

Angus Model Flying Club

Site And Safety Rules

Air Navigation order Article 74 "Endangering" set down by the Civil Aviation Authority states:

"A Person shall not recklessly or negligently cause or permit an aircraft to endanger any person or property"

1. All members / visitors must observe field discipline and comply with the Air Navigation Order, all relevant safety codes as contained within the BMFA Members' Handbook / SAA Safety and Achievement Manual and Civil Aviation publication (CAP) 658. Breaches of Article 16 or reportable occurrences must be reported via the BMFA reporting Portal.

<https://rcc.bmfa.uk/art16-occurrence-reporting>

The field discipline, which applies to all aircraft including helicopters and multi-rotor craft, includes:

- Requesting permission for take off to other pilots.
- Announcing landings.
- Announcing when entering the runways.
- Announcing when clear of the runways.
- Announcing low passes and the direction of such.
- Pilots must stand within the pilots box for take-off, flying and landing aircraft, with due regard for wind direction.
(See next point for hand launch aircraft)
- Glider and hand launch pilots may enter the runway for take off.
- After take-off, aircraft should be turned away from the pits and spectator area.
- Taxying is not permitted in the pits area.

2. All pilots and visiting pilots must have valid approved insurance and be prepared to produce evidence of validity prior to aircraft operations.
3. All pilots on site are responsible for site safety. A safety officer may be nominated during a flying session, or other activity, if deemed appropriate. All committee members are considered safety officers.
4. Aircraft over 7.5Kg shall only flown by pilots that have a current BMFA or SAA certificate.
5. For 35MHz flying, no transmitter is to be switched on until the appropriate frequency peg has been obtained. The club peg system must always be adhered to.
6. Transmitters are to be kept securely by the pilot, switched off when not in use.

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7. No more than four pilots are to fly at the same time during normal club flying. A student and instructor count as one.
8. All aircraft shall be marked with an Operator ID.
9. Solo flying is only permitted under the following conditions:
 - The pilot has a valid flyer ID or RCC test certificate.
 - The aircraft has a valid Operator ID
 - The pilot must have valid insurance.
 - The pilot has a BMFA (A) or SAA (Bronze) or higher certificate
For the type of aircraft to be flown.
For "Camera Drones" this is a BMFA Camera Drone Certificate.

Or

A '**Certified**' pilot is present **and** in **Attendance**.

Certified...

Is considered to be a pilot that holds a current BMFA or SAA certificate in the appropriate discipline. (Fixed Wing, Heli, Camera Drone, Multirotor etc).

Note: for BMFA(A) or SAA(Bronze) or equivalent, this certificate must have been held for at least one year. Higher certifications are not subject to this time limit.

Attendance...

Is considered to be observing the flying pilot and not involved in another activity and must be in the vicinity of the pilot and able to take control or offer advice, in the event of an emergency.

10. There shall be no intentional flying towards the pits area. Aircraft should be kept outside the red/orange markers as much as possible.
11. Running of IC engines shall only be carried out in the designated area.
12. All aircraft shall have a fail safe set that, on loss of transmitter signal:
For IC engines sets it to idle, or where possible stops it.
For Electrics stops the motor
(This can be requested to be demonstrated by any committee member at any time.)

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13. All aircraft shall have a throttle cut facility set.
For IC engines that will not stop they must go to idle.
(This can be requested to be demonstrated by any committee member at any time.)
14. If an auto pilot device is fitted, it should be used in conjunction with the fail-safe device.
15. In the event of full-size aircraft overflying the site, pilots should fly low circuits or land until the aircraft has departed the airspace used for model flying.
16. Infringements of the Safety Rules or any safety concerns should be reported to a committee member.
Repeated failure to comply with site safety rules may result in the member being asked to cease flying.
17. Any incident involving a third party or another member must be reported to a member of the committee for further action.
18. Access to the pits area is restricted to the following:
 - Pilots
 - Students with an instructor
 - Visitors that are under the control, and accompanied by a pilot
*(This is only to allow visitors to see things in the pits. They must be accompanied at all times)*All others shall not enter the pits area.
19. Access to the runways is restricted to:
 - Pilots/Instructors/Assistants placing planes for take off.
 - Pilots/Instructors/Assistants retrieving planes.
 - Hand launch pilots/assistants for take off.
20. All models to be subject to a noise test in line with the approved procedure by an authorised club representative.
21. Only quiet electric models (less than 84dB) can be operated outside the window of 10:00 – 17:00

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22. Any model with a noise measurement over 84dB must be flown by themselves.
23. Any pit tables moved to the IC starting area must be returned to the pits area cleaned.
24. All caravans to be sited within the dedicated space between the access road and the southern boundary
 - All caravaners to be aware of the emergency evacuation procedure – reference club risk assessment.
 - All generators to be shut off between 22:00 and 08:00
 - All rubbish to be placed in the bins provided.
 - We have no chemical toilet disposal facilities – this should be done by the individual.
25. The last person leaving the site to ensure:
 - All buildings are locked and windows closed.
 - The gas supply is off.
 - The field gates are both closed
 - The generator is off.
26. At all times the club rooms and the field must be kept clean and tidy