



**RAMSEY
MODEL AERO CLUB**

2019

**OPERATING AND
SAFETY RULES**

1) Conduct

- a) The committee reserves the right to suspend the membership, pending an inquiry, of anyone who wantonly disregards the operating and safety instructions of RMAC and/or repeatedly conducts themselves in an anti-social or un-gentlemanly way without due regard for the safety and well-being of other club members or visitors to the club.

2) Evidence of Membership

- a) Members must bring a current Membership Card with them when they visit the airfield. Proof of membership may be sought from, and by, any participating member on the field.

3) Flying Site

- a) Flying will take place from the club site (The John Stokes Model Flying Field) situated on the old Warboys airfield. Flying may take place during day light hours, at any time during the year excepting when prior notice is given. Only fully paid up members and Honorary Life members are permitted to fly from the club site, apart from specifically invited guests who must be insured.

Guests can be:

- i) Competitors participating in a Club or BMFA organised Competition or Meeting.
 - ii) Individual guests of club members accompanied by the host member who shall be responsible for them at all times. Such a guest may be invited to fly on an occasional basis but not more than three times in any twelve months.
 - iii) First time inexperienced flyers as defined in the BMFA Handbook.
- b) In both i) and ii) above, guests must be members of the BMFA, or SAA, and furnish proof of insurance comparable with the BMFA insurance scheme. They must also hold a

minimum of a BMFA 'A' certificate for flying competency unless they are trainees in the RMAC training system.

4) Trainee Pilots

- a) The Club conducts regular training sessions for BMFA "A" and "B" Certificates of Achievement.

5) Access

- a) Access to the flying field is via the Tythe Farm entrance. The security gate in the yard is secured by a combination lock. After driving through ensure that the gate is closed* before driving on.

*For the safety of yourself and other club members do not lock the gate behind you when entering the site and only lock it when leaving if you are the last person to leave. If the gate is open when you arrive do not close it, it may have been left open by the farm workers. For additional security, **don't forget to jumble all the lock numbers.***

The access road to the flying field is maintained jointly by our landlords (the farmers) and the club. It is in our own interests to avoid excessive wear of the road surface. A maximum speed limit of 20mph **must** be observed in the farmyard. Drivers should stop at the corner next to the north-east corner of the flying field to ensure it is clear before continuing. On exiting the field, drivers should stop at the south-east junction and again check that it's clear. In both cases if necessary, sound your horn to obtain clearance to proceed before continuing. Clearance is normally a hand signal from a club member in the pits, or at the Tardis.

6) Parking

- a) Cars and other vehicles should be parked in the car parking area and not parked on or driven across the grass, unless otherwise directed.

7) Dogs

- a) Dogs are not permitted on the flying field or in the pits area except for assistance dogs.

8) Children and Caring for Vulnerable Adults

- a) Children must be kept under supervision at all times. See BMFA Members Handbook for further guidance.

9) Radio Frequencies and Transmitter Control

- a) Flying from the club field will only be on the frequencies; 27MHz; 35MHz, 459MHz and 2.4GHz. Please note that because the 459MHz band is shared with other users, in particular between 458.95 and 459.1MHz, it is recommended that aircraft use frequencies above 459.1 MHz.
- b) All transmitters, (with the exception of 2.4GHz) must be put on the transmitter table in the pits area when not in use.
- c) RMAC operates a 'Peg On' frequency control system. A peg carrying a 50mm x 25mm tag displaying the frequency, channel number and the pilots name must be clipped on the frequency control peg board over the corresponding channel number, before the transmitter is switched on. On completion of the flight the radio equipment must be switched off, the frequency peg removed from the peg board and put on the transmitter and the transmitter returned to the transmitter table. (Please note that, 'peg on' is not necessary for 2.4GHz).

10) Before Flying

- a) The **large** club hut should be unlocked to give immediate access to the first aid box should it be required. The windsock (also kept in the **large** club hut) should be hung from the Tardis. The 'Long Grass Patches' (which are separated from the main pits area by a 'short grass' walkway) have paths cut into them to enable easy access to the flying area. They provide a barrier between the flying

area and the pits making a permanent fence unnecessary. DO NOT take short cuts through the Long Grass as this erodes the effectiveness of the area, increasing the risk to others safety.

11) Pits Area

- a) The Pits area is clearly defined, and members should use the hard-standing to start-up and tune prior to flying. Propeller models must be faced outwards from the pits at this time. The use of a restraining device is strongly recommended for all models except helicopters. In addition, aircraft fitted with gas turbines or piston engines larger than 20cc should be restrained by a helper when starting and running on the ground.
- b) Hand launched models should be throttled up, facing outwards from the pits area and not in the pits, or on the picnic tables. After flying the motor battery must be disconnected and not left armed in the pits. Refer to Electro flight section in BMFA members hand book for additional information.

12) Engine Noise

- a) Prolonged engine running in the pits area is to be avoided and should only be carried out by the tractor shed well away from other members. The maximum permitted noise level is 82 decibels at 7 metres. The club possesses a noise meter and arrangements can be made to check for excessive noise. See BMFA Members Handbook for further guidance.

