

## **Club Rules March 2022**



Affiliated to the British Model Flying Association

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## Section 1: Club Safety And Flying Rules

### 1.1 GENERAL

- 1.1.1 All members are responsible for ensuring they operate in a safe manner. Any member who sees deliberate or repeated activity that they believe to be unsafe, must intervene if practicable and report the circumstances to a committee member as soon as possible.
- 1.1.1 All active flying members must be current members of the British Model Flying Association. Any categories of non-flying membership are exempt from this requirement.
- 1.1.2 Members must comply with all relevant BMFA safety codes as contained within the BMFA Members' Handbook and comply with all legislation relevant to the type of models they are flying. **It is the members responsibility** to keep abreast of current legislation and comply fully with it, otherwise their BMFA insurance cover may become void.
- 1.1.3 Any pilot (member or guest) without a BMFA A certificate or equivalent for the type of aircraft they are flying, must not fly without the supervision of another member who holds at least an A certificate. The supervisor must have held the A cert for at least six months or, in the opinion of the committee, have sufficient experience to undertake supervision.
- 1.1.4 Members may invite guest pilots to the site, but they must be BMFA insured and the club member must assume total responsibility for the actions and safety of the guest. Guests without a BMFA achievement rating must fly under the supervision of an A certificate holder and the inviter must make such arrangements in advance of the visit. The inviting club member must be present whenever their guest is on site.
- 1.1.5 Under normal club flying conditions, no more than 5 aircraft shall be airborne at any one time. More than 5 aircraft may be permitted at special club events by prior arrangement under strictly controlled conditions administered by the committee.
- 1.1.6 The club supports flying of fixed wing and rotary wing models with equal priority. The club recommends that models of different types should not be flown simultaneously unless agreed by the pilots. Members are expected to negotiate and "give & take".
- 1.1.7 All pilots must observe the established flight line and stand in the designated area whilst flying. Any variation to suit daily conditions may be made by agreement between the pilots present, but only within the permitted flying area.
- 1.1.8 Should an aircraft go out of control, the first priority must be the safety of persons, with the second priority being avoidance of damage to property. The pilot must immediately shout a warning, repeated as necessary, to ensure that other people present are aware.
- 1.1.9 Members must ensure that their models comply with the DoF E Noise Code for the Minimisation of Noise from Model Aircraft (currently 82dB(A) at 7 meters). If a model emits more than this, modifications such as additional silencers or quieter propellers should be fitted to ensure the model complies. Regardless of this, if in the opinion of the Committee a model is excessively noisy in the air, then it is to be grounded until rectified.
- 1.1.10 Any person wishing to enter or cross the runway area must seek clearance from any pilots flying at the time and wait for their agreement before doing so.
- 1.1.11 If the radio system being used has a failsafe feature it must be activated and set the throttle to tick-over or stop. This must be checked regularly by switching off the transmitter whilst the model is restrained.
- 1.1.12 Models fitted with auto homing devices must be configured, when possible, to return to home at a height of 30m or more. The homing location is indicated on the field diagram.

- 1.1.13 Any injury to a third party or serious incident involving damage to property other than the member's own models must be reported **by the holder of the Civil Aviation Authority (CAA) operator ID** as soon as possible to the **CAA** and the **committee**. If any injury is serious the **The Air Accidents Investigation Branch (AAIB)** must also be notified. Members must never admit liability because this could compromise their BMFA insurer's ability to defend them in court.
- 1.1.14 Any instance of a flyaway model must be reported **by the holder of the CAA operator ID** as soon as possible to the **CAA** and **AAIB**. The committee must also be notified.
- 1.1.15 A first aid kit is available on site, along with precise details of the site's location for use if an emergency service needs to be called
- 1.1.16 Lone flying is permitted but not recommended because in the event of an accident or illness, a lone member may not be able to summon assistance.
- 1.1.17 Members must take all their litter away from any HWDMAC site.
- 1.1.18 Smoking is not permitted near flammable fuels and materials or in the pilots' box.
- 1.1.19 Children must be supervised by their parents or guardian and must not be allowed to run around the pit area or runways.
- 1.1.20 Pets are not permitted at any HWDMAC flying sites

