



Sedgemoor Radio Control Flying Club Codes of Practice for Flying



All members are expected to be familiar with, and abide by the Club Rules, The Air Navigation Order and the BMFA Safety Code.

Noise: To safeguard the club flying site and to satisfy the Noise Pollution Act, all members will observe the following:

1. All model engines above 1cc shall be fitted with an effective silencer. 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.
2. Flying or running of engines shall not take place before 9am.
3. 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 peri-track. As a guide, you should fly to the south of the tree line.

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:

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, within 20 minutes, then IMMEDIATELY remove your vehicle to the designated car parking area.
Vehicles must not be left on the main part of the runway UNLESS you are alone at the site. In this case you must leave your vehicle with you in the pits 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.
2. All members must position their models and equipment within the pits area, as marked on the runway, or alternatively form a pit in the car park. Pilots must stand in the Pilots' Box whilst flying their models. 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. Pilots pitting in the car park must accompany their aircraft up to the Pilots' Box along the Southern edge of the runway for flying. Do not taxi out of the car park onto the main part of the runway, you must first present yourself and your aircraft to the Pilots' Box before taxiing and take-off.
3. As far as is practical, models and equipment in the pits area should be positioned on the DOWNWIND side of the central Pilot Box that is now in use.
4. **Transmitter Control:** With the adoption by most members of the 2.4GHz system, the old form of transmitter control is no longer required when using this frequency band. However, pilots wishing to use any legal frequency band (27, 35 or 72 MHz) **other** than 2.4GHz MUST NOT SWITCH ON THEIR TRANSMITTER without first making absolutely certain that no other pilot is using the same frequency.

5. The Club no longer requires the use of frequency pennants, ribbons or pegs.
6. 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. 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.
7. 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.
8. When making an approach or a landing, the pilot must shout "LANDING" so other flyers are aware of your intentions. If your engine 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.
9. 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.
10. ALL pilots, until they have acquired their BMFA "A" certificate, and reached a good safe standard of flying, must be supervised directly by a Club Instructor whilst flying. This applies at ALL times - if no instructor is available, a novice does not have approval to fly.
11. 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.
12. Approved club instructors will ensure that beginners and novices are supervised and given all possible help and tuition.
13. **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. Pilots must stand in the Pilot's Box and not wander into the runway.
14. 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.
15. 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.

Flying Times

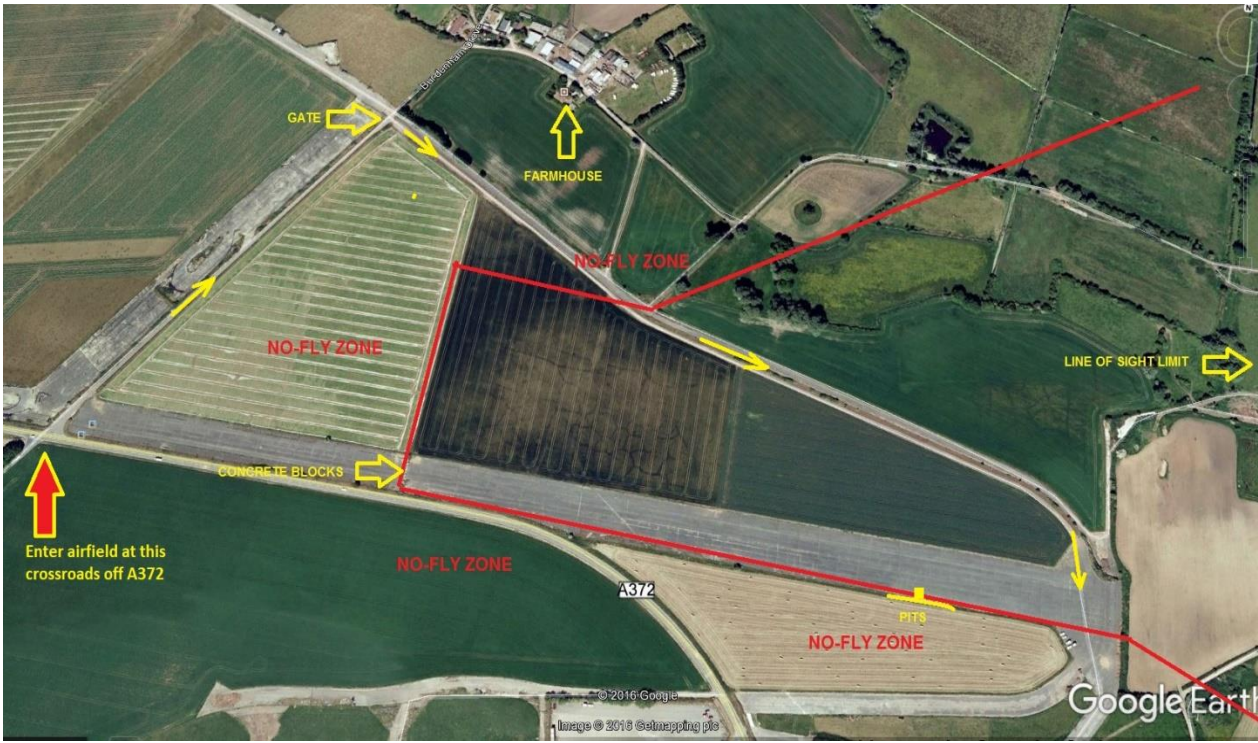
Generally, flying may take place on any day of the week, between 09:00 and 21:00hrs (or dusk, whichever is earlier). Anyone found to be breaking this rule is liable to have their membership suspended or withdrawn.