13) Warning Calls

- a) Before take-off, landing or making a touch and go, pilots will call loudly their intentions for the advice and safety of other pilots, i.e. "Take-off", "Landing" or "Touch and Go". Similarly, in the case of the engine(s) stopping in flight, the

pilot should call “Dead Stick” immediately. The other pilots are obliged to keep their aircraft well clear of the field. Should another member be on the airfield retrieving a model when dead stick is called, they must ensure they do not obstruct the dead stick aircraft. When the dead stick aircraft has touched down, the pilot is to call, “Dead Stick Landed”. Any other manoeuvre which might cause distraction to other fliers, for example “Low Pass” or “Bomb Dropping” etc. is to be announced loudly.

14) Take-Off and Landing

- a) The Pilots Box marked on the field is 5 meters from the semi-circular long grass patch, it is 10 meters by 5 meters. It designates where Pilots and anyone else **involved** should stand or immediately make for after placing down, launching, towing or any other activity involving a presence on the air field. This excludes model retrieval. The Pilots Box is strictly for Pilots and Helpers/Spotters. Models are not permitted in or behind the Pilots Box. or within 5 metres of it and Spectators should remain within the seated area. Please see Rule 15b)
- b) Aircraft taking-off and landing must **not** come closer than 5 metres to the Pilots Box as shown in Figure 1. Under no circumstances must an aircraft be taxied into the pits; nor must the pits be over-flown. Refer to Figure 2 for specific instructions about the “NO FLY and NO TAXI ZONE” surrounding the Tardis, pits, huts and car park and farm land to the south of the car park.
- c) Pilots must ensure that all take-offs and landings are performed in front of the pilots in the Pilot Box and normally parallel to the wind direction, see Figure 1.
- d) Taking-off from behind the pilots in the Pilot Box is not permissible at any time.

- e) Aircraft that are landing always take priority over those ready to take-off. Dead-stick landings always take priority over powered landings.

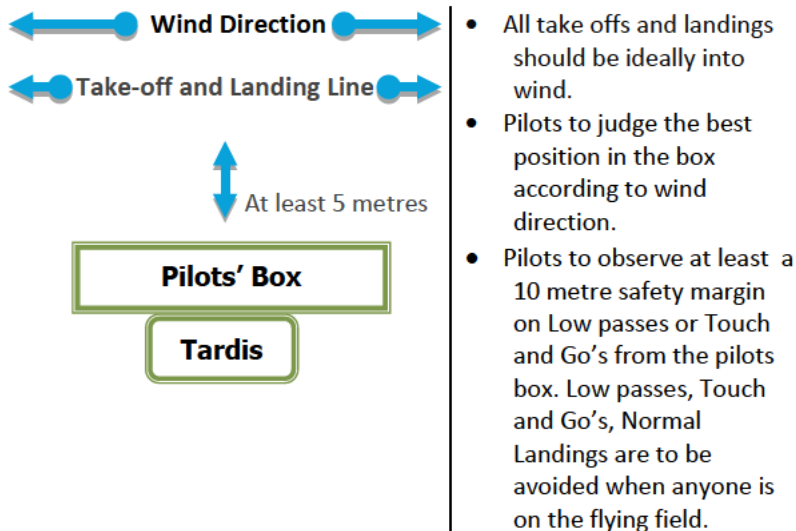


FIGURE 1 - FLIGHT LINE – SEE TEXT

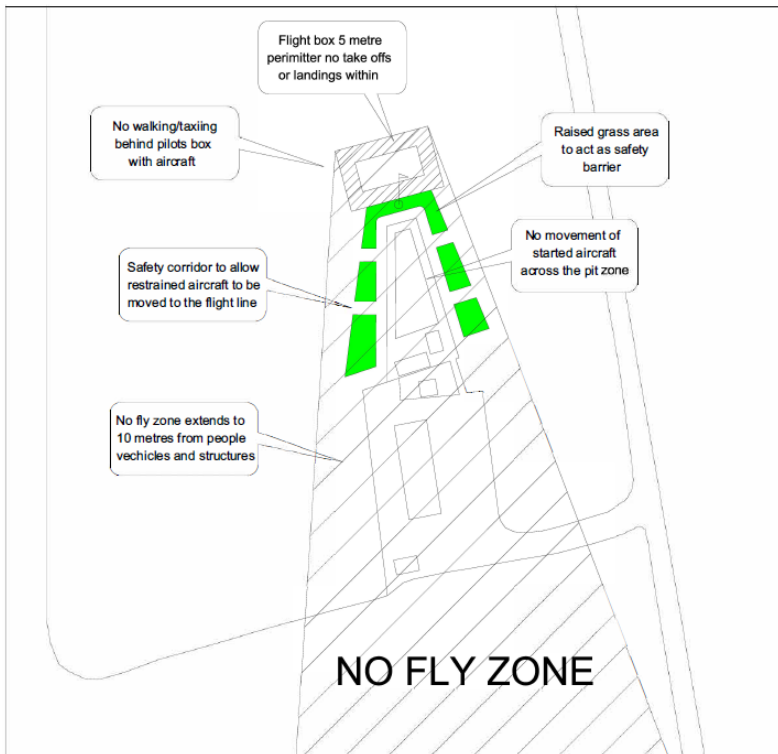


FIGURE 2 – NO FLY ZONE

15) After Landing

- a) Having completed the flight, the aircraft may be taxied back parallel with but not directly towards the pits area. If the pilot should choose to recover the aircraft, a warning call of 'retrieving' should be made and is to ensure that other fliers have heard it. The call 'clear of the field' or 'model retrieved' should be used to let other flyers know when you have completed the retrieval of the model.
- b) On return to the pits area, radio equipment should be switched off as soon as possible and the frequency peg removed from the board.

