

Club Safety Rules & Codes of Practice

Safety Rules:

1. No Transmitter is to be switched on until the appropriate "**Permission to use**" peg for that transmitter frequency has been attached to the transmitter. When a "**Permission to use**" peg is removed from the pegboard a "**Frequency users**" peg must be placed on the pegboard in its place.
Each club member will have a personal frequency allotted to him or her as much as possible and an official "**Frequency users**" peg issued for use at the B.M.F.C site.
It is expected that anyone turning on a transmitter in contravention of this rule will fully compensate the appropriate person/persons for any damage/loss caused thereby. As this could run into thousands of pounds....be warned and take care.
Frequency pennants **must** be displayed on your transmitter antennae at all times.
2. Carry out 'pre-flight' checks before each flight as specified in your B.M.F.A hand book & be **S.M.A.R.T.** Consider and use the **S.W.E.E.T.S** regime before and during flying.
(See Annex A and B)
3. Engines generally to be started in the pits. All models must be restrained, & placed with their propellers in line. Ensure that there is nobody else standing in front of the propeller. All engine adjustments must be made from behind the propeller. Engines may be started at the take off end of a pit lane,(or electric aircraft armed) but only with the agreement of other pilots who may be flying at the time and subject to a safe manual restraint, i.e. starting from behind the propeller, or starting in front of the propeller with an assistant to restrain the model. Ensure that your neckstrap cannot come into contact with the propeller * **Committee addition May 2009**
4. As soon as possible after take off pilots should stand together in the area marked by the 'cone or Windssock' positioned for that days wind direction. **Note: maximum of 5 pilots flying at any one time.** Should the engine stop before take-off the model must be returned to the pits, **not** started on the flight line, unless no other person is flying at the time.
5. Under **no** circumstances must anyone taxi out of the pits. When taxiing back do **not** taxi within 10 metres of the pits or no further than the marker pole at the edge of the taxi way. Pilots should be in close attendance with their transmitter aerial fully extended.
6. Take-offs are only to be from the prepared strips and in the correct direction i.e. into the wind. When landing. Always call "**Landing**" & land on the strips if at all possible. (Only component Failure should prevent this).
9. **All flying should take place in front of the pilot & never over the pits, car park or the road to the East of the site. Never make your landing approach beyond the track on the inside edge of the road to the East of the site.**
10. No member is allowed to fly solo unless; a committee member, other than their instructor, has verified their competence, or they are in possession of a B.M.F.A 'A' certificate. Members without an A certificate should attempt the test as soon as practicable.
11. Any aircraft, which is unnecessarily noisy, will not be allowed to fly.

Codes of Practice:

1. Members must carry their B.M.F.C & B.M.F.A. membership cards when using the field. They must produce these to any committee member on request.
2. Drive slowly & carefully when on farmland. There are young children who may be anywhere. Keep dogs on leads at all times.
3. All vehicles to be parked in the designated area only, depending on the time of year.
4. Do not leave rubbish or debris on the field (animals or machinery may be injured/damaged)
Parents are to advise children and children are not to be left on the site without their guardian.

The above codes of practice and rules are designed to help us all to fly safely with as little restriction as possible. Committee members will not hesitate to enforce the above and the committee will take action against persistent offenders.

* Committee addition May 2009

SWEETS and the ***BMFC***

Annex A to BMFC Codes of
Practice & Safety Rules
Issue 1 dated September 2008

For a Safe Flying Site

S
un

- Where is the sun in relation to where you will be flying?
- Will it affect your flight patterns?
- What actions will you take if you accidentally fly through the sun?
- Should you be wearing sunglasses?
- Watch out, particularly for low sun in winter.

W
ind

- Is the flag in the correct position to determine the pilot position?
- Is turbulence over the trees likely to affect your flight and how bad might it be?
- How will the strength and direction affect your flights?

E
mergencies

- Taking the above into consideration, have you considered where dead stick landings may be safely made and the warning you need to make to other Pilots?
- Are you aware of the site location (Grid reference on pegboard) for the ambulance service in case of a medical emergency?

E
ventualities

What will you do if:

- The landing area is obstructed on your finals?
- A full size aircraft flies low across or near the site?
- Walkers or horses use the footpath by the trees?
- Visitors get close to your aircraft in the pits?

T
ransmitter control

- Is the site pegboard in operation?
- Do you know how to use it?
- Are you using it?

S
ite rules

- No flying over the car park
- No landing approaches that cross the road
- No flying over the pits
- No flying behind yourself or the other pilots
- Observe the taxiway priorities & engine cut point.
- Ensure your aircraft's propeller lines up with all the others in the pits

***BE S.M.A.R.T. WITH YOUR
TRANSMITTER***

Annex B to BMFC Codes of
Practice & Safety Rules
Issue 1 dated September 2008

Switch on

Model Selected – Meter
in the Green

Ariel secure / extended

Rate switches all in
Correct positions

Transmitter voltage good
and trims all in correct
positions