General

1. If crops (other than grass) are being grown in the adjacent fields, all models must stay on the tarmac. 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.
2. 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.
3. Members must keep their children and pets under direct supervision at all times.

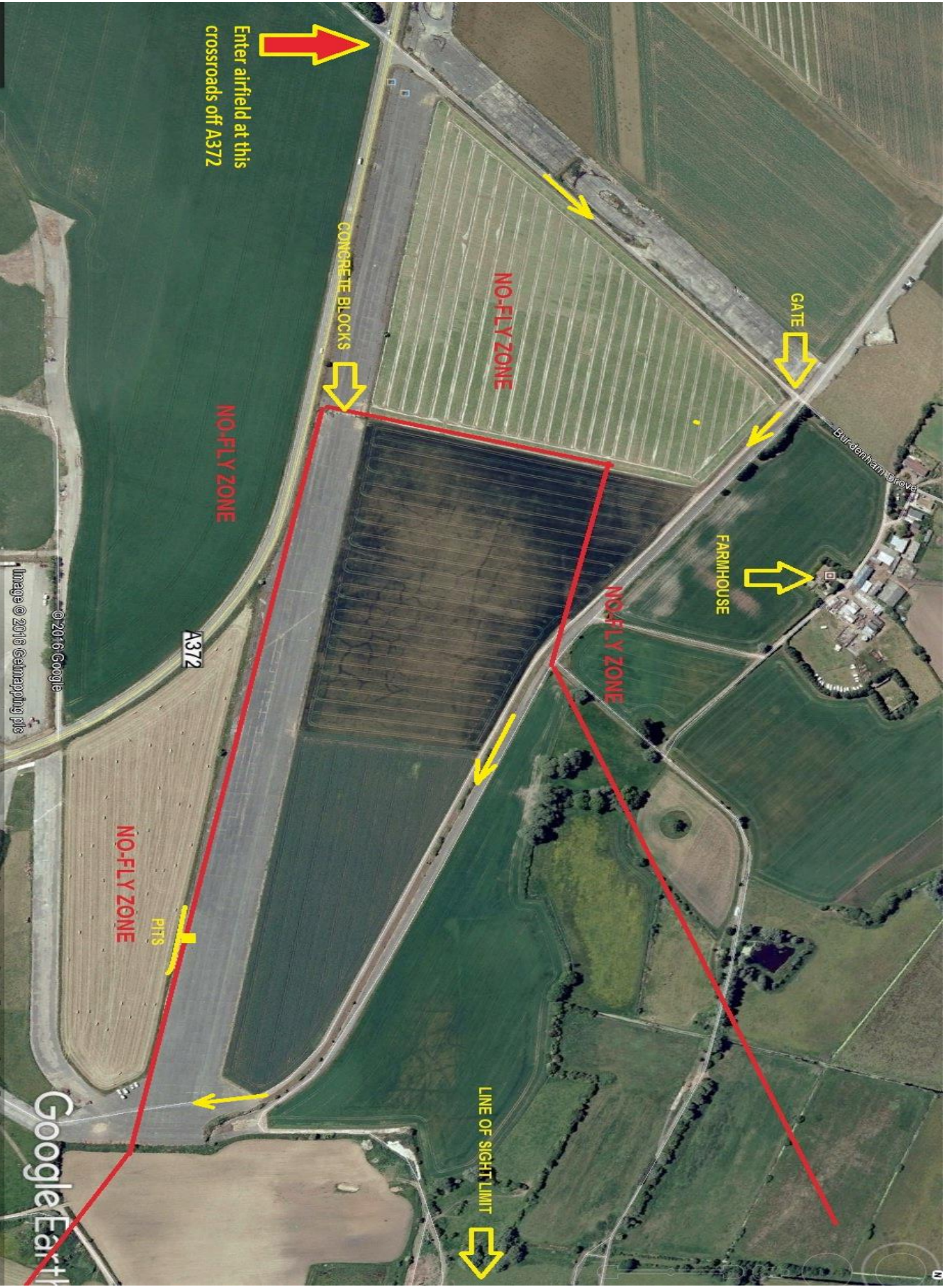
4. If you damage another aircraft through what could be judged as your negligence, you should offer to either repair the damage or offer compensation for repairs.

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



Larger Map on next page

revised and updated July 2020



Enter airfield at this
crossroads off A372



GATE



FARMHOUSE



NO-FLY ZONE

NO-FLY ZONE

LINE OF SIGHT LIMIT



NO-FLY ZONE

CONCRETE BLOCKS



NO-FLY ZONE

PITS



A372

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