Field and flying rules (2011)

1) STRICTLY NO FLYING: -

- **Outside the flying area boundary.**
- **Over the pits/car park area at any height.**
- **In any zones that from time to time may be enforced.**

2) **Strictly:** No model must emit a noise greater than 82dBa as specified in the B.M.F.A. handbook. All models must have passed the club noise test and structural inspection before flight and be entered in the Model logbook.

3) **Strictly:** No flying outside these times on any day:- **10.00 to 21.00hrs Engine powered models.**

10.00 to dusk. Silent flight/electric power.

4) **Strictly:** Members are not permitted to fly solo unless they have passed the clubs solo test.

5) **Strictly:** The maximum number of powered models in the air at any one time must not exceed five (5).

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6) All members must be insured through the B.M.F.A. either as social or flying members. Only flying members are allowed to fly. (See exemption a) All members must be listed in the club logbook. And sign to say they have read and agree to abide by the club rules.

7) PULSE JETS ARE NOT ALLOWED. Pulse engines must not be run at the field.

8) Only 2.4GHz + 35MHz equipment may be used; if using 35MHz, only **ODD NUMBERED** channels can be used. 27MHz-radio equipment must not be used for flight control.

9) Flight boxes are not permitted outside the pit area. Small glow batteries may be used to restart engines in the landing areas but must not be left there.

10) If an accident occurs, which may result in an insurance claim, a committee member must be informed as soon as possible. **THIS IS A LEGAL REQUIREMENT.**

35MHZ Transmitters **MUST NOT** be switched on until the appropriate frequency (channel) has been claimed with your personal peg. (You put your peg on the pegboard).

General rules of flight (2011)

Please refer to the runway diagrams. The runway in use is determined by the wind direction.

1) All pilots and helpers\novices must stand together in the designated pilot box when flying. Models should never be flown between the pilot and the pits.

2) Pilots must obtain permission from the "pilots' box" to go on to the field and to use the runway. **Do not go on to the field or the runway when models are flying without permission. (See note b for signals used)**

3) If the wind direction changes during flight, then **all pilots** must agree to a change of runway and pilot box, and must **all move** together.

4) Use of full throttle in the low noise zone is strictly prohibited.

5) Models must take off and land only on the designated runways.

6) Models must not be taxied in the pit area, but must be wheeled or carried out

7) Model flight is allowed behind the pits **for circuit activity only.** There is no open airspace behind the pit area.

8) Pilots must inform other pilots of their intentions i.e. "taking off", "deadstick", "low pass", "landing", "go-round", "touch and go"

9) When there are a number of pilots sharing the same channel, or there are 5 models flying and others are waiting. Please limit your time to 20 minutes. That is from peg or TX on to peg or TX off. Not 20 mins in the air!

10) Pilots wishing to hand launch models must do so only from near the active pilot box and over the runway in use. Under no circumstances may models be launched direct from the pit area.

11) If a model lands off the field it must be recovered with the minimum damage to crops etc. i.e. only 1 person goes to recover.

12) If horses/riders or tractors etc are in the flying area great care must be taken not to fly over them, land if necessary.

13) A Deadstick model has priority. Other models must remain clear.

Fixed wing circuit regulations (2011)

Circuit models must maintain correct height and flight path

1) All runways have designated preferred circuit patterns (see the coloured runway layout) and pilots should conform to them

2) To activate the circuit a pilot must inform other pilots that he is going to use it. He does this with clear statements such as "joining the circuit down wind," or declares his intention to "land" or do a "low pass" etc. but he must state his position! **If a circuit is not active it is open airspace. And models may fly in any direction and at any height there!!**

3) Models not in the circuit must remain clear of ones that are. **Airspace above the circuit is always open or free airspace**.

4) A pilot calling "taking off" will activate the circuit. This gives him a clear climb out.

5) **Circuit height is 50 to 60 feet** and all circuits are done clear of the hill. Circuit position calls to be used are **"x-wind, downwind, base leg, and approach or finals."**

6) Rolls, knife edge or inverted flight in the circuit is permitted. But height and direction must remain constant. No loops, spins, bunts, etc.

7) Flight behind the pits is for **blue and black runway access/ circuit activities only**. Models using it **must remain at circuit height** and strictly outside the pit\Carpark boundaries. Tight left-hand circuits on these runways are permitted, although not for novices; but the model must not fly out of bounds, or use full throttle in the low noise zone.

8) Pilots must inform each other when they are joining\leaving the circuit.

9) No overtaking in the circuit unless agreed. Overtake only above the other model

10) Only one model on the approach at once unless agreed.

11) Only one model to take off at once unless agreed.

