

Bardney Flyers Model Club

CLUB / FIELD / SAFETY RULES

Words of masculine gender should be taken to include the feminine gender unless the context indicates otherwise.

1. All members must observe field discipline and comply with all relevant BMFA safety codes as contained within the current BMFA Members' Handbook. Members must comply with all current Civil Aviation Authority rules and regulations pertinent to model flying.
2. Any member wishing to fly solo must possess a minimum of a BMFA 'A' certificate or equivalent (such as Scottish Aeromodellers Association Bronze Standard).
3. All Aircraft must comply with the definitions and restrictions defined by the BMFA and/ or CAA. Note additional local restrictions may apply from time to time.
4. As the area is a low flying corridor members must still be vigilant for the presence of LowFlying Military and Civil Aircraft, which may pass through at low level.
5. On matters of field safety needing an immediate decision, the responsibility lies with instructors or 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 through Article 15 of the Constitution.
6. All vehicles must be parked in the designated parking area only. This is on the tarmac area on the OMEX side of the tower or if applicable in the designated disabled parking areas on either side of the tower.
7. Models and accessories should ideally be carried or wheeled to the pit area and must NOT be 'started' until within the pits. Models MUST NOT be taxied or flown into or out of the pits, but carried or wheeled to the flight line. Electric models are not to have their batteries connected unless in the pits or at the flight line even if a safety switch is set up on the transmitter.
8. Pilots are strongly advised not to fly alone, due to the lack of assistance should an accident occur.
9. 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.
10. Mixed flying is permitted. However any pilot flying another discipline to that already in the air must seek agreement from those pilots already flying before joining. If there are any issues then the joining pilot must wait until those persons uncomfortable with mixed flying have landed and the remaining pilots are happy for them to join.

11. All lying is to be done in the designated areas only. This is essentially forward of the flight line, i.e. away from the tower. Over-flying of the OMEX facility or behind the pilots' box is not permitted. Persistent breaches may result in disciplinary actions.
12. All pilots must observe the established flight line and stand in the designated area whilst flying (pilot box) once the aircraft has taken off. Any variation to suit daily conditions may be made by the Club's committee or flying instructors/examiners. Any spectators must remain in the spectators' area or behind the pilots box whilst flying is in progress.
13. Any person wishing to enter or cross the runway area must seek clearance from any pilots flying at the time before doing so.
14. For 2.4GHz radio systems no allocation system is required. For 35MHz pilots, the pilot is responsible for frequency clearance.
15. 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.
16. Aircraft which have developed a fault whilst flying must be landed immediately, and the fault rectified before flying again. In the event of engine failure then the pilot must call "Dead Stick" and all other pilots must give that pilot priority to land.
17. Any pilot intending to perform various manoeuvres, such as low or close passes which the other pilots would benefit from knowing beforehand, should call the manoeuvre loudly and clearly prior to the manoeuvre being performed. This is for the benefit of the other pilots so that they are forewarned. Any other pilot who is unhappy with the called manoeuvre should respond accordingly and the manoeuvre should be aborted until all are happy.
18. In the interest of safety, assistance should be sought when running up engines and taking models to the runway for take-off.
19. 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 and be suitably restrained.
20. 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.
21. Models having their engines run in on the ground **MUST NOT** be left unattended whilst the engine is running.
22. Members must ensure that model engine/motor noise should be kept to a reasonable level. We have no means to test and noise has not been an issue although efforts should be made to keep the noise as low as reasonably practicable.

23. All operational failsafes 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. Failsafe's are to be checked prior to flight by switching the transmitter off whilst the model is restrained. Failsafe should be set to engine idle or electric motor off if the facility is available on the transmitter.
24. Should the need arise to retrieve a model from any land adjacent to the flying site every effort should be taken to avoid any damage to outfield property and/ or crops. Only the minimum number of persons required should aid the recovery.
25. Mobile telephones SHOULD NOT be used on the flight line.
26. No smoking is permitted in the vicinity of inflammable fuels and materials, or within the Tower. Smokers must keep the area free from cigarette ends and use the various ash trays and be considerate to non-smoking members and children.
27. Children must be closely supervised at all times by their responsible adult and must not be allowed to run around the pit area, runways or flight line and pilots box.
28. No dogs are permitted at the flying field unless kept on a lead or tethered. Any mess MUST be cleared up immediately by the owners and taken home for disposal in their waste and NOT via the tower waste.
29. The consumption of alcohol and drugs other than prescribed medicines is strictly forbidden whilst flying or preparing to fly.
30. All rubbish must be cleared up and put in the appropriate receptacle. Tin cans must be crushed and placed in the appropriate bin for recycling. Dog waste and baby nappies MUST NOT be put in the tower waste but taken home to be disposed via the members personal rubbish system.
31. Any crockery used must be washed and put away by every individual, not left in the sink for others. Repeat offenders will be handled via the Disciplinary Process as defined in the Constitution.
32. Any incident involving a third party or another member must be reported to the Committee.
33. These rules are for the safety and benefit of all members. Infringement could lead to disciplinary and ultimately expulsion from the Club.