## **1.2 FIRST PERSON VIEW RADIO CONTROL (FPV R/C) - OPERATION & INSURANCE**

- 1.2.1 The club permits the use of FPV equipment providing that it complies with legal frequency specifications and does not interfere with other modellers' standard equipment.
- 1.2.2 FPV pilots may be required to stand/sit in a separate area designated for FPV piloting – see individual site diagram.
- 1.2.3 FPV models are equipped with a video camera and video link to the ground sending recordable data, so they are automatically classed by the CAA as a small aircraft equipped for surveillance. Consequently, all appropriate regulations relating to FPV and Small Unmanned Surveillance Aircraft will apply to any flights made. It is the FPV pilot's responsibility to ensure they are fully up to date with the relevant regulations and always comply with them.

## **1.3 FREQUENCY CONTROL**

- 1.3.1 Radio control systems using the 35MHz or 2.4GHz model control bands are permitted for model aircraft control. 459MHz is also allowed. 27MHz equipment is not permitted.
- 1.3.2 Other legally permitted frequency bands, e.g. 868MHz and 5.8GHz, may be used for ancillary functions such as video feeds and telemetry.
- 1.3.3 Anyone using 35MHz must check on arrival for anyone else also using 35 MHz and liaise over channel numbers. If there are four or more 35Mhz users, the pegboard stored in the container should be brought to the pits area. The club operates the "Peg on" system.
- 1.3.4 **All** users of video transmitters (whether FPV pilots or not) **must** liaise amongst themselves to ensure there is no conflict over the use of video transmitter frequencies.
- 1.3.5 **Before** switching on, an FPV pilot must obtain consent from all other FPV pilots present (and anyone else using video links) to ensure no one is using the same frequency.
- 1.3.6 **When** switching on, FPV pilots must shout a warning and listen carefully for a response.

## 1.4 PIT PROCEDURE

- 1.4.1 Before powering up electric or IC powered models, the model must be positioned facing towards the strip, parallel with other models, and held by a restraint, tether, or assistant.
- 1.4.2 Pilots may receive help when running up engines and taking models to the runway for take-off. Helpers must be conversant with the model and its operation, and ideally be BMFA members, but for junior members, the helper may be their parent or guardian.
- 1.4.3 All model and engine adjustments must take place in the pit area. Engines must not be set up in the immediate vicinity of pilots who are flying at that time.
- 1.4.4 An engine must not be run unless everyone in the pits area is behind the line of the propeller, except for the person starting the engine. When carrying out power checks, everyone including the pilot must be behind the line of the propeller.
- 1.4.5 Models must not be left unattended whilst the engine is running.

## 1.5 TAKE-OFF AND LANDING PROCEDURE

- 1.5.1 All preliminary checks on the model must be carried out before taking the model out to the take off point. As you approach the strip, check to see that no-one is about to land.
- 1.5.2 Models may be taxied to and from the take-off area from the flight side of the pilots' box. Taxiing in or out of the pits area or any area behind the pilots' box is prohibited.
- 1.5.3 When taking off or landing, alert other pilots by, for example, calling "**OK for Takeoff?**" or "**Ok to Land?**" and wait for acknowledgement and agreement before proceeding.
- 1.5.4 All pilots should normally control the take-off from the pilots' box for maximum safety of everyone. Controlling take-off from behind the aircraft may exceptionally be undertaken, but only with the prior approval of pilots currently flying, and once the aircraft is safely airborne the pilot must move to the pilots' box as soon as possible.
- 1.5.5 Pilots wishing to hand launch their model must specifically state this when seeking clearance from other pilots and launch their model from the middle of the landing strip currently in use in a direction away from the pits.
- 1.5.6 If your engine stops during flight, call "**Dead Stick**" - this gives you priority for landing.
- 1.5.7 If you are preparing to land or take off and somebody calls "**Dead Stick**" you must wait until the dead stick model lands and is recovered. All other flying aircraft should be positioned away from airspace around the immediate runway area. Persons on the strip must vacate immediately.