12) Gliders need not conform to the full circuit, but must not cause unnecessary interference with faster models.

13) Pilots intending to do "low passes or touch and goes" etc. usually do this from the circuit. Again if the circuit is not active then it is open airspace.

It is very important that pilots communicate with each other

Structural Inspection (2011)

- All models must undergo a structural inspection before being permitted to fly at the field.
- A structural inspection can be performed by the safety officer or one of the members listed acting on the safety officer's behalf. Aircraft that have passed the structural test are recorded in the club's official records with the officer's signature.
- Findings from a structural inspection result in ‘mandatory' or ‘recommended' actions. A mandatory action must be undertaken before the aircraft is deemed airworthy; failure to do so grounds the aircraft. All mandatory actions must be followed up with additional inspections to ensure the action has been undertaken correctly and to the officer's satisfaction. A recommended action is not compulsory and can be undertaken at the pilot's convenience.
- Major alterations or crash damage work must be structurally inspected by the safety officer or acting committee officer (as declared in section 2) to ensure that the aircraft is structurally airworthy.
- The safety officer's decision is final on matters of structural airworthiness.
- Members who conduct structural inspections cannot inspect their own models; if it is the safety officer’s model then the chairman’s decision is final.

Rule notes:-

a) Non-members may fly under certain conditions. See internal club rules.

Fly-in

Demonstration/display flight

Flight experience under BMFA guidelines

All of the above are at the discretion of the committee. Non-members will be accompanied in the pilot box. All other club rules apply.

b) Field entering signal given by pilots in the pilots’ box:-

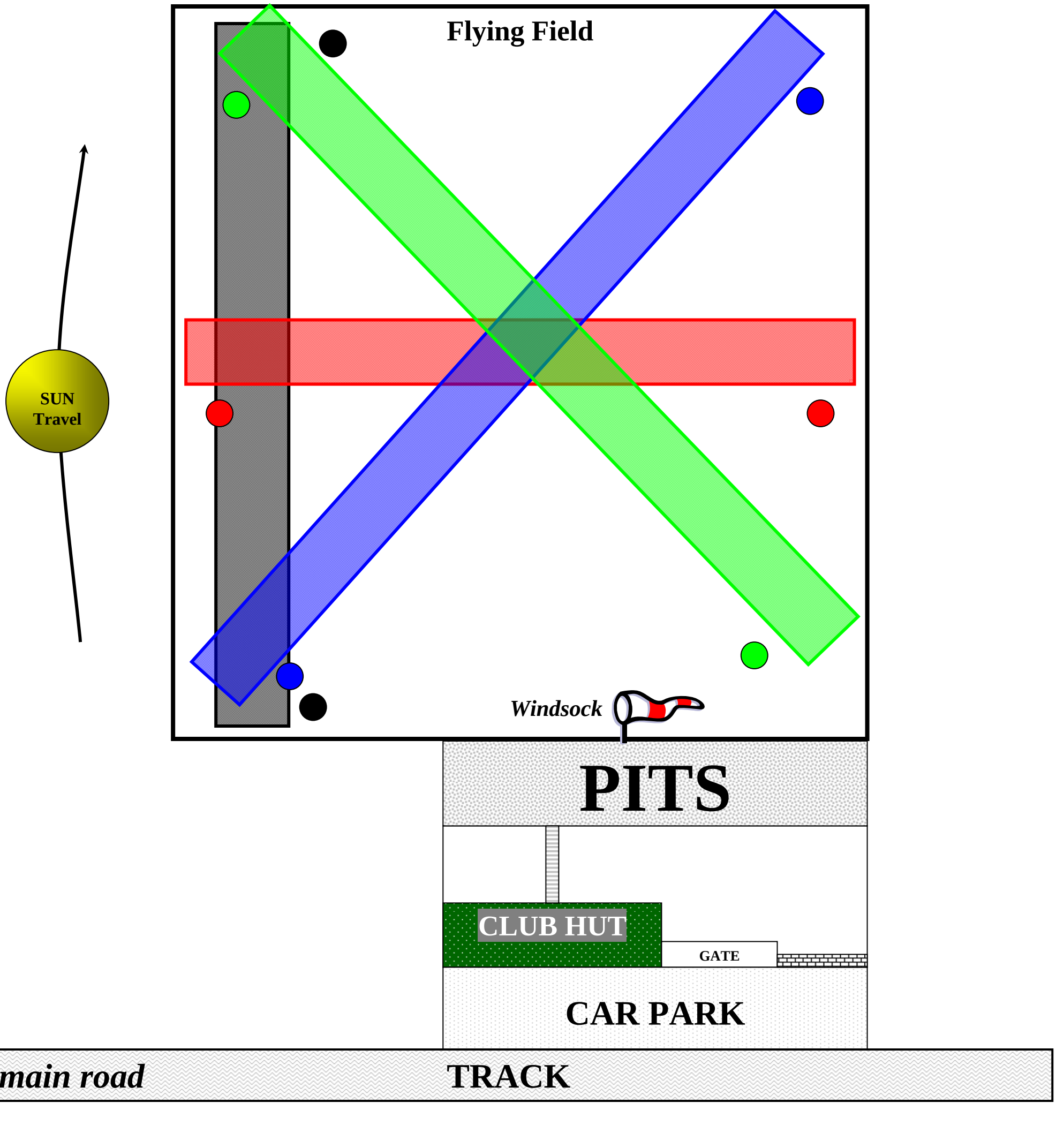
Arm or TX held high == yes, proceed.
Arm or TX held low == No, stay there.

