

Deeside Model Aircraft Club

CLUB RULES



1. GENERAL

A) Additions and amendments to field safety rules and regulations can be made at any time. This is due to the fact that new and unforeseen circumstances can lead to necessary changes being required. Changes to these rules will be made at the discretion of the committee and do not require ratification by the membership. If any changes are made then these will be disseminated to the membership via the normal channels of communication (email, post and a notice in the clubhouse).

B) All field safety rules and regulations will be reviewed annually.
Any changes made through the year will also be reflected in this document.

C) Politeness, observance of rules of courteous behaviour, and common decency are expected of all club members, particularly at club functions, exhibitions and displays.

D). Members must notify the membership secretary of any change of home address, telephone number or email address.

E) When using the club flying site, members must leave the area in a clean and tidy state; gates must be closed and locked. There must be no damage to fences or property. All litter is to be removed from the site.

F) In any competition where there is only one entry, and providing that the entrant completes a stipulated flight to the judges' satisfaction, the entrant will be deemed to be the winner.

2. FLYING

A) All engines must be fitted with an effective muffler and must comply with the relevant Department of the Environment code of practice. Prolonged engine runs in the pits area for running in and or tuning purposes are prohibited. If prolonged running is required, a suitable safe area 20ft from the pits area along the path, well away from normal operations should be selected to avoid annoying other members.

B) The main (outer) access gate AND the inner gate should be kept locked at all times. Upon arrival at site, the drop post should be unlocked and lowered; this can then be left down. The last person to leave the site MUST raise and lock the post. Only inviting club members can allow a guest into the site and must meet them at the main entrance. Security of the site is a condition of the lease and infringements can jeopardise continued use of the site. Supplying gate keys or combination codes to non-members is prohibited and would be considered as gross misconduct.

C) Vehicle access to the site will be via the marked track only; driving on any other part of the site is forbidden. If a model is obviously committed to take-off or landing over the roadway, approaching cars should halt and wait until the manoeuvre has been completed.

D) Motor vehicles must be parked in the areas shown on the map in the clubhouse.

E) A peg system for 35MHz shall be used, enforced and strictly adhered to. Flyers must place a peg with their name on the peg board to indicate their transmitter frequency. Only then may they switch on their transmitter. In the event of a person switching on a transmitter without marking their frequency or failing to mark the correct frequency, and causing a 'shoot down' of another model, the pilot of the downed model will be due recompense from the offender.

There is no transmitter control for 2.4 GHz.

F) The flying areas shown on the map in the clubhouse are to be strictly adhered to. Models of any kind must not be flown over or behind the hut, car park or pits area, or between them and the strip. Hovering on the main runway is only permitted for take-off and landing and never directly in front of other pilots when a fixed wing pilot is flying. Helicopter pilots wishing to use the main strip should fly circuits. Flying of helicopters and fixed wing together must be by mutual agreement of the pilots concerned.

G) Pilots must not fly prolonged prop-hanging sessions while other pilots are flying normal patterns. If pilots are practising prop-hanging, normal flying is not allowed. Due consideration should be given to members involved in both activities.

H) Flying beyond the boundary fence of the site is prohibited.

I) Flying during the hours of darkness is prohibited.

J) Retrieval of models which have landed in the marshland Danger Area to seaward of the flying site is prohibited when red flags are flying on the Shotton firing range unless permission to do so has been obtained from the Range Warden. (Directions on how to contact the Range Warden are posted in the clubhouse).

K) The maximum number of models in the air at any time shall be six. It is suggested that only flyers and one instructor or observer per flyer should go onto the strip. This is to keep the strip clear for take-off and landing.

L) The piloting position appropriate to the prevailing wind direction must be used (as shown on the map in the clubhouse). Pilots taking off must ensure that they do not begin their take-off run from behind other pilots, instructors or observers on the strip.

M) At all times, when at the flight line, a pilot and any observer or instructor must stand behind the netted safety barrier unless placing an aircraft for take-off or recovering one after landing.

N) Models weighing over 25kg may only be flown with a current CAA exemption which must be available for inspection on demand. The flying of models weighing in excess of 30kg is prohibited.

O) Pilots of models weighing in excess of 7.5kg inclusive of fuel and batteries must hold the BMFA "B" certificate.

P) The flying of rockets of any kind is prohibited.

Q) Pilots of jet turbine powered models must hold the BMFA "B" certificate. A maximum of three turbine powered models may fly at any one time. Turbine models may be flown at the same time as other types of model, but only if all pilots agree.

R) A "B" certificated pilot may allow a non-"B" certificated pilot to fly his or her turbine model or model greater than 7.5kg in weight providing that they are connected by a "buddy lead" (with the certificated pilot on the "master" transmitter) and both pilots hold current BMFA insurance.