## 1.6 RECOVERY PROCEDURES

- 1.6.1 Before retrieving your model from the strip or nearby, ask other pilots and wait for acknowledgement and agreement before proceeding. Switch off the receiver as soon as you reach the model, then switch off the transmitter, to minimise the risk of another transmitter causing your model to react.
- 1.6.2 If your model has landed or crashed further away, you must advise other pilots and wait for their acknowledgement before retrieving. If you are using 2.4Ghz equipment, you may take the transmitter with you to help locate the model. If you are using 35Mhz equipment you must seek permission from other pilots to take the transmitter with you and your peg must remain on the pegboard.
- 1.6.3 After retrieving, let other pilots know when you are clear of the strip.



## Section 2: Cadmore End Site

### 2.1 LOCATION

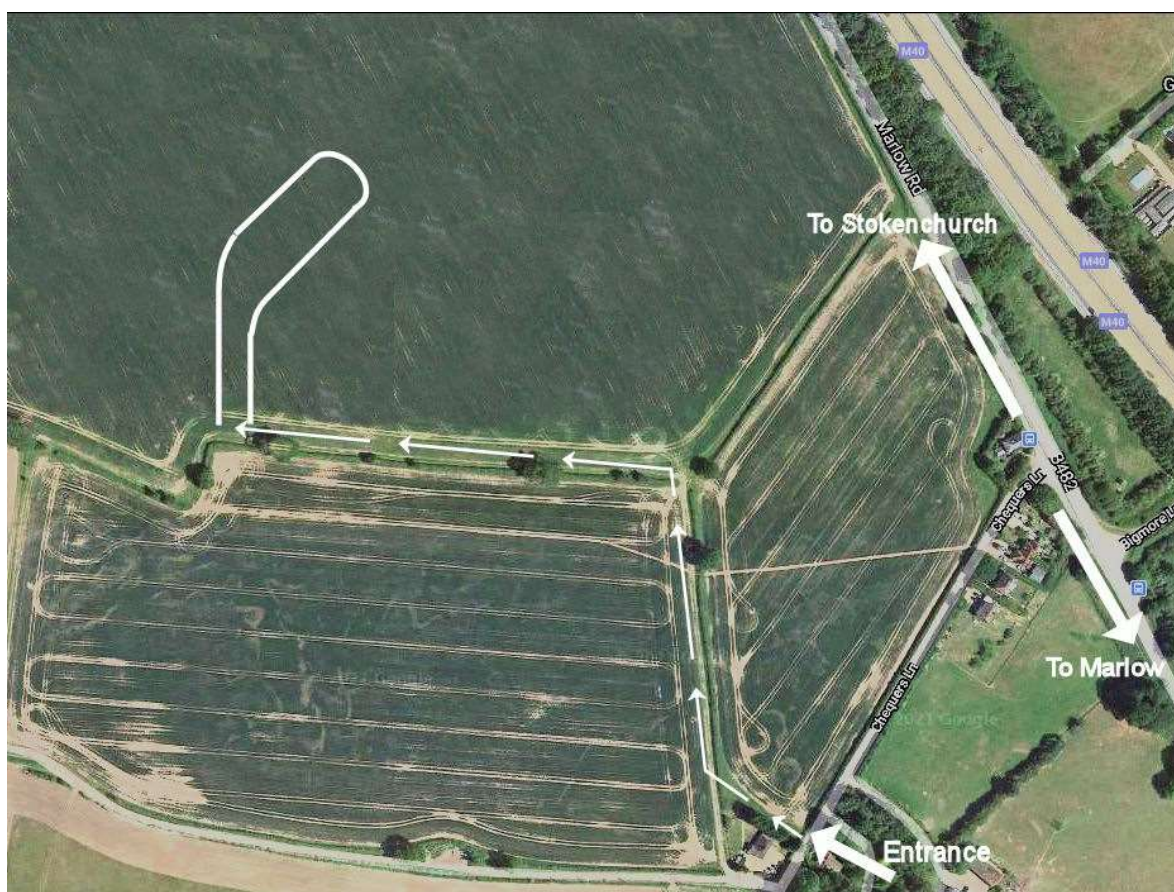
Entrance is from Chequers Lane off the B482 Marlow to Stokenchurch Road, just past Cadmore End. Be sure to use the **first** gate on the right, before you pass the cottage.