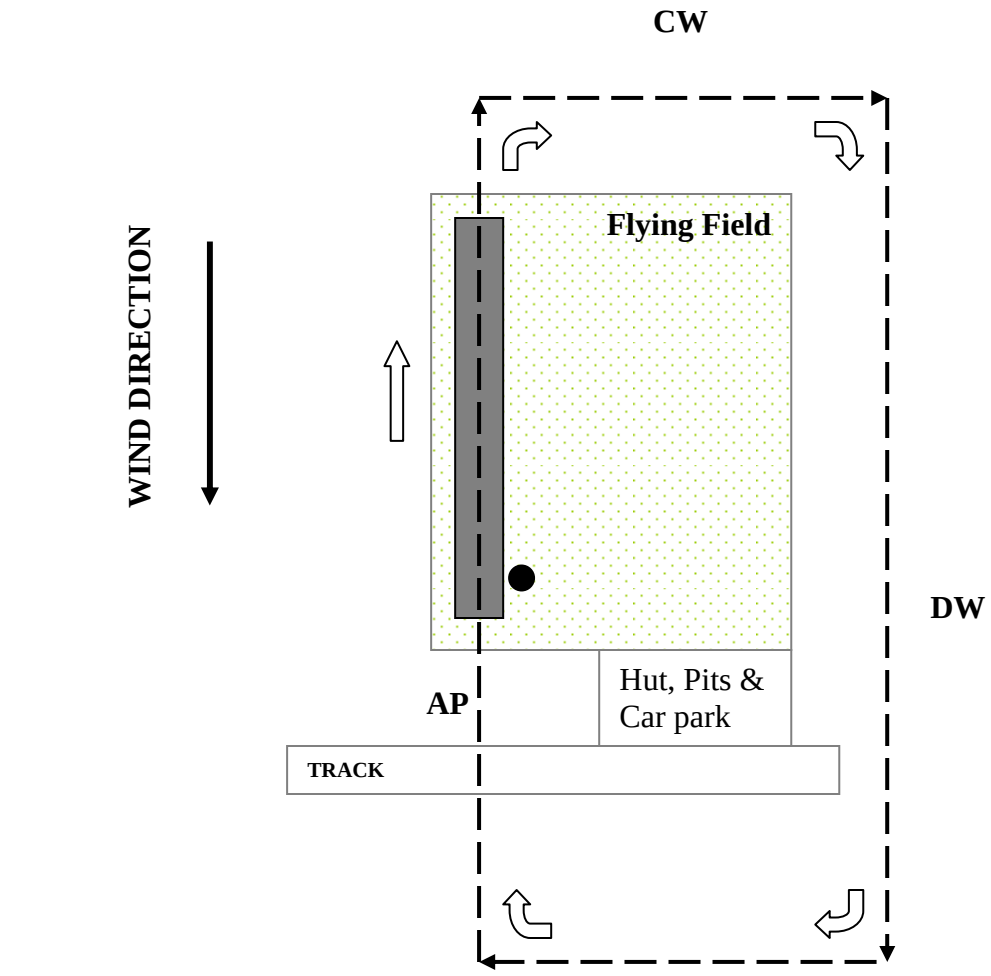
Know Your Runways and Circuit Patterns!
2011.

