

# **BLACKDOWN RADIO CONTROL FLYING CLUB**



## **CLUB RULES**

**FOR FLYING AT SMEATHARPE AIRFIELD**

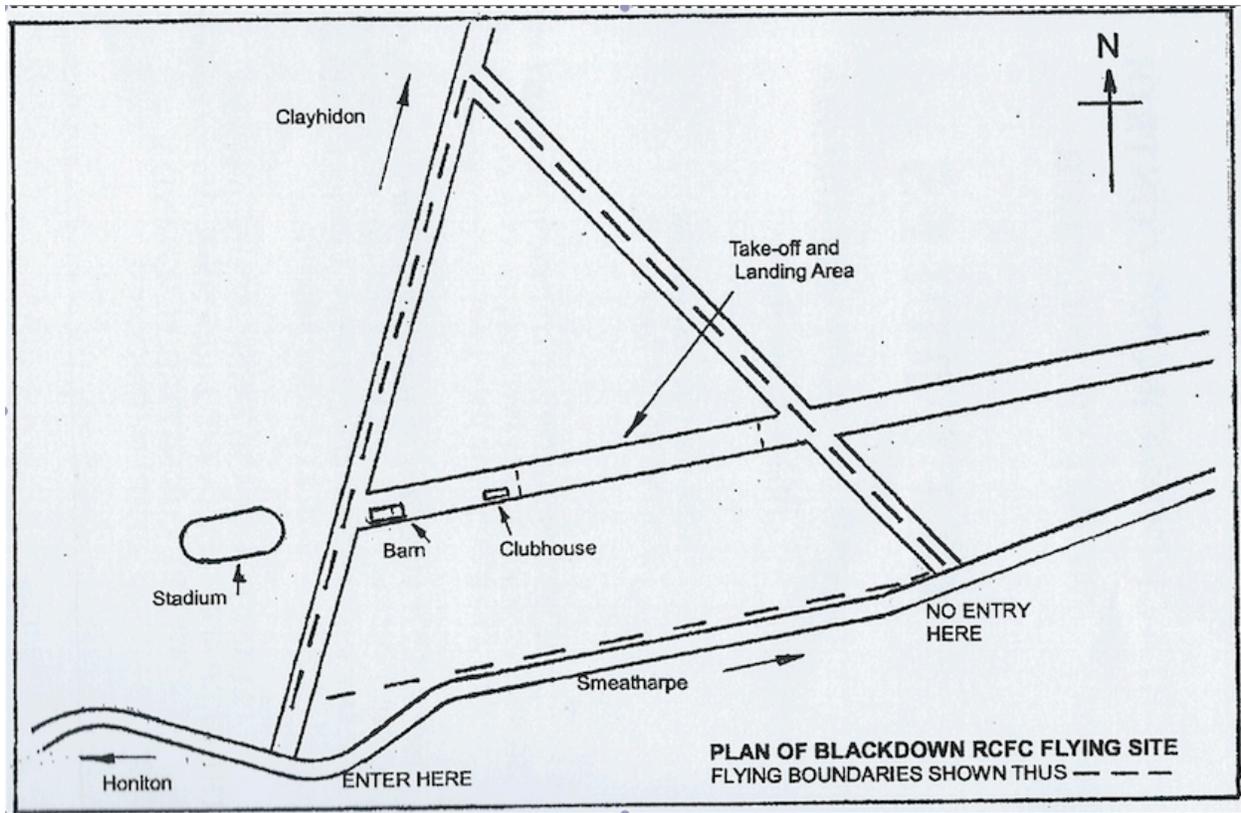
**(Revised July 2014)**

**To be read in conjunction  
with the BMFA Rule Book.**

**CLUB MEMBERS FLYING AT OTHER SITES MUST BE  
RESPONSIBLE FOR FLYING SAFELY AND ABIDING BY  
ANY RULES WHICH MAY APPLY AT THAT SITE.**

**THE FOLLOWING RULES HAVE BEEN DRAWN UP AS A  
RESULT OF PAST EXPERIENCE AND ARE DESIGNED TO MAKE  
OUR MODEL FLYING SAFE AND ENJOYABLE  
FOR ALL CONCERNED.**

**PLEASE LEARN AND ABIDE BY THESE RULES.  
THE CLUB MAY BAN ANY MEMBER WHO, IN THE OPINION OF  
THE COMMITTEE, FLAGRANTLY  
DISREGARDS THEM.**



**Diagram 1**

## **SECTION 1 - GENERAL RULES**

### **1.1 Disclaimer**

The Club will not be liable for any damage or injury caused to or suffered by any member, visitor or guest, or to the property of such person, however caused or suffered and whether by the action or default of any individual member or employee of the club, accidentally or otherwise. Members are understood to accept this rule and agree not to hold the club or employees thereof liable for any such damage or injury whatsoever.