S) In addition to the above site-specific rules, the BMFA safety guidelines, as published in the BMFA Members' Handbook, must be observed at all times, and pilots of turbine powered models must follow the Safety Procedure for Operating and Flying a Gas Turbine Model Aircraft as presented in Annexe A of this document.

T) An aircraft must not be taxied in or out of the pits, unless it is too large to carry, when it may be taxied so long as it is attached to a secure tether. (The only exception to this rule is when nobody is on the runway or at the piloting position. Under these circumstances a model may be taxied outbound from the pits without a tether).

U) Members or guests may be asked to cease flying a particular model if it is deemed to be beyond their capabilities. A member may be liable to withdrawal of any BMFA achievement certificates at the request of the committee to the BMFA Area Council. The grounds and procedure including a re-test can be found in the BMFA members' handbook within "The RC Achievement Scheme" section. Offending guests will in all cases be reported to BMFA Area Council and to their club if known.

V) Families must observe the following rules for their own safety:

Children must not be allowed to wander, and they must be under close supervision at all times when in the pits area and the road.

Dogs must be kept on a lead at all times.

W) When mowing the grass, members should not attempt to extend the runways or the pits area beyond their designated boundaries without the express permission of the committee. During mowing or other maintenance of the runway (indicated by a red flag being flown at the pilot box) ALL flying activity must be suspended. If maintenance workers have left the runway for any reason and maintenance is incomplete, flying activity can only commence by agreement with the groundsman. As soon as maintenance recommences on the runway all flying must be suspended until it is completed.

The same rule shall apply to the helicopter hovering area.

Maintenance takes precedence over flying although the groundsman should show consideration to waiting flyers when undergoing a lengthy runway maintenance session and take at least one 30 minutes break away from the runway, to allow flying activity.

X) All accidents causing damage or injury to a third party or property, or a member or guest injuring themselves must be recorded in the accident book kept in the clubhouse and

reported to the safety officer without delay, or if unavailable, to any committee member within 24 hours of the incident. Members are reminded of their reporting obligations under Civil Aviation Authority rules.

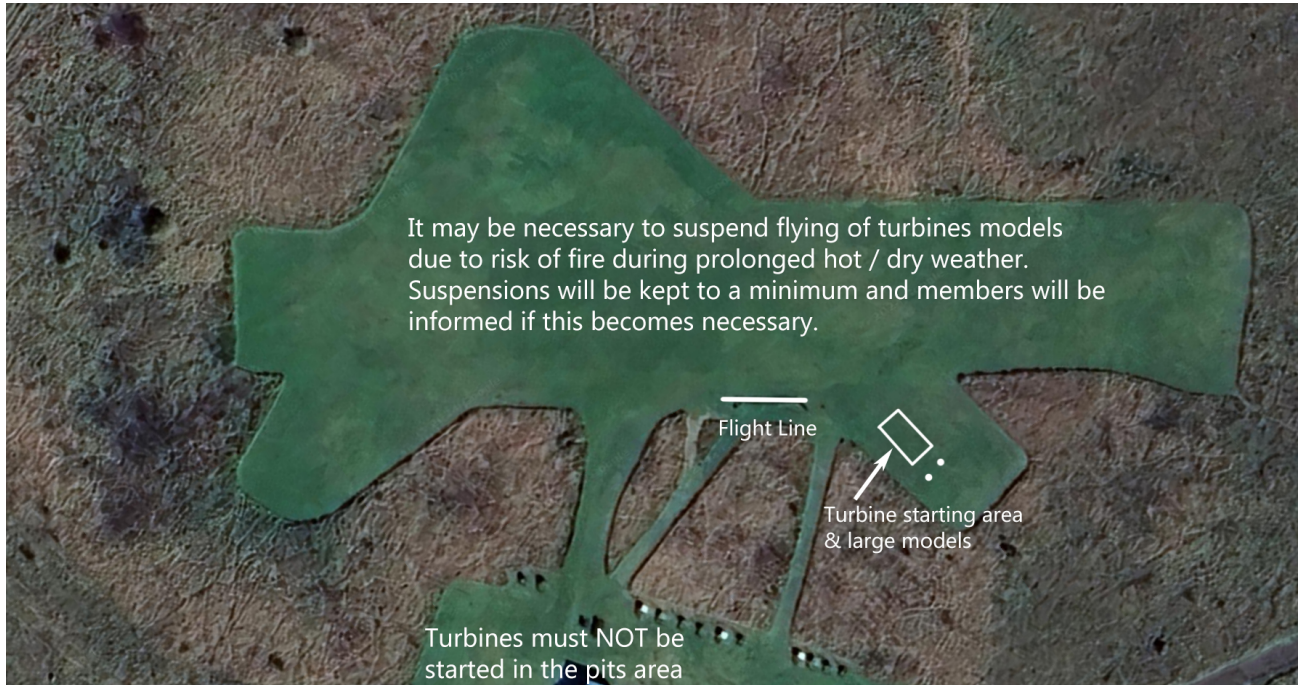
Y) Any member wanting a solo flying slot shall seek the permission from all members present at the site prior to the commencement of the flight. There shall be no consecutive solo flying slots if other (non-solo flight) members are waiting to fly. If non-solo flight members are waiting to fly after a solo slot, they shall be given the opportunity to fly before the commencement of a subsequent solo flight.