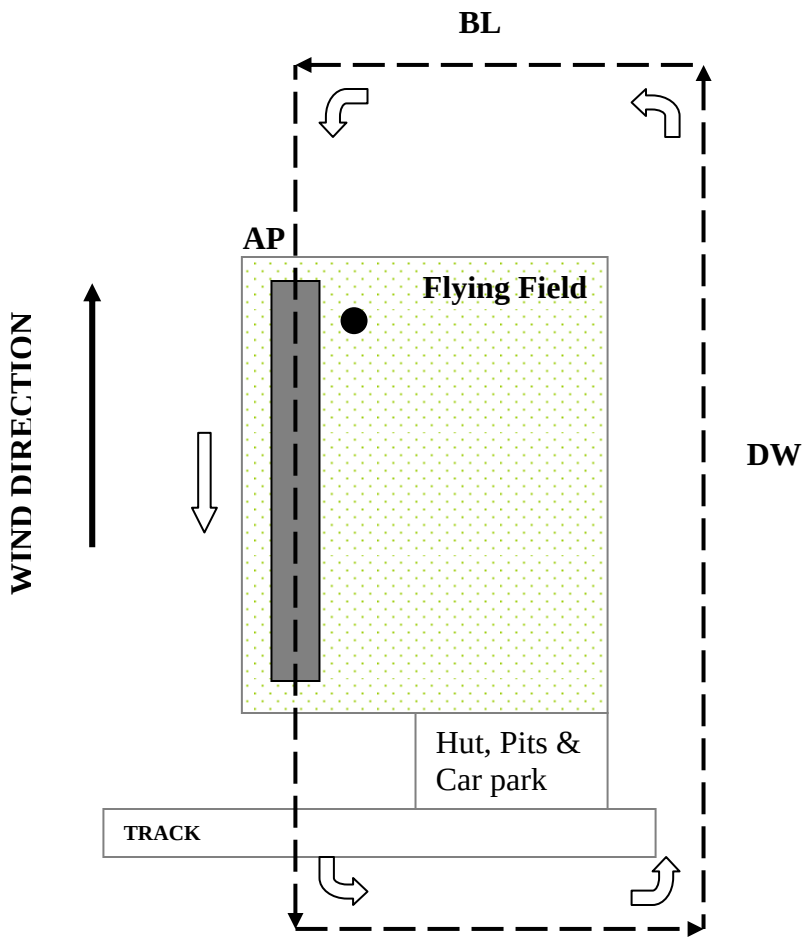
The flying field has four runways shown as **BLACK**, **RED**, **GREEN** and **BLUE**.

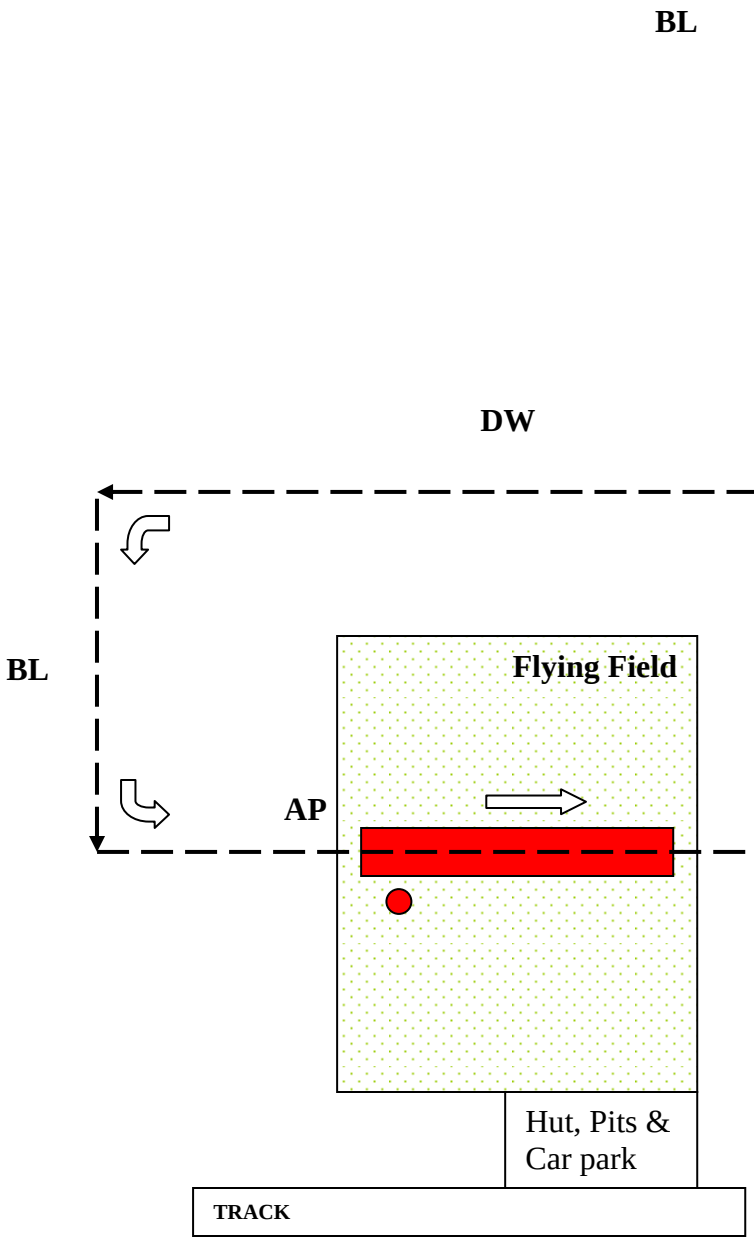
Pilot boxes (*where you stand when flying*) are marked as coloured dots ●●●● to match runways. For example: ● is where you would stand when using the **GREEN** runway.