### **1.2 Accidents**

In the event of an accident involving personal injury or damage to property, all relevant facts must be reported to the club secretary as

soon as possible.

### **1.3 Visitors**

Visitors will be allowed to fly at the discretion of the committee on producing proof of current B.M.F.A. insurance cover; if they do not hold an A Certificate they will need to be supervised by an instructor or experienced A Certificate holder (see Rule 1.7).

The Club's insurance indemnity is extended to newcomers to flying who have no previous experience and are thinking of joining the Club. They are permitted to fly, under full supervision, for up to three separate sessions before deciding whether or not to join the Club.

***Visitors should be signed in to the guest book located in the clubhouse.***

### **1.4 General Behaviour**

All members, their guests and other visitors to the flying site are expected to behave in a manner which is acceptable to Club members and the Club's landlords. Any person not behaving in such a manner may be asked to leave the site by a Committee member.

### **1.5 Young People**

No person under the age of 18 may be present at the flying site unless accompanied by a parent or guardian.

### **1.6 Noise**

**1.6.1** Blackdown RCFC is committed to the avoidance of nuisance to neighbours and other airfield users through noise emanating from their models, whether on the ground or airborne.

**1.6.2** All engines must be effectively silenced. The committee shall rule on disputes arising from the interpretation of "effective".

**1.6.3** The standard adopted by the club shall be 82dbA, as being the standard recommended by the BMFA.

**1.6.4** It is not considered realistic to rigidly impose the limit of 82dbA and to ground any model exceeding this level as management of noise level is not an exact science.

**1.6.5** Members will be encouraged to take steps to reduce the noise levels of their engines, particularly if they are above or around the 82dbA level. Remember that a reduction or increase of 2 dbA has the effect of halving or doubling the perceived noise level.

**1.6.6** Use of the Club's noise level meter will be encouraged by the committee and noise level tests will be carried out using guidelines laid down by the BMFA.

**1.6.7** If a model is considered to be excessively noisy, irrespective of its dbA level under normal test conditions, the committee has the right to insist that action is taken to reduce the perceived noise to a more acceptable level.

## **1.7 Supervision and Instruction**

**1.7.1** The Club recognises the importance of the BMFA achievements schemes, leading to the attainment of A, B and C Certificates of Competence, as well as the improvement of both the flying abilities of pilots and the operational safety of the flying site. To this end members are encouraged to obtain a minimum of the A certificate within a reasonable time scale, and club instructors are available to assist members in achieving this.

**1.7.2** All members who do not hold a BMFA A Certificate of Achievement, irrespective of their experience, must be supervised by either a Club Instructor or an experienced pilot who holds at least an A Certificate until such time that they gain their own A Certificate.

## **SECTION 2 - AIRFIELD PROCEDURE**

### **2.1 Access by Car**

**2.1.1** Entrance to the airfield must only be made by the gate indicated on Diagram 1. All cars must be parked at the West end of the runway, adjacent to the Clubhouse.

**2.1.2** When driving to the flightline to unload, drivers should flash their headlights and wait until signalled to drive down. Cars should be unloaded and returned to the parking area as soon as possible.

## **2.2 Flying Area** (*See Diagram 1*)

All flying is to take place within the boundaries of the airspace allocated to the Club, i.e. the public roads to the South and West and the intersecting runway to the East. These boundaries are clearly shown in the diagram on Page 1. If, as in case of some fast-flying aircraft, it is not possible to consistently stay within the Eastern boundary then any such flying should be kept to an absolute minimum and carried out in such a way as to not cause a nuisance to other airfield users and to our neighbours.

**NOTE THIS IS IN NO WAY A LICENCE TO REGULARLY FLY OVER THE INTERSECTION AND BEYOND BUT AN ACCEPTANCE THAT IT MIGHT BE NECESSARY IN SOME CASES.**

Flying outside these boundaries, as well as being a potential safety hazard, could antagonize our landlords and neighbours and could threaten our continued use of the airfield.

