

Coventry & District Model Aero Club

Field Safety Rules

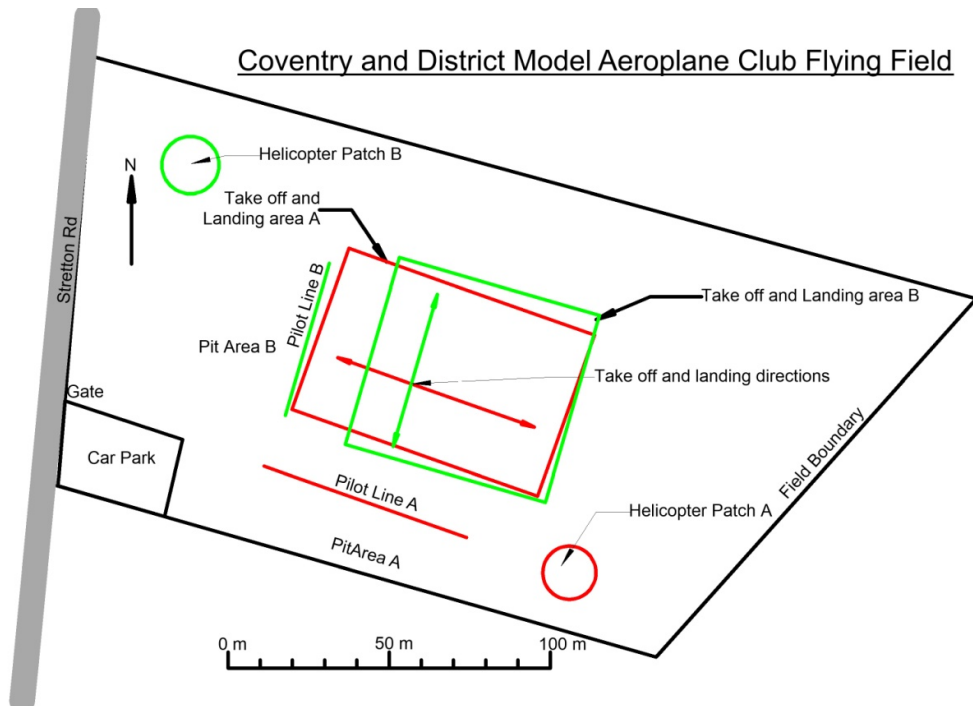
Version 1.01 13/02/2023

FIELD / SAFETY RULES

1. All members must observe field discipline and comply with the Air Navigation Order, all relevant BMFA safety codes as contained within the BMFA Members' Handbook and Civil Aviation publication (CAP) 658.
2. At Wolston I.C. powered models or noisy electric models may only be flown during the following times:
 - Sunday 10:30 a.m. to 6:00 p.m.
 - Any other day 9:00 a.m. to 8:30 p.m.
3. Field safety is the responsibility of all members.

On matters of field safety needing an immediate decision, the responsibility lies with a member of the committee. Any instructions must be accepted without dissent. However, should a member believe the instructions to be wrong, then he should bring this to the attention of the Committee.

4. Any pilot not holding a BMFA 'A'. Certificate must not fly without the supervision of a member holding a BMFA 'A'. Certificate.
5. No more than 6 aircraft powered by I.C. engines shall be airborne at any one time.
6. The first R/C flyers to arrive will establish a Pit Area. Pit area A is preferred because it gives maximum separation from people and livestock in the field to the north.



7. The take off and landing will be in the indicated areas.
8. Over-flying of the pits, car park, or local buildings is not permitted.
9. Low flying should be restricted to within the field where possible.
10. Any person wishing to enter or cross the flying area must seek clearance from any pilots flying at the time before doing so.
11. Models must be carried or wheeled between the pits and the flight line. When taxiing back from the landing area the model must not be taxied towards any pilots, all taxiing should aim well beyond the end of the line of pilots and pits .
12. Helicopters may be flown from the helicopter patch associated with the flight line in use.(see diagram)
13. When helicopter patch A is in use the helicopter pilot should raise the provided windsock to indicate to the pilots using the main flight line that they should keep clear of the helicopter patch.
14. All vehicles must be parked in the designated area only.
15. No R/C flying to take place, whilst field maintenance is in progress.
16. The use of 2.4GHz transmitters is preferred to avoid frequency clashes.
17. Use of 35 and 27 MHz transmitters:
 - a) The frequency allocation system is the pegboard.
 - b) Before switching on, the pilot must ensure that he is operating on the frequency he believes he is on and must put his frequency peg on the peg board together with his name badge.
 - c) 35 MHz frequency numbers must be called out before the transmitter in question is switched on.
 - d) All transmitter aerials must remain retracted unless the model is being flown. The flight is defined from the point of release to when the engine is stopped or the model is restrained.
18. 27 or 35 MHz Transmitters should not be taken away from the flight line when retrieving an aircraft, unless to do so would aid retrieval of the model. In this instance the matter should be brought to the attention of the flying members so that this may be carried out without the risk of over-flying the transmitter.
19. Should an aircraft go out of control, a warning is to be shouted by the pilot which is to be taken up by other members.
20. Before starting an engine or connecting a flight battery the model must be suitably restrained either by a tether or by an assistant.

21. Under no circumstances should engines be run in the immediate vicinity of the pilots who are flying at that time.
22. Under no circumstances must an engine be run unless all nearby persons are behind the line of the propeller with the exception of the person starting the engine. When carrying out power checks all persons including the pilot are to be behind the line of the propeller.
23. Models having their engines run in on the ground must not be left unattended whilst the engine is running.
24. Before the first flight of the day or after a heavy landing, check the integrity of the model as per BMFA publications and do a range check.
25. Before each flight check all control surfaces direction, full and free movement.
26. The responsibility for the airworthiness of the model is always with the owner.
27. On the flight line: call on the patch, taking off, landing, and any other relevant call e.g. dead stick. The other pilots should acknowledge the calls.

On the flight line all the pilots should stand in one group so the calls can be heard.
28. Any models that appear to be too noisy should be tested as defined in the document "Code of Practice on Noise from Model Aircraft 1982". Any model failing the test must not be flown until it is modified and passes a subsequent test.
29. Fail-safes should be correctly set.
30. No person shall attempt to retrieve a model from any land adjacent to the flying site without prior consultation with members flying, to ensure that the situation is properly assessed and minimal disruption caused.

Permission from the landowner should be obtained before retrieving a model from their land..
31. **Active** mobile telephones must not be taken onto the flight line.
32. No smoking is permitted in the pits.
33. Children must be closely supervised at all times and must not be allowed to run around the pit area or flying areas.
34. No dogs are permitted at the flying field unless kept on a lead or tethered.
35. Any incident involving a third party or another member must be reported to the committee.

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