



# Safety and Rules for Flying and the Flying Field

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## INTRODUCTION.

**SAFETY is of paramount importance at all times.**

The following rules have been formulated with a view to maintaining a unified and safe operating environment. These rules are supplementary to the code of practice laid down by the British Model Flying Association (BMFA), and are intended to cater for the particular requirements of the club flying site.

The term Aircraft throughout this document includes, drones, gliders and helicopters. Unless specifically mentioned ALL safety and rules apply equally to ALL models.

It must be remembered that as holders of a lease from the Ministry of Defence that they are our landlords and their wishes must be conformed to.

## GENERAL.

1. It is the responsibility of each and every member to be conversant with the current Civil Aviation Authorities (CAA) Article 16 Authorisation.
2. It is the responsibility of each and every member to be conversant with the current rules and regulations in regard to model flying issued by the BMFA.
3. It is the responsibility of every member to comply with the BMFA rule to carry the necessary copies of the Article 16 Authorisation, the BMFA insurance documents, as well as their club and BMFA membership cards.
4. It is a requirement of the club and in order to satisfy the CHILDREN ACT 2004 that anyone under the age of 18 are to be accompanied by a parent or guardian, (refer to the Clubs Constitution).
5. VULNERABLE ADULTS to be accompanied by a guardian/carer/responsible adult, whilst at the flying site.
6. Club members shall not be regarded as guardians, carers or responsible adults. The only exception being club members who have children/vulnerable adults in their care.
7. All Internal Combustion aircraft shall be tested on site according to the BMFA advice and using the procedure set out in HMSO publication Code Of Practice On Noise From Model Aircraft 1982 (The Club safety Officer is to hold a copy of this).
8. Any aircraft not complying will be grounded and not allowed to fly on the site.
9. No dogs are permitted on the flying site unless they are fully restrained at all times. Sheep and cattle graze on the airfield
10. Do not leave litter behind when leaving the site. All litter must be removed and disposed of in the correct manner.
11. Contravention of these rules will be dealt with by the Committee under the Disciplinary Policy.

## **FLYING TIMES**

12. Flying at Templeton is allowed within the following limits:
  - a. 0900 Hrs to sunset daily for electric powered aircraft.
  - b. 1000 to 1900 Hours daily for all I.C. and jet powered aircraft.
13. Flying is not allowed on Christmas day and New Years Day and may also be subject to any restriction imposed by the Officer Commanding at Penally Camp.

## **ARRIVAL ON SITE.**

14. All members are required to LOCK the main gate after passing through it, both on arrival and departure from the site.
15. The first member/members to arrive on site will ensure the following:
  - a. That the PEGBOARD (where necessary) is activated for use. The pegboard must then remain in situ for the duration of that flying session.
  - b. The windsock is raised on the pole affixed to the store container.

## **RADIO EQUIPMENT & FREQUENCY CONTROL.**

16. Only the use of legal 35MHz and 2.4GHz equipment will be permitted on site. All radio equipment must be "type approved".
17. All 35MHz transmitters shall be tested on a frequency scanner at least once per year, (a record of all such tests will be kept). Transmitters not tested at these intervals, or which prove to be below standard of variation allowed on test, will not be used until they have been tested/re-tested and reach the approved standard.
18. On arrival at the site, every members using 35MHz equipment MUST check the pegboard for the frequencies being used before setting up and turning on their equipment.
19. No pilot (or helper) will switch on a 35MHz TRANSMITTER until that person is in the possession of the correct peg for their frequency to be used.
20. All 35MHz TRANSMITTERS shall have affixed to the aerial a pennant bearing the appropriate frequency number, it should also have the frequency peg attached to the carrying handle or aerial. The pennant must be of a standard size (the dimensions are stated in the BMFA handbook). It must also conform to the standard of white or black lettering on an orange background.
21. Frequency pegs must be returned to the peg board on completion of a flight.
22. No pilot/helper will remove more than one peg from the board. The practice of removing the peg each side of a frequency to be used is not permitted.
23. If the frequency adjacent to the frequency to be used is in use DO NOT REMOVE THE PEG, identify the pilot using the adjacent frequency and carry out an adjacent frequency check in accordance with the method laid down in the BMFA handbook.
24. The simultaneous use of adjacent frequencies will be by mutual agreement of pilots concerned.
25. There is now considerable scientific evidence that mobile phones can and do interfere with RC equipment. ALL mobile phones MUST be left in the car in the designated parking area Mobile Phones may only be used in the car parking area.

