

1 General

1.1 Members must be familiar with the Club Constitution and the requirements that it states. Amongst other things, these include: conditions of Insurance; BMFA Membership; CAA Registration; Non-commercial use; Guests and their supervision and; Disciplinary Procedures.

1.2 Pilots must be able to provide evidence of insurance if requested.

1.3 Children and Vulnerable Adults

Note: Children are defined as anyone under the age of 18.

- A Any Child attending a BMAC activity, whether or not a Member, must be accompanied by their parent or legal guardian at all times. This is also a pre-requisite agreed to in writing before any Child or Vulnerable Adult is accepted as a member of BMAC.
 - B The parents or guardians of Children or Vulnerable Adults remain responsible for their safety and behaviour at all times and are required to maintain visual contact and effective supervision throughout the period of interaction with BMAC members.
 - C Members must be aware of their responsibilities when helping or otherwise interacting with Children or Vulnerable Adults. Whereas the Parent or Guardian is required to ensure the safety of their Child or Vulnerable Adult at all times, other adults must always be prepared to assist in the event of an emergency and/or help reduce the risk of a potentially hazardous situation developing into an incident.
 - D Members must also take care to avoid a situation where they could be perceived to be behaving inappropriately. Maintaining contact and dialogue with the Parent or Guardian can go a long way to avoiding any such perception and Members are required to do so before sustained contact with a Child or Vulnerable Adult (eg training or tuition).
 - E Members must also remember that the Parent or Guardian is required to maintain their Child or Vulnerable Adult within sight and under effective supervision at all times and so Members should avoid actions which may make this requirement impossible to undertake. (eg taking a child off to search for a missing model should be done with the parent or guardian.)
 - F Members should ensure that any language or topic of discussion (with the Child or within the Child's earshot) is wholly appropriate.
 - G Children at the flying field are only allowed as far as the rear of the pits areas, unless they are flying, being tutored or are assisting in finding/recovering a model.
- 1.4 Members may use quiet generators at the flying field for the sole purpose of charging flight batteries, provided that each generator is of a make and model approved by the Committee.

2 Safety

- 2.1 No pilot is to fly any model unsupervised (other than as in Article 2.3 below) unless they have attained and presented proof of a relevant BMFA Certificate of Achievement at "A" level or greater.
- 2.2 Pilots without an "A" certificate or greater must be supervised by someone who has held at least that qualification in the relevant discipline for a minimum of 6 months and who has flown regularly within the previous 6 months.
- 2.3 Helicopter or Multi-rotor pilots without an "A" Certificate or greater are allowed to practise unsupervised hovering in the designated multi-use area and the FPV Area. The FPV area may also be used for small Heli and multi-rotor (not FPV) unsupervised practice in accordance with rule 6.3E.

- 2.4 At the beginning of each flying session, the pre-flight checks prescribed by BMFA (General Safety Checks chapter) must be made, starting with the Fail-Safe check, during which the model must be restrained.
- 2.5 No IC model may be started and no electric model made live (armed) when behind the relevant pits area
- 2.6 All models shall be physically restrained when armed (or when started and running in the case of ic models), during fail-safe testing and range testing.
- 2.7 No model shall be flown between the pilot and other people.
- 2.8 No model is to be flown or taxied inside or over the 'Dead Zone'. The Dead Zone is defined as: All areas of the site behind the Main Strip flight line and between the Multi-Use Area and the FPV Area flightlines (see Diagram). No model is to be flown over or beyond the road. See also rule 6.1.
- 2.9 It is every Member's responsibility to ensure that they, and other Members or Guests, fly in a safe and responsible manner. It is every Member's duty to politely approach anyone flying in a dangerous manner and request that they cease flying in that way. If they continue then it is also your duty to report them to a committee member so that further action may be taken.
- 2.10 Any member of the committee may ground a pilot who is deemed to be flying or acting dangerously.
- 2.11 Aircraft are only to be flown on one of the legally approved frequencies.
- 2.12 For 35 MHz and 27 MHz Transmitters, the frequency control system described in Appendix 1 below must be used.

3 Access

- 3.1 **All flying must stop no later than Sunset (Check time on Google) and the field MUST be vacated and the gate locked no later than 30 minutes after sunset.**
- 3.2 Permitted times for flying are as follows:

	Start (All Models)	Finish (*)
Monday to Saturday	09.00am	8.00pm or dusk if earlier
Sunday and Bank Holidays	10:00am	7:00pm or dusk if earlier

*Quiet electric models may fly until sunset, even if later than the times above.
- 3.3 The gate must be closed and locked by the last person leaving the field and the windsock put away.

4 Sound levels

- 4.1 The Committee has the authority to ground any aircraft on the basis of excessive perceived or measured noise levels.
- 4.2 IC propeller-driven models may only be flown after completion of a sound level test in accordance with BMFA guidelines (82 dBA at 7metres) and witnessed by one Committee Member or a Club member duly authorised by the Committee.

5 Types of model

5.1 Fixed wing power

- A Fixed wing models of under both 300mm wingspan and 500gms may be flown from the Multi-Use area, the FPV area or the Main Strip. Other fixed wing models may only be flown from the Main Strip.

5.2 Helicopters

- A Helicopters are not to be flown within 10 metres of any person, except the pilot or a person accompanying the pilot.
- B Electric Helicopters must only be armed on or beyond the relevant flight line.
- D Practice hovering is not allowed on the Main Strip.

