

G.M.F.C. FIELD SAFETY / RULES

1. All fliers must observe field discipline and comply with the Air Navigation Order, all relevant BMFA safety codes as contained within the BMFA Members' Handbook and Civil Aviation publication (CAP) 658.
2. On matters of field safety needing an immediate decision, the responsibility lies with instructors and/or a member of the Committee. Any instructions must be accepted 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 13 of the Constitution.
3. Any pilot not holding their GMFC solo qualification must not fly without the supervision of an instructor or their specially appointed deputy if the instructors are absent from the field. If no instructors are present at the site, any member holding the BMFA 'B' Certificate may act as an appointed deputy until an instructor arrives.
4. 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 or the trainee pilot if the instructor deems such action necessary.
5. No flying is permitted before 10.am and after dusk.
6. No more than 4 aircraft shall be airborne at any one time.
7. Priority is to be given to helicopters on Saturday and Sunday mornings. (Helicopter definition – "Single, twin or multi rotored aircraft) At all Other times Fixed Wing Aircraft have priority.
8. No mix of helicopters and fixed wing flying is permitted.
9. Where both Helicopter and fixed wing flyers attend the field at the same time mutual consideration must be given by each member.
10. Anyone flying "First Person View" (FPV) must comply with the BMFA guidelines for FPV flying.
11. All flying is to be done in the designated areas only.



Over-flying of the "No Fly Zone" is strictly prohibited

12. All fliers must observe the established flight line and stand in the designated area whilst flying. Any variation to suit daily conditions must be made by any pilot intending to fly. All spectators must remain in a designated area whilst flying is in progress. In the event of a dispute, an instructor or Committee member will adjudicate.
13. Any person wishing to enter or cross the runway area must seek clearance from any pilots flying at the time before doing so.
14. All vehicles must be parked in the designated area only.
15. The frequency allocation system in use is the "Peg On" system. No adjacent frequencies to be used simultaneously.
16. Before switching on, the pilot must ensure the frequency is available for use and that he is operating on the frequency of the pennant on his transmitter.
17. All transmitter aerials must remain retracted unless the model is being flown. The flight is defined from the point of release to when the engine is stopped or the model is restrained.
18. Transmitters should not be taken away from the flight line when retrieving an aircraft, unless to do so would aid retrieval of the model.
19. 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 heeded by other members.
20. In the event of an unexplained loss of control of a model, all transmitters are to be checked to ensure they are operating on their declared frequency.
21. Before starting an engine the model must be suitably secured either by a tether, restraint or by an assistant.
22. In the interest of safety, assistance should be sought when running up engines and taking models to the runway for take-off. All helpers must have BMFA membership.
23. Appropriate use should be made of all available pit area, and under no circumstances should engines be set up in the immediate vicinity of the pilots who are flying at that time. Where practical, models should face outward from the pit area.
24. Under no circumstances must an 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.
25. Models having their engines run in on the ground must not be left unattended whilst the engine is running.

26. All new or repaired models should be checked out by an instructor or Committee member before being allowed to fly. All models are subject to random safety spot checks which will be carried out by an instructor or Committee member. If in his opinion a model is unsafe to fly or does not conform to Club rules, it will be grounded until rectified.
27. 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.
28. No person shall attempt to retrieve a model from any land adjacent to the flying site without the approval of the relevant landowner.
29. Smoking is not permitted on the flying strip or at or near the Pits area.
30. Children must be closely supervised at all times and must not be allowed to run around.
31. Dogs are not allowed at the flying strip but may be retained within a vehicle at the car park.
32. Any accident involving a third party or another member must be reported to the Club's Secretary as soon as possible, who will then inform the BMFA Executive Committee.
33. Consumption of alcohol is not allowed within the confines of the field.