## **2.3 Grass and Crops**

All grass and crops are out of bounds. Retrieving of models should be undertaken by as few people as possible and then only by the shortest route possible and using the utmost care.

## **2.4 Children and Pets**

Parents and owners of pets must ensure that they are kept under control and out of crops, and will be liable for any damage caused.

## **2.5 Litter**

No litter in any form is to be left on the airfield. This includes remnants of models, cigarette ends etc. Failure to observe this rule could cost us the use of our flying site.

## **2.6 Other Airfield Users**

**2.6.1** In the event of finding anyone else using the site, please try in a diplomatic manner to find out who he or she are and whether they are present with the permission of the landowner. If you think that they are unauthorized then the Secretary or other Committee member should be notified.

## **2.7 Frequency Control – 35 MHz**

**2.7.1** Before switching on transmitters, pilots must firstly ensure that their frequency is not in use and then put a frequency peg on the pegboard. Pegs should be removed from the board as soon as the pilot has finished using their radio.

**2.7.2** Any accident caused by the failure to observe Rule 2.7.1. renders the offender responsible, and they will be expected to offer fair compensation for any damage caused.

**2.7.3** Transmitters not in use must be switched off and the aerial retracted.

## **SECTION 3 – FLIGHT LINE RULES**

### **3.1 Flight boxes**

**3.1.1** For ease of communication between pilots, flying should take place from one of the boxes marked on the runway. The choice of which pilot box to use on any particular day should be by agreement between the pilots present and will depend largely on the wind direction and strength. Information about the flight boxes is displayed on the notice board in the Clubhouse.

**3.1.2** Only pilots and helpers should enter the pits and pilot's box area.

### **3.2 Dead Air Space**

Flying should not take place at any height in the dead airspace behind the pits. This dead airspace is defined as a segment of a circle of at least 120 degrees extent with its centre in the flight box and extending at least 100 metres rearwards. Exceptions may be necessary where a glider is being landed on the grass behind the pits; in this case great care must be taken and a clear warning given to all personnel in the area.

Some examples of dead airspace are shown in the site layout section of the BMFA handbook.

### **3.3 Helicopter Flying**

The flying of helicopters in circuits, or other manoeuvres which take up substantial airspace, should be done from the same flight box as the fixed wing aircraft and in co-operation with other pilots present. Other flying, such as hovering and basic training, should be carried out on the same side of the runway as the flight box and at some distance away so as not to interfere with the other fliers.

## **SECTION 4 – GENERAL FLYING RULES**

**4.1** Flying at Smeatharpe may only take place between 8.00 am and 10.00 pm. The site is available 7 days a week throughout the year except on those occasions when the airfield is required for other events, such as car rallies. These events are permitted at the discretion of the landlord and are outside the control of the club. Every effort will be made to notify members in advance of airfield closures.

**4.2** Members are responsible for ensuring that all flying is carried out in a safe and responsible manner, and in accordance with the club rules. Anyone flying dangerously or disregarding the club rules should be reported to the committee.

**4.3** It is important that everyone present at the flying site should keep a watch out for any full size aircraft, including microlights and hang gliders in the area; they have right of way at ALL times. Model pilots must be informed of the presence of such aircraft immediately.

**4.4** Models must not be flown over or beyond the intersecting North/South runway when hang gliding or similar activities are taking place, nor over or beyond either of the public roads.

**4.5** Under no circumstances must any pilot land a model between himself and other people in the area of the flight box.

**4.6** Check that it is safe and clear to take off before releasing the model. All take offs and landings are to be made at a safe distance from the flight line.

**4.7** A clear verbal warning must be given when taking off, landing (especially in the event of engine failure), when carrying out a low pass or when retrieving a model from the landing strip.

**4.8** Low flying should preferably be carried out over the grass and at a safe distance (at least 30 metres) from any people, cars or other property. Low flying over the landing strip must be in the current take off/landing direction.

**4.9** Diving manoeuvres must not be carried out towards the flight box or parking area.

**4.10** Flying of large models as defined by the BMFA is permitted in accordance with current BMFA rules, together with any amendments or qualifying rules published by the Civil Aviation Authority