The nearest postcode is HP14 3PQ

The OS Grid Reference for the entrance is SU 773932

The what3words locator is *searcher.arranges.crouching*

Use these references should you need to call emergency services to the site.



### 2.2 SITE DETAILS

Permitted times at Cadmore End:

Members are allowed on site from 10am to dusk any day

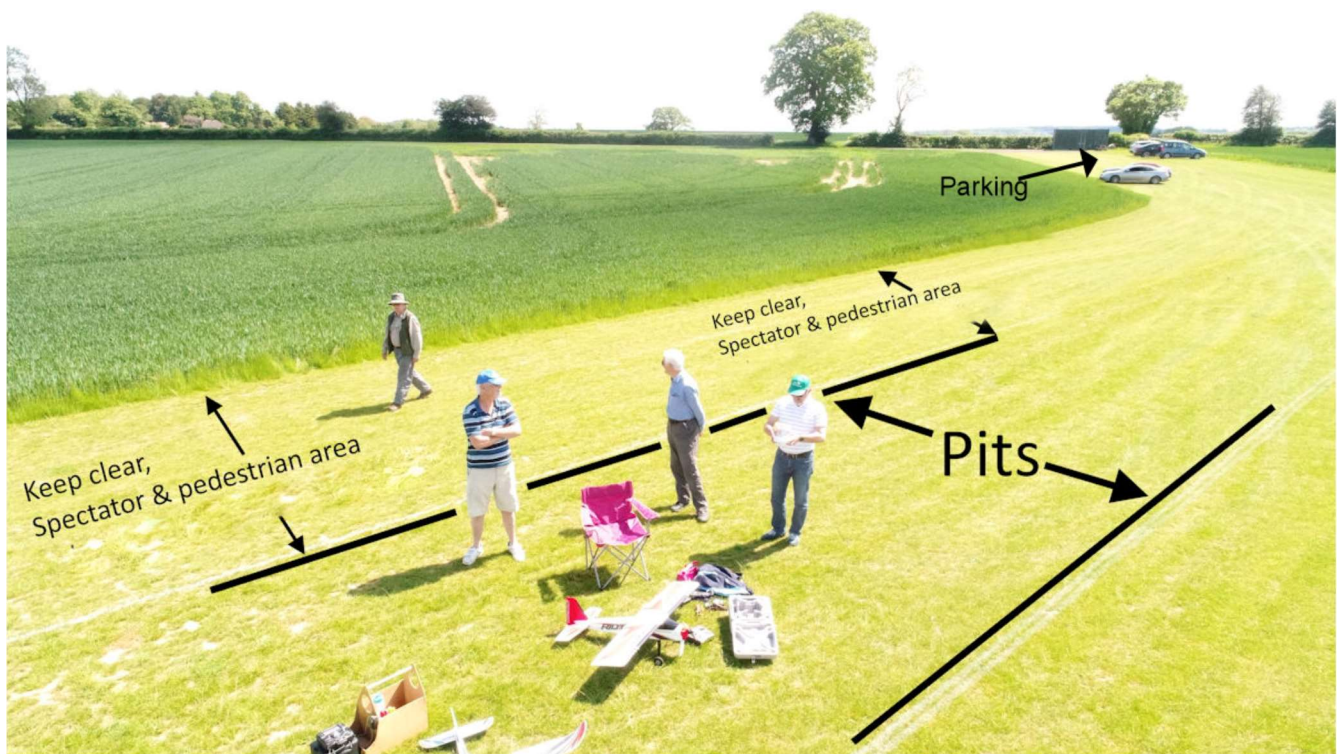
Note these are **NOT** permitted flying times but times allowed on site so you must not arrive before 10am and must allow sufficient time at the end of the day to pack up and leave before car lights become necessary. This is to minimise disturbance to nearby residents.