16) Unattended Aircraft

- a) Aircraft should not be left unattended with the engine(s) running and electric models should have the motor battery disconnected.

17) Recovery of Aircraft

- a) In the event of an off-field landing, every care is to be taken when recovering the aircraft, not to damage crops/property, walk where possible between the rows of crops. In the event of a crash the area must be searched to recover as much of the remains as possible.
- b) Crashes should be dealt with immediately and with haste. The pilot should be accompanied with the spotter to the crash site. If a fire takes hold, and preventative action is not successful or is not reasonable, practicable or safe, the emergency services must be called, and the farmer notified.

18) Helicopter Flying

- a) Apart from hovering practice, helicopter flying can be treated as fixed wing flying and the above rules apply. Hovering should be under-taken well clear of the rest of the flying and in an area, not to obstruct the take-off and landing areas of fixed wing aircraft.

19) Pilots' Qualifications

- a) It is the policy of the Ramsey Model Aero Club to follow the guidance of the BMFA and have all pilots holding a BMFA "A" qualification as a minimum. All new members will be trained or checked out to ensure they meet the required standard. Long standing members who do not hold a qualification will be encouraged to do so.

20) Litter

- a) No Litter to be left on site.
- b) No crashed models to be burned on site

21) Mobile Phones

- a) Mobile phones are not permitted outside the car park, where calls can only be made or taken. The exception to this is anyone flying on their own in the case of an emergency.

22) Accident Injuries and Fire

- a) In the event of injury, a First Aid Box along with an accident report book is available in the **large** club hut which should have been unlocked prior to the commencement of flying. It is strongly recommended that all pilots should have some knowledge of first aid.
- b) In the event of fire, there is a fire extinguisher available in the large club hut and another in the tractor shed. All three are suitable for tackling fuel fires. For a LiPo battery fire, there are 2 sand buckets which should be used to extinguish the fire, these are also kept in the large club hut. Those members operating gas turbine powered models must bring their own fire extinguishers

23) End of Flying

- a) At the end of flying, the windsock should be recovered from the Tardis and stored in the **large** club hut. The site should be checked for security (windows closed, doors locked etc). Unless the farm workers are using it, the barrier should be closed by the last person to leave, the combination lock secured, and the numbers scrambled.

24) Public Safety and Awareness

- a) A public right of way exists on the northern and western boundaries of the flying site. Notices advising the public of RMAC operations are located at both ends of the western perimeter. **Walkers may be able** to attract the attention of pilots for clearance to proceed but do not rely on this. Anyone who sees walkers should alert the pilots who are flying by the call 'walkers'. Models should be flown at a

good height well clear of the walkers as they transit the boundary.

- b) Full size light aircraft operate out of RAF Wyton and Connington airfields and often overfly the RMAC flying site. The local police helicopter and military jets may also overfly at low level. Anyone seeing a full-size aircraft in the vicinity of the airfield should alert the model pilots who are flying at the time by the call 'full size aircraft', or 'helicopter'. When a full-size aircraft is nearby model pilots must land immediately or, if this is not possible or safe to do so, must keep their model well clear of the full-size aircraft. Incidents between models and full-size aircraft could cost us our flying site and endanger the hobby as a whole.

25) Gas Turbines

- a) All model jet pilots will hold a BMFA 'B' rated certificate.
- b) All pilots shall be equipped with a fire extinguisher (no extinguisher no flight)
- c) Flying will only take place with an observer present at all times, the observer will also act as the fire person.
- d) All models will be started with turbines parallel to the pits when the wind direction allows it, otherwise models to be started into wind to reduce the risk of flames pushed into the model interior.
- e) All non-flying personnel should be told to stay back when starting the turbine
- f) No jet pilot will fly alone at the field

26) Multi-rotor Model Aircraft (Quadcopters / unmanned surveillance aircraft)

- a) All pilots to hold an 'A' fixed wing certificate and follow the BMFA legal requirements and guidance which can be found on the BMFA website: <https://bmfa.org/Multi-Rotors>

27) Petrol Engines and Jet Engines

- a) During the harvest period and times of high fire risk the use of petrol engines and jet engines is not permitted on Warboys airfield. A notice will be posted in the club huts shortly before and during restricted periods. The farmer will also display the sign shown below on the entrance gate during restricted periods.



28) Regulation of Model Flying

- a) All model flying is regulated by the Civil Aviation Authority (CAA) Publication 658 which can be found on the web at www.caa.co.uk/docs/33/cap658.pdf

SAFE FLYING