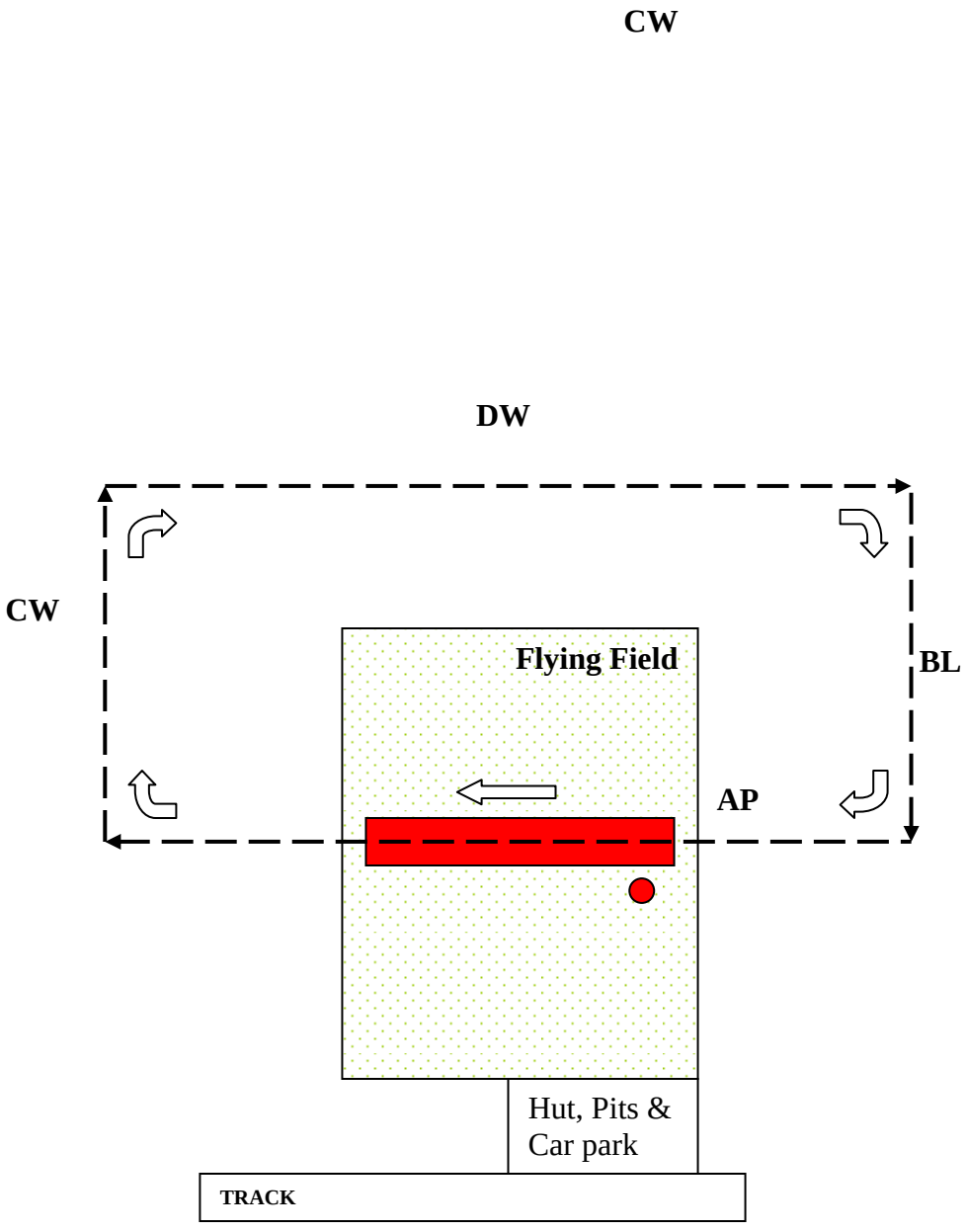
Choose your runway based on **WIND DIRECTION**. Always look at the windsock before taking-off and landing! Stand in the appropriate pilot box facing the wind direction. The default one is nearest to the pits.