### 2.3 SITE LAYOUT AND PERMITTED FLYING ZONES:



- 2.3.1 Radio controlled Fixed Wing and Rotary Wing models including multi rotors are allowed. Power source can be electric or internal combustion engine, but gas turbine models are not allowed.
- 2.3.2 For IC models, a metal drip tray from the storage container in the pits must be placed under the model to catch surplus fuel and oil.
- 2.3.3 Models that use buoyancy devices (for example helium filled containers) are not allowed.
- 2.3.4 No fly zones are as shown. Under no circumstances may members fly over any hedge to the south of the landing strip.**
- 2.3.5 The selection of the active strip and position of the pilots' box is to be agreed between the pilots flying at the time.
- 2.3.6 Models equipped with a GPS enabled auto homing device must set their home location at the far end of the pits, as shown on the diagram
- 2.3.7 Access to the site is via a combination lock on the entrance gate. Members will be supplied with the number on joining the club. The gate must be left locked when both entering and leaving the site even if you find it open or unlocked when you arrive.





- 2.3.8 Members' cars must be parked in the designated area shown on the site diagram. Members may drive behind the pits to unload and load vehicles **but must go no further than the first person in the pits**. Drivers must return their vehicles to the parking area as soon as models and equipment are unloaded or loaded. A clear marker such as a gate will indicate the limit of parking.
- 2.3.9 Members with limited mobility may park behind the pits in the designated area with prior Committee approval.
- 2.3.10 If you need to retrieve a model from the field where crops are growing, follow the tractor lines as much as possible and step carefully to minimise damage to the crop.



## **Section 3: Junior Member Protection Policy**

- 3.1.1 Within this document a **junior** is defined as any person under the age of 18 years.
- 3.1.2 As far as is practically possible a parent or guardian should be present at the flying site whilst a junior member is receiving instruction in model flying.
- 3.1.3 A parent or guardian **must** always be present when a junior member under the age of 14 years is receiving instruction or observing flying procedures. They must take an active interest in their training so that they become familiar with the hazards of operating a model aircraft and can support the work of the instructor.
- 3.1.4 Any instructor working with a junior member under 14 must clarify with their parent or guardian that they are happy for the junior member to carry out all the necessary pit procedures themselves. If there is any aspect that they do not want the junior member to perform (e.g. starting an engine), then they may do this themselves or ask the instructor to do so for them.
- 3.1.5 Junior members must not start an engine or carry a model with the engine running unless they are supervised by a responsible adult. A responsible adult is defined as a senior member or parent/guardian who has the experience commensurate with the type and degree of supervision required.
- 3.1.6 Instructors should use the “buddy box” system as far as possible so that there is no need for physical contact between a junior and an instructor.
- 3.1.7 Except in the case of an extreme emergency (e.g. injury) no physical contact must be made with a junior without another adult being present.
- 3.1.8 No senior member is to be expected to assume responsibility for a junior member unless he/she has been specifically requested to do so by the junior member’s parent or guardian and agrees to do so. Should a senior member discover a junior member is unsupervised he/she must assume responsibility for the junior member’s safety in the first instance. The situation should then be rectified as soon as possible by seeking out the junior member’s parent/guardian/nominated supervisor. Any instance of such an occurrence is to be reported to the Committee as soon as possible.

## **Section 4: Disciplinary Process**

- 4.1.1 It is the duty of every member to follow the rules laid down within this handbook and the BMFA guidance to ensure their behaviour does not jeopardise the club flying site or the safety and enjoyment of other members and guests.
- 4.1.2 Every member has the power to act should they observe any member disregarding club rules either deliberately or inadvertently.
- 4.1.3 If a member has a complaint about a fellow member, then it should be put in writing and forwarded to the club secretary as soon as possible after the incident.
- 4.1.4 All complaints shall be investigated by a committee member who shall report their findings to the full Committee for discussion. The committee will decide on the appropriate action to be taken.
- 4.1.5 If the committee conclude that a member's conduct, on the field or elsewhere, is in breach of club rules, or detrimental to the club and/or other members, the committee have the absolute power to impose what they consider to be an appropriate sanction. This could range from a verbal warning up to temporary suspension or expulsion.
- 4.1.6 Any disciplinary action taken shall be communicated either verbally or, in more serious cases, in writing to the person or persons concerned.
- 4.1.7 Any member subject to a disciplinary investigation shall have the right of appeal to the full committee and to present their case in person.
- 4.1.8 After considering any complaint and appeal, the committee's decision shall be final.
- 4.1.1 In the event of expulsion, the Committee will arrange for the member's club membership fee to be reimbursed on a pro-rata basis.