



Sedgemoor Radio Control Flying Club Codes of Practice for Flying



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Introduction:

1. All members are expected to be familiar with, and abide by the Club Rules, The Air Navigation Civil Aviation Article 16 authorisation Order and the BMFA Safety Codes. All models must also display the CAA Operator number.
2. All members must carry their club membership card, and their BMFA membership card with them to the flying site, and be prepared to show it on request to any committee member.
3. All models must display the pilots CAA Operator number either on the outside of the airframe, or within a hatch that can be accessed without tools.
4. To be suitable for the air space and runway constraints we have available and to have due consideration for residents nearby, model aircraft allowed to fly at the airfield shall be restricted to IC engines no greater than 100cc, either as a single engine or total cumulative capacity where multi engines are installed on a model, jet turbine models shall be limited to a maximum dry weight of 15kgs.
5. Local restrictions as decided by the Committee are to be observed and complied with at all times. Failure to abide by these rules, and those below, may result in disciplinary action being taken against the offender.

Noise:

To safeguard the club flying site and to satisfy the D of E Noise Code ~~Noise Pollution Act~~, all members will observe the following:

- 2-6. All model glow, petrol and diesel combustion engines (IC) above 1cc shall be fitted with an effective silencer. 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. If any Committee Member considers any engine to be too noisy, that engine shall not be run again until modified to bring the noise down to an acceptable level.
- 3-7. Flying or running of engines shall not take place before 9am.
- 4-8. No model shall overfly Burdenham Farm, which is approximately north-west of the pits area. (The farmhouse can be seen to your left as you enter the airfield along the peritrack.) As a guide, you should fly to the south of the tree line or any other residences that may be in immediate vicinity.
- 4-9. All flying must be done within the designated areas, and must not under any circumstances enter the ~~no fly~~ no-fly zones, which are marked on the map included later in this document.

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Safety:

Model flying can be dangerous and even fatal. All members will fly in a safe manner, with due regard for other people and property. The following is in addition to the BMFA Safety Rules and will be observed at all times:

10. On matters of field safety needing an immediate decision, the responsibility lies with instructors or a member of the committee if any are in attendance. Any instructions must be accepted without dissent. However, should a member believe the instructions to be wrong, then they should bring this to the attention of the Committee through Article 20 of the Club Constitution.



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1.—When arriving at the runway end, STOP and look carefully for flying/taxiing models before proceeding on to the runway. Vehicles must only be driven along the Southern edge of the runway to the pits area for unloading. Do not drive diagonally across the runway. Unload quickly, then IMMEDIATELY remove your vehicle to the designated car parking area.

11. Vehicles must not be left on the main part of the runway, ~~UNLESS you are alone at the site.~~
~~In that case you may leave your vehicle with you if you wish for emergency access to First Aid and/or mobile phone.~~

Drivers of Transit and Hi-Top style vans must be aware that pilots' visibility can be impeded due to their size and are asked to manoeuvre with extra care when approaching the pits, and to park as close as possible to the grass verge, maximising visibility for pilots.

12. All members must position their models and equipment within the pits area, as marked by yellow dotted lines on the runway. Pilots must stand in the Pilots' Box whilst flying their models (~~except helicopter or multi rotor pilots~~). Do not stand out on the runway - only walk on to the runway to retrieve a model, after first warning other pilots and ensuring it is safe.

2.13. ~~Pilots with large models may assemble models in the car park, but must not fuel or start model motors in the car parking area. Once assembled, the models and equipment should be moved to the marked pits area for flying.~~

14. Transmitter Control:

- ~~2.4 GHz and 868 MHz: No control needed.~~
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● ~~27 MHz, 35 MHz and any other legal spot frequencies; members must liaise with all other pilots present before switching on their transmitter.~~

— ~~During busy times, members must nominate a flight line controller who will ensure that all members have a fair and apportioned amount of flying time. Members must not monopolise the available flying time.~~

4. ~~The Club no longer requires the use of frequency pennants, ribbons or pegs.~~

