Safety Rules RMFC *(version 2024-02-00 – Author CA)*

Field

1) Safety officers appointed will be members of the committee and appointed club trainers

1a) Members must read the field and BMFA rules regarding safety. By paying the clubs yearly subscription a member confirms they have read these documents.

All members must adhere to the RMFC rules & constitution. As part of the renewal of membership members must agree to have read and understood current flying site rules and constitution as per constitution (14a)

2) Bullying either verbal or physical will not be condoned.

3) Members must ensure that they comply with the D of E Noise Code for the Minimisation of Noise from Model Aircraft. "Add on" silencers and "quiet" propellers should be fitted unless the model emits below 82 decibels at 7 metres without them. Notwithstanding if in the opinion of the Committee a model is excessively noisy in the air, then it is to be grounded until rectified

4) No flying when grass cutting is taking place, grass cutting always has priority over flying.

5) Gate must be locked when the last person leaves

6) No flying after 2000hrs or before 10:00 hours except for club organized members only socials by RMFC

7) No person may use the facilities of the club unless they are:
   a) A fully paid-up member,
   b) A visitor invited and accompanied by a fully paid-up member or
   c) Someone who wishes to sample model flying before joining and is having a trial session on a buddy box system.

8) No visitor is allowed more than 3 visits per annum

9) Guests must use the RMFC member's peg on the pegboard when they are flying. Guests MUST give priority to RMFC members.

10) All vehicles must be parked in the designated area only.

11) When driving on the field stay on the roadway and parking area only.
NO MOTOR VEHICLES ON THE GRASS

12) All debris, litter and other belongings must be taken away from the field

13) No smoking is permitted in the vicinity of inflammable fuels and materials.

14) Members bringing pets to the field must keep them suitably restrained and clear up any mess left by them. They must also respect other members and not allow them to cause a disturbance

15) Children must be closely supervised at all times and must not be allowed to run around the pit area or runways.

16) No member is allowed to use club equipment unless they have been trained on the equipment and have signed a club disclaimer form

Flying

17) All CAA regulations (must be complied with) will apply for all aircraft including visitors. CAA operators registration number can be checked at any time by a committee member

18) Any accident involving a third party or another member must be reported to the club Secretary

19) All fliers 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.

20) On matters of field safety needing an immediate decision, the responsibility lies with instructors or committee members. 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 through Article 15 of the Constitution.

21) Before starting an I.C. model or connecting a battery to an electric powered model the aircraft must be suitably restrained.

22) No starting of models from under the bonnets of motor vehicles

23) Under no circumstances must an engine be run unless all 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

24) Models having their engines run in on the ground must not be left unattended whilst the engine is running.

25) No full throttle engine tuning runs to be done within the pits area

26) In the interest of safety, assistance should be sought when running up engines and taking models to the runway for take-off. All helpers must have BMFA membership

27) All engine adjustments to be done from behind the prop.

28) Appropriate use should be made of all available pit area, and under no circumstances should engines be set up in the immediate vicinity of the pilots who are flying at that time. Where practical, models should face outward from the pit area.

29) No more than 6 aircraft shall be airborne at any one time

30) Any person wishing to enter or cross the runway area must seek clearance from any pilots flying at the time before doing so.

31) All fliers must observe the established flight line and stand in the designated area whilst flying. Any variation to suit daily conditions may be made as in rule 31a (g). Any spectators must remain in the spectators' area whilst flying is in progress.

31a) All pilots must communicate with other pilots in the pilots' box

a) Permission to go out on to the field
b) Call to other pilots take off
c) Call landing or intent to land called to other pilots
d) Permission to go out on to the field to recover an aircraft
e) Dead stick landing takes priority
f) Advise other pilots of a different flight pattern
g) Agree circuit to be flown dependent on wind direction

32) All flying is to be done in the designated areas only in front of the pilot's box. Taxiing through the pilot's box is prohibited.

33) No low flying over the road.

34) No flying towards the farmhouse or village

35) No flying over the pits.

36) No dangerous flying e.g., extreme aerobatics or manoeuvres at low level in close proximity to spectators or pits area.

37) Should an aircraft go out of control, the first priority must be the safety of persons with the second being avoidance of damage to property. A warning is to be shouted by the pilot which is to be taken up by other members

Training rules

38) Any pilot not holding their BMFA "A" qualification for the type of aircraft they are flying must not fly without the supervision of an instructor or their specially appointed deputy if the instructors are absent from the field. If no instructors are present at the site, any member holding the BMFA 'B' Certificate may act as an appointed deputy until an instructor arrives.

