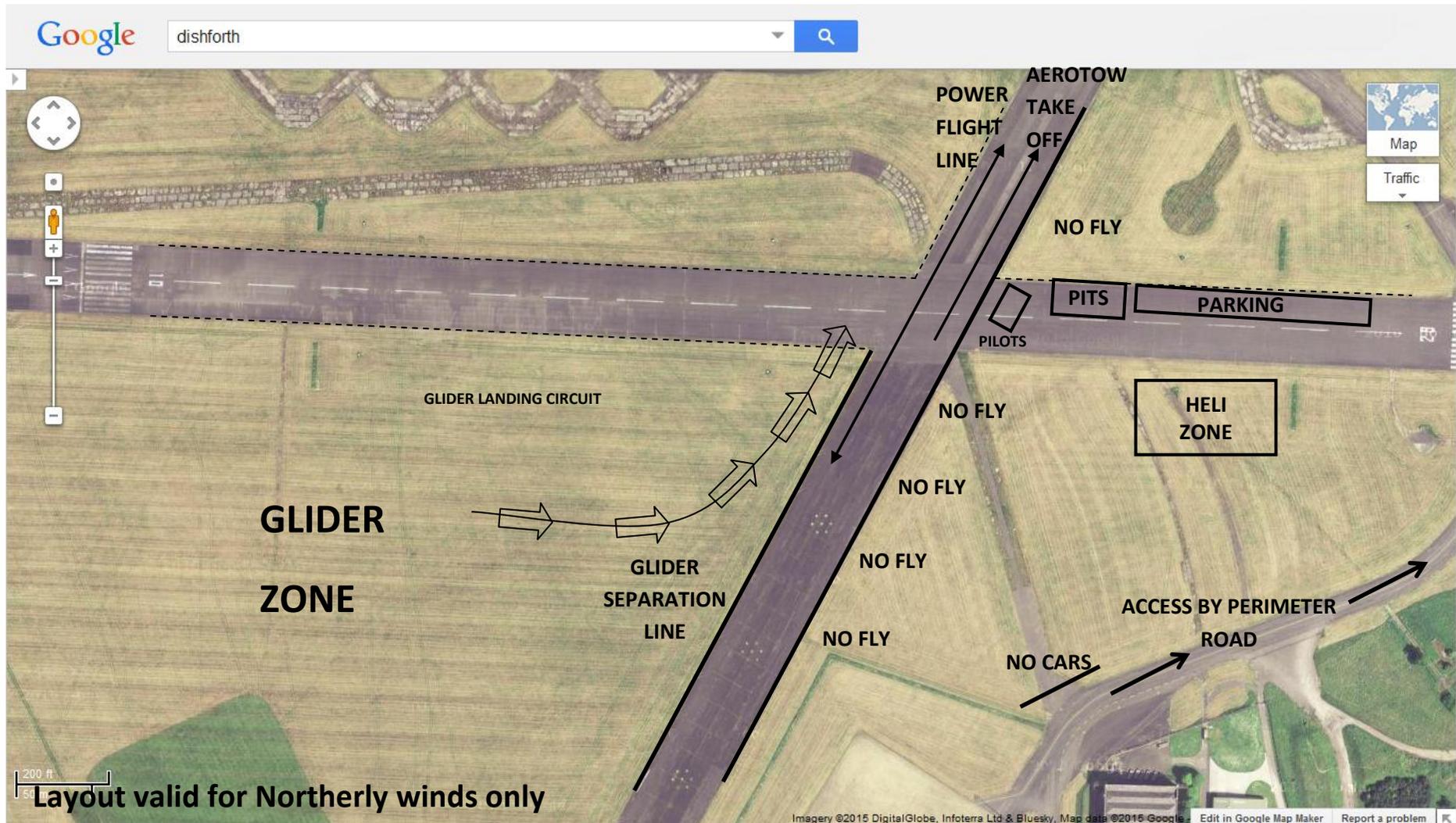
## Appendix 2 – BMFA Dishforth Site Layouts for Glider Flying

### Glider layout for Easterly winds only



## Appendix 2 – BMFA Dishforth Site Layouts for Glider Flying

### Glider layout for Northerly winds only



## Appendix 2 – BMFA Dishforth Site Layouts for Glider Flying

### Glider layout for Southerly winds only

