

# **FIELD SAFETY RULES**

## General

1. Members must observe field discipline, all relevant British Model Flying Association safety codes as contained within the BMFA Members' Handbook and with all Civil Aviation Authority requirements.

## Safe Areas

2. Vehicles must park in the designated car parking areas only – unless loading/unloading, the pilot has a medical condition or for vehicle security whilst lone flying.
3. All spectators or visitors must remain in the spectators' area whilst flying is in progress.
4. Children must be closely supervised at all times and must not be allowed to run around the pit area or runways.
5. No dogs are permitted at the flying field unless kept on a lead or tethered.

## Pits

6. Pilots shall attach a peg to the "35MHz Frequency Board" adjacent to the pit area, when using a flight transmitter/receiver operating on 35MHz and should be removed upon leaving the Pilot Box.
7. All aircraft should be airworthy and fitted with a failsafe mechanism in the event of signal loss. All new or repaired models should be checked by a competent person before being allowed to fly. All models are subject to random safety spot checks by the Safety Officer. If in his opinion a model is unsafe to fly or does not conform to Club rules, it will be grounded until rectified.
8. Before starting an IC engine, the model must be suitably restrained either by a tether or by a suitably responsible person. In the interest of safety, assistance should be sought when taking models to the runway for take-off.
9. Under no circumstances must an IC 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.
10. Models having their engines run in on the ground must not be left unattended.

## Flying

11. All members must attain the minimum standards of flying ability before being permitted to fly unsupervised whilst other members are present. This may be in the form of a BMFA "A" Certificate or provisionally by demonstration to the Breckland Model Aero Club Safety Officer of his flying ability to the same standards.
12. Pilots should be aware of the set-up areas (pits), spectator areas & no-fly zones, take-off & landing area (runway) and the emergency landing area (North field) as indicated on the site layout plan in the Appendix.
13. Pilots must remain within the Pilot Box whilst flying.
14. Mobile phones must not be used to make or receive telephone calls whilst in the Pilot Box area.
15. The use of broadcast music in the Pits/Flight area is permissible as long as it does not infringe upon other pilots or members of the public.
16. Electric aircraft must not be taxied in or out of the Pits area. IC aircraft may be taxied but only under controlled supervision.
17. Pilots wishing to enter the runway (for take-off or the retrieval of landed aircraft) must seek permission from any other flying pilots before doing so.
18. The normal direction of take-offs & landings shall be determined by the direction of the wind sock. However, the Safety Officer may direct pilots otherwise at any time.
19. All flying is to be done in the designated areas only. "No fly zones" are as indicated on the site layout plan. However, pilots must be also be aware of members of the public using adjacent Public Rights of Way and vehicles using access to the Scout Site and Power Station.
20. Due consideration must be given at all times to trainee or junior pilots whilst under instruction or to recently qualified solo pilots.
21. Intimidating flying of any sort is not permitted.
22. No more than 5 aircraft shall be airborne at any one time – including multi-rotors and/or helicopters.

23. Whilst each pilot is responsible for their own safety and those around them, the Safety Officer is ultimately responsible for the safety and well-being of pilots, spectators and members of the public. Any directions given by the Officer must be obeyed 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 22 of the Constitution.

### Emergencies

24. In case of an emergency landing, pilots should call an emergency (eg “dead stick”) and specify the direction of landing. All other pilots must clear the runway and give way until the emergency has been cancelled by the pilot.
25. 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.
26. Any incident involving a member of the public or another member must be reported as soon as possible.

### Revisions

<b>Rev</b>	<b>Date</b>	<b>Comments</b>
0	23-10-18	For Review
1	18-11-18	CAA Regs updated
2	10-12-18	Amended & Approved at AGM
3	11-12-19	Amended post AGM
4	04-01-24	Updated