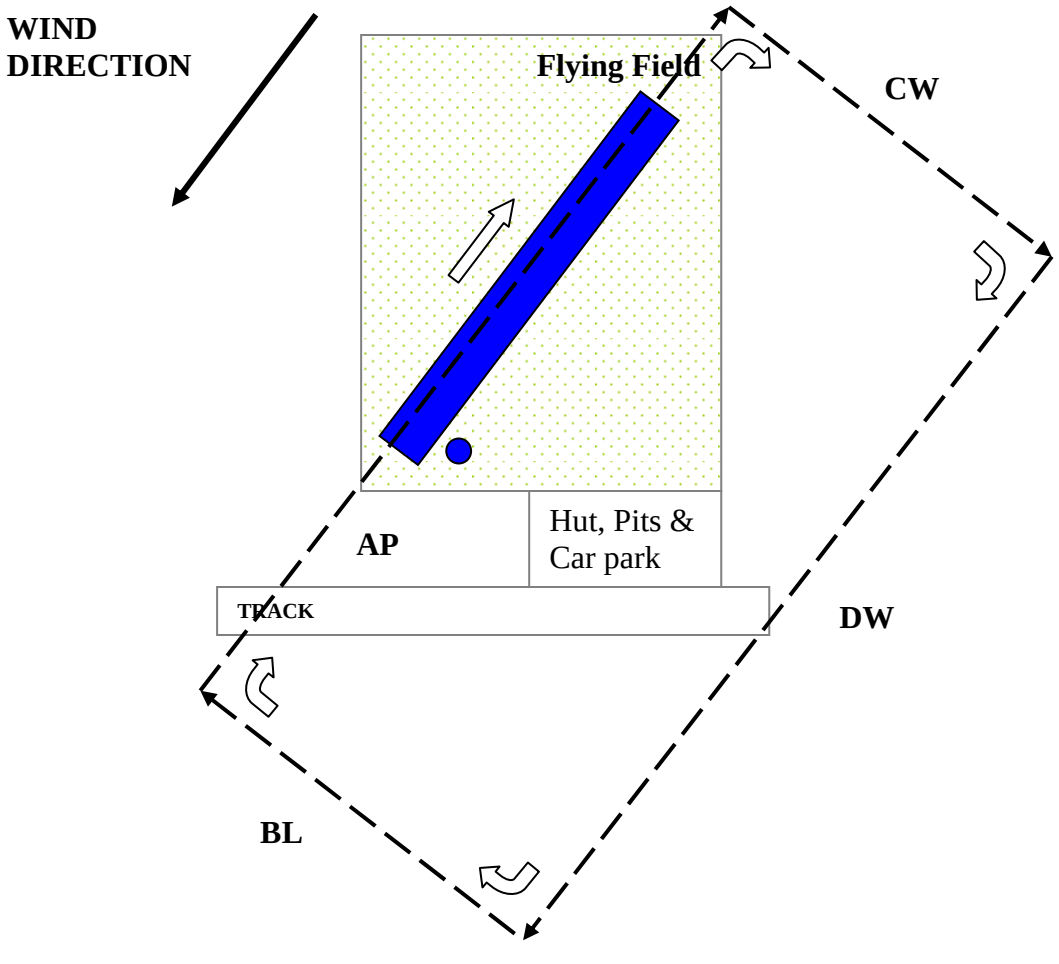


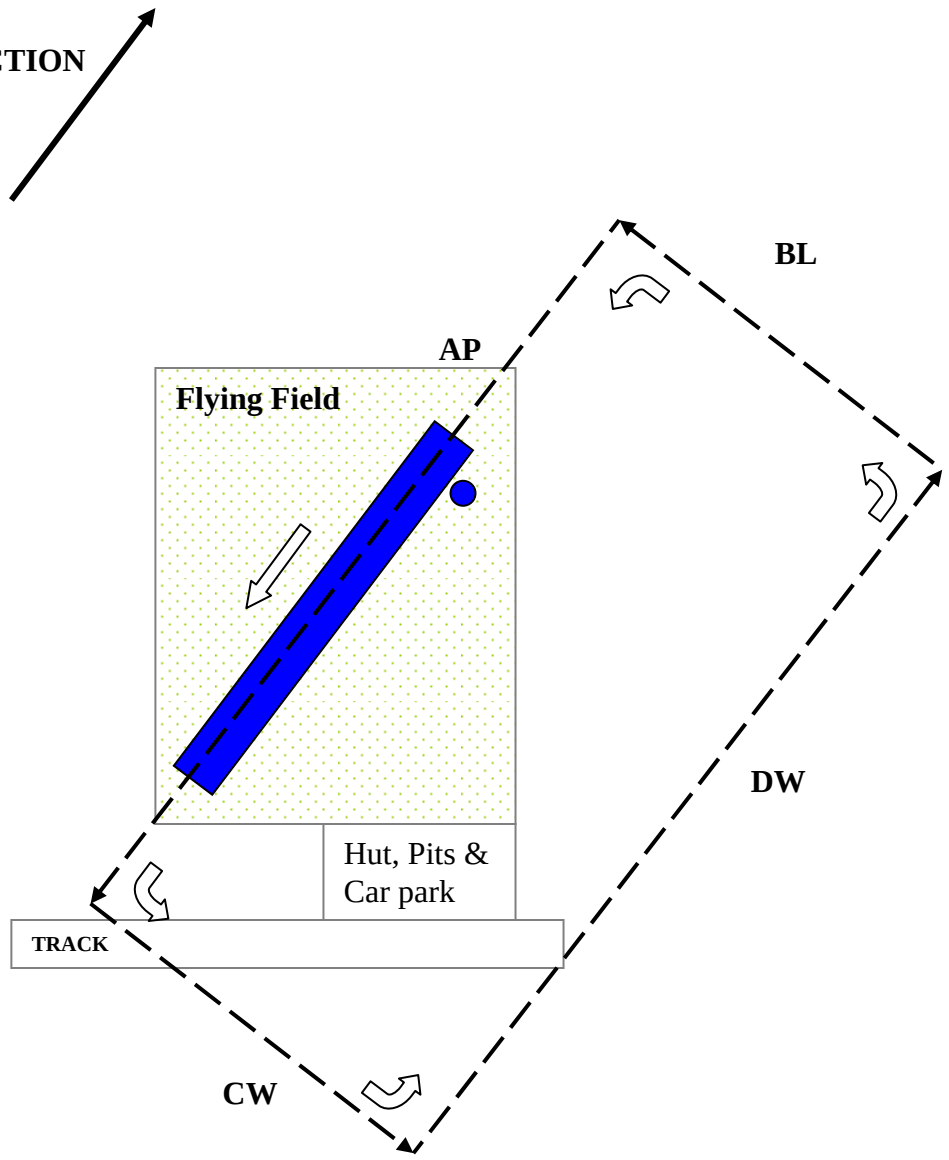




CIRCUIT: CW = CROSS-WIND, DW = DOWNWIND, BL = BASE-LEG, AP = APPROACH

Novice circuits are shown