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16. Whenever conditions allow, flying will be done in an East/West direction, i.e., parallel to the runway, unless the model is being flown high. Other than for take-off and landing, all fixed wing model flying is to take place beyond the farthest northern edge of the runway. Slow low level passes should be made parallel to the runway, into wind, and at least half the runway width away from the pits area. Fast passes must be over the field/runway boundary on the North (far) side of the runway, and strictly not over the runway.
- 6.17. Flying over or near the pits, or over the no-fly zones in force may result in a pilot being grounded for the day. Repeated offences could result in membership being suspended or withdrawn.
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- 7.18. When making an approach or a landing, the pilot must shout "LANDING" so other flyers are aware of your intentions. If your engine/motor cuts whilst in flight, you must shout "LANDING DEAD STICK". This will give other flyers time to clear your flight path or avoid your model.
- 8.19. Microlight aircraft should not use the runway or our airspace during our designated flying periods. However, the Air Navigation Order MUST be observed at all times. This in practice means that if a microlight (or indeed any other 'full-size' aircraft) enters the vicinity of our airspace, the model pilot MUST take avoiding action. Safely landing you model should be considered in order to ensure there is no danger to the full-size aircraft.
20. Any pilot not holding their solo qualification (normally a minimum of the BMFA 'A' certificate) for the type of aircraft they are flying must not fly solo without the supervision of an instructor.
This applies at ALL times - if no instructor is available, a novice does not have approval to fly. Historical exceptions will be honoured.
- 9.21. 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.
- 10.22. ALL pilots flying large fast models, particularly jets, are expected to have an experienced observer by their side whilst flying. This person must advise the pilot if any other aircraft is in the vicinity, warn the pilot if his aircraft looks like straying into a no-fly zone or outside the flying boundary, and ascertain if the runway is clear for low passes and landing.
- 11.23. Approved club instructors will ensure that beginners and novices are supervised and given all possible help and tuition.
- 12.24. Helicopters and Multi-rotors should only be operated from the West end of the pit area. They must not hover or be flown closer than half the runway width from the pits area, nor must they over-fly the pits in any circumstances. These pilots may if they wish stand at the western end of the pits while flying, but should make other pilots standing in the pilot's box aware of their intention to fly.
25. Models must not be flown or taxied towards the pits under any circumstances and models with poor or unpredictable ground handling, must be released from the UP-WIND end of the pits.

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- 26. 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.
- 27. Before starting a motor of a fixed wing aircraft, the model must be suitably restrained either by a tether or by an assistant. Helicopter pilots must restrain rotation of the rotors when starting IC engines.
- 28. Appropriate use should be made of all available pit area, and under no circumstances should engines be started in the immediate vicinity of the pilots who are flying at that time. Where practical, models should face outward from the pit area. (GT jets – see Article 31)
- 29. Under no circumstances must an engine be run unless all persons in the immediate vicinity 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.
- 30. Models having their engines run in on the ground must not be left unattended whilst the engine is running.
- 31. The starting of all gas turbine (GT) jet models must take place in the designated GT start up box, marked on the runway at the ends of the pit area, and not in the car park. A serviceable fire extinguisher is to be ready to hand, together with a competent user, during the start-up phase of the model, and otherwise as may be required.
- 32. Pilots of GT jet models should maintain full liaison with other model flyers on site and an agreed schedule of flying established.
- 33. Only one GT jet model is to be in the air at any one time, this is inclusive of turboprop models. Other types of models may be flown while one GT jet model is in the air.
- 34. Pilots of GT jet models are to have a competent spotter present and observing from start-up, through flying, to shut-down.
- 35. The BMFA Gas Turbine Code of Practice is to be read and understood by all Gas Turbine model operator/flyers, and its provisions abided by.
- 31. In the interest of safety, pilots of all models should be assisted if possible when running up engines and taking models to the runway for take-off.
- 32. All new or repaired models belonging to those that have not yet achieved the BMFA 'A' Certificate should be checked out by an instructor or their appointed deputy before being allowed to fly. All models are subject to random safety spot checks which will be carried out by an instructor. If in their opinion a model is unsafe to fly or does not conform to Club rules, it will be grounded until rectified.
- 33. 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. Failsafes can be checked prior to flight by switching the transmitter off whilst the model is restrained.
- 34. No smoking is permitted in the vicinity of inflammable fuels and materials.
- 35. Children must be closely supervised at all times and must not be allowed to run around the pit area or runways.
- 13.36. No dogs are permitted at the flying site unless kept on a lead or tethered.
- 14.37. If a member's model causes damage or injury to a third party, the Club Secretary MUST be informed within 24 hours. The Secretary must also be informed of any incident on the airfield that causes personal injury.

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Generally, flying may take place on any day of the week, between 09:00 and 21:00hrs (or dusk, whichever is earlier). Anyone found to be breaking this rule is liable to have their membership reviewed as in the club's disciplinary procedures.

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General

38. If crops (other than grass) are being grown in the adjacent fields, all models must stay on the tarmac. No person shall attempt to retrieve a model from any land adjacent to the flying site without prior consultation with the appointed safety officers for the day, to ensure that the situation is properly assessed and minimal disruption caused. If it is considered by the safety officers that the landowner's permission should be sought before retrieving the model, it will be the owner of the model who must approach them for permission. If a model lands in a crop, only ONE person is to retrieve it, by the shortest possible route. If a model lands in the crops to the North of the perimeter track, beyond the barbed wire fence, then permission to retrieve it MUST FIRST be obtained from Burdenham Farm.

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31-39. Overnight camping or stays on our flying site are strictly prohibited.

32.40. Take all litter home - do not use the drains and culverts as litter bins. In addition to keeping the site tidy, litter could cause damage to aircraft and harm grazing animals.



~~33. Members must keep their children and pets under direct supervision at all times.~~

34.41. If you damage another aircraft through what could be judged as your negligence, you should offer to either repair the damage or offer compensation for repairs.

These rules are for the benefit of every member without exception. Please remember that we have a first-class flying site, we are there by the kind permission of the Landowners & the goodwill of local residents.

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revised and updated July 2020

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