

ANNEX A

FIELD / SAFETY RULES

The Committee, and Instructors, will be responsible for the running of the Flying sites at all times. Appointment to the position of Instructor or Examiner can only be made by a Committee decision.

- All flying members must attain the minimum standards of flying required under the SMFC training scheme before being allowed to fly indirectly supervised. (See Para **A.29**)
 - Within twelve months, flying members should attempt the BMFA Power Achievement Scheme “A” test.
 - Any member whose flying standards drop below the minimum requirement solo standard will be required to rejoin the training scheme until the desired standards of flying are met.
- A.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.
- A.2. On matters of field safety needing an immediate decision, the responsibility lies with Instructors, an Officer of the Committee or two Committee members, in that order. 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, in writing within 48 hours. *(Those involved are advised to take notes at the time of any such conflict.)*
- A.3. 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.
- A.4. No more than five aircraft shall be airborne at any one time.
- A.5. All flying is to be conducted in the designated areas only. *(See appropriate rules and guidelines for the appropriate Flying Site)*
- A.6. All fliers must observe the established flight line and stand in the designated area whilst flying. Any variation to suit daily conditions may be made following discussion with fellow flyers or a Committee member. Any spectators must remain in the spectators’ area whilst flying is in progress.
- A.7. Any person wishing to enter or cross the runway area must seek clearance from any pilots flying at the time before doing so.
- A.8. All vehicles must be parked in the designated area only.
- A.9. The frequency allocation system in use is the “PEG ON” the pegboard on appropriate frequency.
- A.10. Before switching on, the pilot must ensure that he is operating on the frequency he believes he is on and must display the appropriate frequency pennant on his transmitter.
- A.11. All extending 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.
- A.12. Before starting an engine, the model must be suitably restrained either by a tether or by an assistant.
- A.13. In the interest of safety, assistance should be sought when running up engines and taking models to the runway for takeoff.
- A.14. 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.
- A.15. 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.
- A.16. 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.
- A.17. 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.

- A.18. Transmitters should not be taken away from the flight line when retrieving an aircraft that has landed out, unless to do so would aid retrieval of the model. In this instance the matter should be brought to the attention of the fellow Flyers or Committee member so that this may be carried out without the risk of over-flying the mobile transmitter.
- A.19. No person shall attempt to retrieve a model from any land adjacent to the flying site without consulting other flying members, to ensure that the situation is properly assessed and minimal disruption caused.
- A.20. Models having their engines run in on the ground must not be left unattended whilst the engine is running.
- A.21. All new or repaired models should be thoroughly checked out before being allowed to fly. All models are subject to random safety spot checks which will be carried out by a 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.
- A.22. Members must ensure that they comply with the DoE 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, it is to be grounded until rectified.
- A.23. Any powered model aircraft fitted with a receiver capable of operating in failsafe mode (i.e. PCM receivers, Digital Signal Processing (DSP) receivers or 2.4 GHz equipment) must have the failsafe set, as a minimum, to reduce engine speed to idle (stopped in the case of electric power) on loss or corruption of signal. Correct fail-safe operation should be regularly checked.
- A.24. Mobile telephones should not be kept in close proximity to computerised transmitters and must not be taken onto the flight line or the area where models are being prepared for flight.
- A.25. No smoking is permitted in the vicinity of inflammable fuels and materials.
- A.26. Children must be closely supervised at all times and must not be allowed to run around the pit area or runways.
- A.27. No dogs are allowed at the flying field unless kept on a lead or tethered.
- A.28. Any accident involving a third party or another member must be reported to the Chairman or Secretary as soon as possible, who will then inform the BMFA.

AUTHORISATION FOR UNQUALIFIED PILOTS TO FLY UNSUPERVISED

- A.29. After satisfactory control and general safety awareness has been consistently demonstrated, Club Instructors or an Examiner may recommend that a trainee be permitted to fly unsupervised in order to consolidate their flying and to prepare for the "A" test (see **CAUTION** and **Note 1**). If the Chairman agrees, this status will be marked by the award of a "Temporary Authorisation Certificate" to the pilot to be kept with the member's personal and membership cards as confirmation of this status. This will remain valid only for the year in which it was issued or for a maximum of twelve months from the date of issue. Further training/authorisation must be sought at the beginning of the next flying season.

CAUTION: Notwithstanding this status, the risk of operating machinery in a remote location when nobody else is present must always be considered carefully.

Note 1: A registered BMFA Examiner may award an "A" qualification if satisfied that the required standards have been met. If safety is good but further flying practice is required to consistently achieve test standards, the Chairman will carry the final decision to allow unsupervised flying at SMFC sites.

AL2 | **Note 2:** Drone operators who hold a current CAA certification for commercial operations may, after direct supervision by a Club Examiner, demonstration of compliance with site rules and with the approval of SMFC Chairman, be issued with an exemption from this "A" requirement at SMFC sites while that CAA authority remains valid."

MINIATURE UNMANNED SURVEILLANCE VEHICLES (RW OR FW)

- A.30 Electronically stabilised "RPV" platforms are to be operated within current CAA directives and BMFA recommendations. Failsafe settings must be demonstrated compliant. Notwithstanding any requirement for a Competent Observer, the flying competence requirement for SMFC members is retained and an "A" test (or equivalent) must be attempted as described above .