WIND
DIRECTION
Flying Field
CW
AP
Hut, Pits &
Car park
TRACK
DW
BL


WIND
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Flying Field
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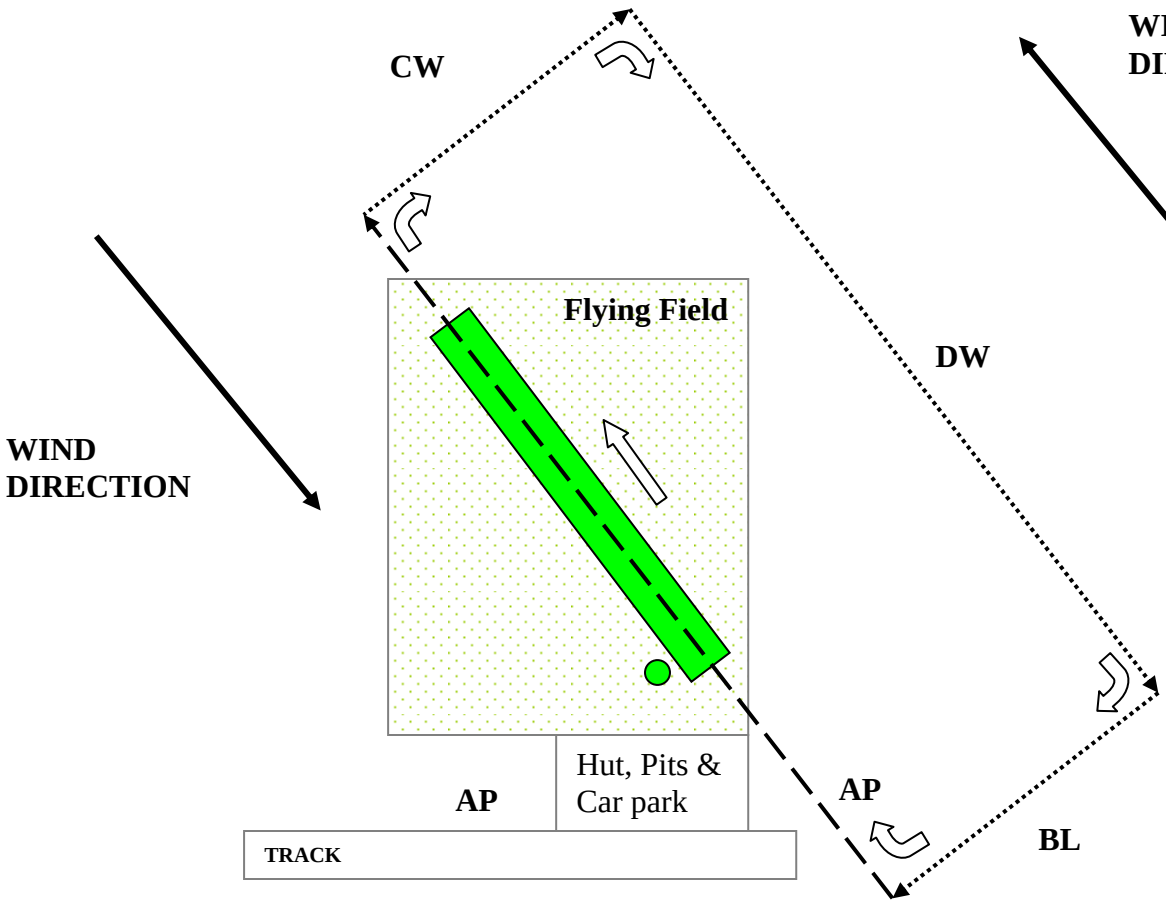
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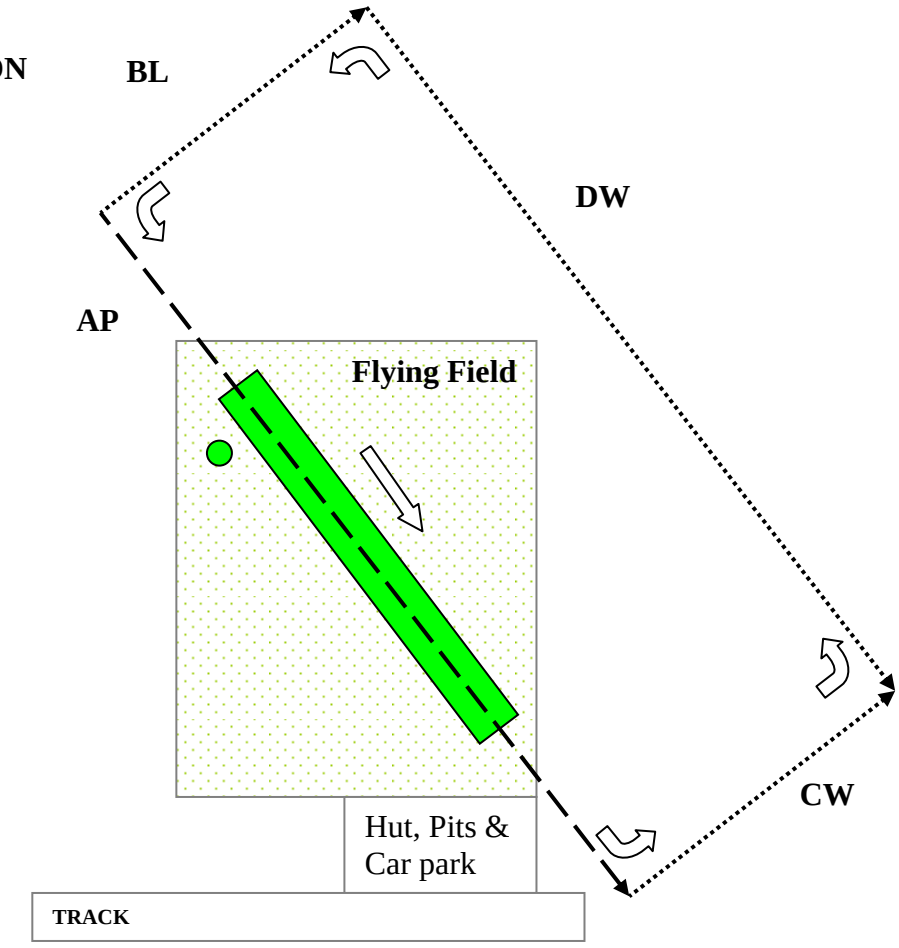
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