## **AIRFIELD DISCIPLINE.**

26. The club area is defined by the electric fence and fixed posts around its perimeter.
27. During wet periods Parking is limited to the concrete outside the club area to avoid damage to the grassed area.
28. The pits area is solely for the purpose of preparing aircraft for flight checks. It is not to be used as a pilot seating area, seating being limited to the parking area by the vehicles and immediately in front of the club hut.

29. Prolonged operation of engines for the purpose of running in etc. will not be permitted
30. On arrival at the flying field vehicles WILL STOP at the corner to check if anyone is flying. If flying is taking place they will not drive onto the field until given the all clear from the pilot box.
31. All members are required to allow safety officers unrestricted access to aircraft and radio equipment and will demonstrate equipment when requested.
32. When in the pits, aircraft of all types must be suitably restrained prior to starting the engine and while engines are running or are capable of running including electric powered models.

## FLYING

33. Flying is not permitted in the no fly zone, Whilst standing in the pilot box facing away from the hut, it is a straight line across the front of the pilot box and the pit area to the far extent of the field, so that at NO time does a plane fly behind the pilot box.
34. Flying of helicopters and fixed wing at the same time is not allowed.
35. A maximum of six aircraft may be airborne at any one time.
36. Immediately after takeoff. all pilots must enter the pilot box and control the remainder of the flight from this position
37. If hand launching an aircraft, whenever possible it should be undertaken by a helper and away from the pilot box.
38. For safety reasons low flying for all aircraft must not be closer than the midway point on the strip to ensure a safe margin of air space.
39. Communication between flyers in the pilot box is essential and all manoeuvres over the landing area should be called in advance.
40. In the event of an in flight engine failure the pilot will call out "DEAD STICK" as a warning to other pilots.
41. All landings must be prefixed by a call of "LANDING" or "LANDING DEAD STICK".
42. Pilots/helpers will not enter the active runway until they have ensured that it is safe to do so and have clearance from all other flyers in the pilot box.
43. In the event of a person wandering into the path of an aircraft taking off or landing the pilot of that aircraft will take immediate avoiding action, even at the risk of damage to his aircraft, to avoid injury to persons or property.
44. Aircraft on final approach shall take precedence over aircraft on the ground, and aircraft on dead stick approach shall have precedence over all other approaches.
45. Aircraft **will not** be taxied back into the pits area. Engines will be cut and the aircraft carried or towed into the pits area. The retriever and aircraft should be clear of the field as quickly as possible – DO NOT make adjustments etc on the field
46. All aircraft will have a fully operational failsafe such that as a minimum on signal loss engines will go to low tick over.
47. Models powered by petrol engines should, barring exceptional circumstances, be fitted with an ignition kill switch operated from the transmitter.

## HEALTH AND SAFETY

48. All new members, visitors and guests must complete a Safety Check Flight with either a club examiner or safety officer before being allowed to fly solo at the Club Field. Further to this, any pilot whose flying gives cause for concern, could be grounded and required to repeat the check flight.
49. No one below the age of FOURTEEN (irrespective of experience or qualification) will start an engine, or carry an aircraft (with the engine running) to the take off point unless supervised by a responsible adult. NOTE: the responsible adult is only acting in the role of

Instructor or safety officer, they are NOT accepting responsibility for the child safety as in the Children Act 2004

50. In the event of an accident a report MUST be completed on the relevant form in the site cabin.

## **VISITORS**

51. Members may invite a guest to fly at the clubs flying field. The host member will be responsible for the guest at all times and ensure the guest is made aware and complies with the clubs rules and safety procedures. The guest should be a current member of the BMFA and carry the necessary proof of that membership.
52. The host must remain with the visitor at all times. Any breaches of Club rules by the guest may lead to the host facing disciplinary action.
53. Visitors on holiday to the area, from other areas of the UK, are welcome to make use of our facilities. These visitors must be current members of the BMFA and should carry all necessary paperwork etc. to provide evidence of that membership. A visitor under this rule may be allowed to fly “solo” at the discretion of the Committee (See rule 48).
54. Visitors and guests may be asked to make a flight under the supervision of a committee member, Club Instructor or Club Examiner to satisfy that they are of the necessary competence to fly safely.
55. All guests are only allowed to make 3 (THREE) day visits to the flying field in any calendar year. They will then be offered to take out club membership at the current new members rate PLUS an amount to cover the remaining period of the year (See Constitution Rule 8) The Committee may allow a visitor to the area to make up to 7 (seven) visits in a 10 day period.
56. All visitors will pay £5.00 per day. In return they may make full use of the clubs facilities.
57. ALL visits must be arranged with the Club Committee before the visit(s) take place. The Committee have the right to veto or cancel any visitors attendance at the club.