Z) All models in the pits area must be suitably restrained. Sockets and starting benches are provided for this purpose and should be used wherever possible. This applies to both IC models and electric models. Electric models should be taken to and from the flight line with either their flight batteries disconnected, a throttle cut switch on the transmitter activated or a removable link or switch that isolates the flight battery.

Annexe A

Safety Procedure for Operating and Flying a Gas Turbine Model Aircraft

1. All pilots must hold a "B" Certificate.
2. Starting and running of gas turbine engines will only take place in designated 'start up' areas as shown on the diagram below.



3. All gas turbine powered aircraft whose engines are being started must be positioned such that the jet tail pipes are pointing away from the pits, flight line, and runway.
4. All non-essential personnel are to be kept clear of the immediate vicinity of the jet blast.
5. Aircraft are not to be taxied in or out of the pits. Aircraft returning from flight must be stopped at the taxi point and the engine shut down.
6. Pilots operating gas turbines must nominate a competent fire person for the entire duration of the preparations, take-off and landing. The nominated fire person must assume responsibility, under the direction of the pilot, for extinguishing any fires that may arise, and also act as a dedicated observer for the duration of the flight.
7. The owner/pilot or operator must supply his/her own appropriate and serviceable fire extinguisher (not the club's). Any pilot failing to comply with this will not be permitted to fly.
8. Except during take-off and landing, flying below 3 metres above ground level, may only be undertaken parallel to the runway centre line.
9. All models must be fitted with a failsafe device, and this must be set such that its operation stops the engine and not to "hold last position". Gas turbine shut off valves must also close under failsafe conditions; it is the responsibility of the pilot to demonstrate this function on request. The settings of the failsafe devices must be checked prior to each flying session to confirm compliance with these rules.
10. Pilots must make any onlookers within the danger zone aware of turbine safety zones (as illustrated in the diagram) prior to operating a gas turbine. The pilot is his own safety officer and must comply at all times - these rules are laid down to make flying safe and accident-free.

Annexe B

DMAC policy for the welfare and care of junior members and vulnerable people

It should be noted that any disclaimer concerning the care of any member, particularly junior members, is not acceptable in law.

A) Responsibility for junior members is shared between the parents or guardians and the club members.

- i. A Junior Member is defined as being less than 18 years of age.
- ii. A vulnerable adult is defined as a person of 18 years of age or over but through mental or physical attributes requires a higher level of supervision than would be normally commensurate with an adult member.
- iii. A responsible adult is defined as a senior member or parent or guardian who has the experience commensurate with the type and degree of supervision required.
- iv. Junior members must be supervised at all times by a responsible adult. The level of supervision is to be commensurate with the junior member's age, maturity, capabilities and levels of experience.
- v. Junior members under the age of 14 years shall not start an engine or carry a model with the engine running unless they are supervised by a responsible adult.
- vi. No junior member under the age of 14 years shall fly a model aircraft unless supervised by a responsible adult.
- vii. 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/guardian. If required to do so, he or she is to assume complete and total responsibility for the junior member whilst he/she is in their charge.
- viii. Notwithstanding the requirements of Paragraph vii, should a member discover a junior member is unsupervised, he or 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 or nominated supervisor. Any instance of such an occurrence is to be reported to the committee as soon as possible.
- ix. Whilst supervising junior members, senior members should be aware of the requirements of The Children Act (1989) and avoid placing themselves in a position that could be open to misinterpretation or question. A leaflet giving advice is available from the BMFA Leicester Office or from the club secretary.

B) Membership application forms for junior members will include a "Note to parents and guardians" which must be signed by a parent or guardian to acknowledge the implications of flying model aircraft at the club.

C) The club does not undertake to supervise junior members other than for the actual act of model aircraft flying and associated pre-flight and post-flight procedures.

D) Parents and guardians must supervise and accompany junior members at all times whilst on a DMAC flying site.

Finally, caring for junior members is largely a matter of common sense provided everyone is clear on what is expected of them and a few simple principles are adhered to. It is not a responsibility to be feared but is nevertheless essential if we are to ensure we continue to attract youth into model flying.