



## Club Rules



Last Modified: 28<sup>th</sup> May 2020



## Club Rules

**I.C. Flying 8.00 a.m. until 8.00 p.m. or dusk.  
All other times quiet electric only.**

1. Entrance to the field is by the main entrance only.
2. On arrival at the field be aware that full size aircraft take off and land without warning. Keep a good lookout when entering and leaving the field.
3. ALWAYS GIVE WAY TO FULL SIZE AIRCRAFT.
4. Members Cars are to be parked to the right hand side of the caravan along the hedge line. Leave the first space for elderly or disabled members. Members who are not flying please park further to the right leaving spaces in front of benches for those that are flying. Visitors are to be asked to park to the left of the caravan.
5. Sign in/out at the time of arrival/departure. The first person on site has the responsibility of erecting the windsock. The last person away must put it away tidy in the caravan. Likewise the first person to arrive who will be using 35Mhz systems is required to erect the peg board and the last one away needs to put the board away.
6. The pit area is located from the model stand line and along behind parked cars.
7. The frequency board is to be used in conjunction with a membership card for those using 35Mhz systems only. To allocate the used 35MHz frequency put your card on your frequency number. All cards need to be displayed prior to switching on a transmitter. 35MHz cards also need to be removed from the board when transmitter is not in use to show frequency is clear.
8. Ensure your model is securely restrained before starting your engine or plugging in the Li-Po. Also ensure spectators are behind the model.
9. Do not taxi to the flight line. Get assistance if needed. Members with large models may taxi down to the flight line ONLY if there is no one on the flight line. DO NOT taxi in the pits and DO NOT taxi back to the pits area from the flight line.
10. Pilots should stand in the Pilot Box when flying so that they are aware of other pilots intentions. e.g. take off, landing, dead stick, on runway etc. If taking off to the left stand at the left end of the box, similarly for taking off to the right the right end of the box to prevent your model view being blocked by other pilots in the box.
11. All pilots must fly from on the flight line as shown on the site map. Flying behind the flight line and over the 04/22 runway is prohibited. Pilots wishing to take off standing behind their model may do so, but must return to the flight

line once they are airborne. Pilots must shout their intentions on the flight line, i.e. taking off, landing, low pass. Permission from other pilots needs to be obtained before going onto the strip and before taking off, so they are fully aware you will be there. When you clear the strip shout to let them know. In case of a dead stick all other pilots must give priority to the dead stick pilot.

12. Helicopter pilots that just wish to hover are to use zone B as shown on the map, but are not to fly over the runway that fixed wing pilots are using. Zone B is NOT to be used if there are a lot of members parked along the hedgerow. Fixed wing and Helicopters do not fly at the same time, work out flying slots between yourselves amicably and fairly.
13. If full sized aircraft are using runway 15/33 you MUST give them priority at all times. You should if possible have a look out (Adult) standing alongside of you looking out for full size activity (not your flying). When a full size aircraft is taking off or landing keep your model in zone A until the full size aircraft is clear, you can then fly in zone A and over the field to the left of zone A and return to the flight line.
14. The active runway 04/22 is STRICTLY A NO FLY ZONE and must not be crossed at any time.
15. A maximum of 6 models in the air at any time.
16. Do NOT fly over the pit/parking areas. Always keep within the designated flying zones.
17. We are governed by a noise limit of 82dB which is the advised limit across the Country. We are in a position where a **little** leeway is acceptable. We ask that you use your common sense. If it is excessively noisy then do not fly it, do not even run it. You know yourself if your model is **excessively** noisy so please don't do it. It annoys the residents and is unacceptable to the Airfield as a whole.
18. ALL mobile phones and devices are to be left in your cars. No exceptions.
19. Do not smoke in the pit area or the pilots box.
20. Ensure that all your rubbish is collected and taken home with you. If you are unfortunate and have a crash all debris MUST be collected and removed from the site for the safety of all and to keep the owners happy.
21. To fly solo you must have been cleared to do so by a member of the Committee as being safe and proficient and aware of the Club rules for the field.

Guest fliers can attend on up to 3 times in the year. They need to be supervised by at least a BMFA 'A' Certificate holder unless they hold at least this qualification themselves. A guest flier still needs to satisfy a member of the Committee that they have a knowledge of the Club field rules. A Guest who wishes to have an experience flight needs to be supervised by a Club

Instructor on a Buddy Box system. ALL Guests need to sign in the attendance register with their name, if they intend to fly also their BMFA number.

22. A Junior Member is defined as being under 18 years of age. 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.
23. 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.
24. 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.
25. No junior member under the age of 14 years shall fly a model aircraft unless supervised by a responsible adult **or** the junior member holds the minimum of a BMFA Achievement Scheme "A" certificate **and** has been authorised to do so by the Club Committee.
26. 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/she is to assume complete and total responsibility for the junior member whilst he/she is in their charge.
27. Notwithstanding the requirements of Paragraph 25, should a 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.
28. 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.

Every member of the Club is a Safety Officer at all times. Every member is responsible for adhering to the rules, and to advise other members who are not following the rules. Most rules are common sense. Serious flouting of the rules can result in dismissal from the club.

### **Just Advice**

Do not fly alone, accidents happen. Have a First Aid kit in your car.