39) Due consideration must be given at all times to trainee or novice pilots in the circuit. In the event that the pleasure or concentration of a pilot is affected by the flying style of another, precedence will be given to the pilot who was airborne first. Intimidating flying of any sort is not permitted.

40) When tests are being taken ALL aircraft should be grounded UNLESS the candidate has agreed otherwise. Candidate should not be put under pressure to allow other aircraft to fly during a test.

Transmitters & frequency

41) Mobile telephones should not be kept in close proximity to computerised transmitters and must not be taken onto the flight line

42) The frequency allocation system in use is Peg On System.

43) All members must use the provided frequency peg with membership card attached.

44) Adjacent frequencies must not be used unless a proper adjacent channel interference check has been done.

45) Frequency peg to be stored on the throttle stick when not in use.

46) All new models must have a thorough range check done before maiden flight.

47) All 35 MHz 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

48) All PCM equipment MUST have throttle failsafe set to cut or idle

49) All operational fail safes in use on powered models operated from our Club site must set the throttle to tick-over, not hold, (stopped in the case of electric power) regardless of the other control operations governed by the failsafe. Particular care must be taken when operating on Pulse Code Modulation (PCM) or when swapping from normal modulation
(PPM) to PCM to ensure that the Failsafe is correctly programmed Failsafes are to be checked prior to flight by switching the transmitter off whilst the model is restrained.

50) 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 safety officers so that this may be carried out without the risk of over-flying the transmitter.

Jets

51) When Jet powered aircraft are flying all other aircraft must be on the ground.
(a) Fuelling and starting to be carried out at the Southern end of the pits near the toilet
(b) To save fuel damage to the grass a mat should be placed under the plane when refuelling.
(c) A helper with a fire extinguisher should be present when fuelling and starting.
(d) When starting, the jet exhaust should be facing away from the pits, people and cars.
(e) When starting, the plane should be restrained.
(f) All turbine pilots must hold a BMFA "B achievement certificate.
(g) Pilots should not fly alone and have a competent spotter in attendance.
(h) Turbine flyers are expected to follow the BMFA turbine code of practise

52) All aircraft may be subject to random inspection by a committee member or appointed official for its suitability to fly.

53) All Jet model must be flown in accordance with the BMFA recommendations for operating jet powered aircraft.

54) If there are dry standing crops in neighbouring fields, jet aircraft must not be flown.

DRONES

A) Drone pilots must obey the site rules for RMFC including no fly zones.
B) Drones are to be flown in a similar pattern to FW planes
C) The exception to this is when a camera drone is being used to locate a lost model
D) Pilots must remain in visual contact with the drone at all times.
E) Height limit 400ft
F) When flying FPV the pilot must have a spotter who must have the drone within visual line of sight (VLS)
G) Particular care must be taken when flying FPV as the pilot does not have as wide a view of the flying Airspace
H) No racing drones allowed
I) Preferably FPV is to be flown with no other aircraft flying.
J) Flying a drone at RMFC you must comply with the legal requirements of Article 16
K)

GUIDE ON CARING FOR JUNIOR MEMBERS

This guide is not definitive and clubs should be aware it may have to be tailored to meet the club's requirements and possibly the individual needs of junior members. It does, however, provide a starting point for the formulation of club policy and identification of responsibilities. **It should be noted that any disclaimer concerning the care of any member, particularly junior members, is not acceptable in law.**
Responsibility for junior members is shared between the parents/guardians and the club members and should be well publicised to ensure that all are aware of the division of responsibilities. The ideal medium is club rules but for these to be effective it is imperative that a copy of the rules is given to parents/guardians in addition to members and their attention is drawn to them

1) A Junior Member is defined as being under 18 years of age

2) A responsible adult is defined as a parent/guardian who has the experience commensurate with the type and degree of supervision required.

3) 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.

4) 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.

5) 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.

6) No senior member is to be expected to assume responsibility for a junior member.

7) Notwithstanding the requirements of Paragraph 6,
a) members should not supervise junior without a parent or guardian member being present.

8) 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
"***Note to parents and guardians:***
This 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. The Parent or Guardian to be in attendance at all times.