5.3 Multirotors

- A Multirotor fail-safes must be set.
- B Multirotors must not be flown within 5 metres of any person, except the pilot or a person accompanying the pilot.
- C Multirotors must only be armed 10 metres beyond the main strip flight line or 5m beyond the FPV or MUA flight lines.
- D Pilots moving between the Multi-Use Area, the Main Strip or the FPV area must switch off the model and re-arm in the new area as per rule 5.4C to prevent any home position being set as the wrong area. Under no circumstances must the model be flown from one of these areas to another.
- E Multirotors flying on the Main Strip must fly circuits and not 'hover' in one place.
- F Practice hovering is not permitted on the Main Strip.

5.4 FPV

- A FPV video transmitters operating on 2.4GHz are not permitted. FPV Video transmitter frequencies in the 5.8GHz band must be managed in accordance with Appendix 2 below.
- B FPV pilots must have a spotter at all times. During organised FPV races on the FPV Area, a single spotter may serve each race if all of the pilots in the race agree.
- C FPV flights must not come within 5m of the relevant area flight line.

5.5 Gas Turbine Models

No model powered by one or more gas turbine engines may be flown.

6 Flight areas –**6.1 Main Strip**

- A No Model is to be flown behind the (infinitely extended) line of the flight line
- B The Pits area is immediately behind a line twenty meters behind the Main Strip flight line and in line with the model benches (see diagram)
- C No models are to be taken in to the pilot's box.
- D Activity on the strip must be 'Called' as follows:

Before flying	"Ok to fly?" or "OK to launch"
Walking onto the strip	"OK to go on the strip ?"
Taking off once on the strip	"OK to take-off ?"
Hand Launching	"OK to Hand Launch ?"
Landing	"Landing" / "Dead Stick"

For the above, confirmation from all other pilots flying must be obtained before taking any further action.

The following activities must also be called

After touch-down	"On the Strip"
Once clear of the strip	"Clear"

- E Whilst taking-off, the pilot must stand on the pilot line or at the safety fence. Whilst flying, the pilot must stand on the Pilot Line. When landing, after calling "Landing" (or "Dead Stick"), the pilot must step forward to the safety fence as a visual indication to other pilots who may not have heard the request to land.
- F All models must take off at least 5 metres from the flight line unless they are being hand-launched (see **G** below).
- G Hand launching must take place at least 5 m from the pilot box, either on the strip or on the flight line 5m to the side of the Pilots' Box.
- H All models must land at least 5 metres from the flight line.

- I When more than one model is in the air, low passes must be called by the pilot and direction given.

6.2 Multi-Use Area (See Diagram)

- A The Multi Use Area (MUA) is for use by helicopters and multirotors to practice and learn hovering, as well as for fixed wing models of less than both 300mm span and 500gms. Models must be capable of safely flying within the confines of the MUA.
- B The pits for the MUA is the nearby table and the flight line for the area is 5metres to the east of that table.
- C Models must not cross over the MUA flight line or Main Strip flight line or exceed the height of the adjacent trees.
- D If other people are using the MUA, pilots must call before going on to the Area to take-off or retrieve a model and must call when taking off or landing.

6.3 FPV Area (See Diagram)

- A The FPV area may be used for flying Shockies under 500gms, Small Multirotors, and small Helis. Regarding 'Small Multirotors and 'Small Helis': Please use your judgement here and only fly models that can be reasonably held within the following constraints:
- B No aircraft may fly
 - i. above the height of the roadside hedge.
 - ii. within 10m of the hedge, (This is the 'Flightline')
 - iii. close to the track or
 - iv. north of the extended flightline of the main strip.
- C When flying, stand with the road behind you and five metres from the hedge and in the vicinity of the table, which is now placed well away from the track and adjacent to the hedge. If you want to get away from others, move further from the track (ie move towards the west).
- D If other people are using the FPV Area, pilots must call before going on to the Area to take-off or retrieve a model and must call when taking off or landing.
- E For Helis and Multirotors, if you do not have a Heli or Multirotor A cert, you may fly unsupervised in this area, but only to practice for the Heli or Multirotor A-Cert. You may not conduct any other type of flying unsupervised.
- F For FPV Racing, the Race Director will act as Spotter and may impose additional Rules specific to the race but these shall not conflict with these Club Rules.

If practicing for the Heli or Multirotor A-Cert or B-Cert, note that small slabs have been set in the grass to mark the points of the A-Cert / B-Cert course and the 2m square take-off/landing box.

Appendix 1 - Frequency Control for 35MHz and 27MHz (refer to Rule 2.11)

- i A 'Peg on' system is used. Pegs must be displayed at the rear of the Pilots' Box.
- ii If there is already a Peg of your frequency on display, you must liaise with the other pilot to take turns using the frequency. Only one Peg for each frequency (the one for the active Tx) may be displayed at any one time.
- iii You must not switch on your Tx before checking that the channel is clear and that your 'Peg' is displayed at the rear of the pilot box.
- iv Your 'Peg' must show your frequency using black numerals on yellow for 35MHz and black on white for 27MHz and must show your name to assist in identifying pilots on the same frequency.
- v Your Peg must be on display whenever your Tx is on.

Appendix 2 - Frequency Control for FPV Video Transmitters

- I. FPV Video Transmitters (VTx) are only allowed on 5.8GHz and must be operated in modes compliant with CE Regulation.
- II. Operators in the FPV Area must co-ordinate with anyone already flying FPV on the Main Strip and / or MUA before switching on a VTx.
- III. Operators on the Main Strip must co-ordinate with anyone already flying FPV on the FPV Area and / or MUA before switching on a VTx.
- IV. Operators on the MUA must co-ordinate with anyone already flying FPV on the FPV Area and / or Main Strip before switching on a VTx.
- V. No VTX may be made active until the above co-ordination has been completed

Diagram – See next page.

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