

Sedgemoor Radio Control Flying Club

Codes of Practice for Flying

All members are expected to be familiar with, and abide by, the rules, the Air Navigation Order and the B.M.F.A. 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 a committee member considers an engine to be too noisy, the engine will not be used until modified to reduce noise emission.
2. Flying or running of engines shall not take place before 9am.
3. No model shall over-fly Burdenham farm, which is approximately north west of the pits area (You can see the farmhouse to your left as you enter the airfield along the peri-track. As a guide you should fly this side of the tree Line).

SAFETY

Model flying can be dangerous, and even fatal. All members will fly in a safe manner, with due regard to other people and property. The following is in addition to the B.M.F.A. safety rules, and will be observed at all times:

1. When arriving at the runway end, stop and look carefully for models or full size aircraft before proceeding on to the runway. Vehicles may be driven up the side of the runway to the pits area for unloading. Unload quickly, then IMMEDIATELY remove your vehicle to the designated car parking area dependant on the wind direction (see diagram figure 1). Vehicles must not be left on the main part of the runway UNDER ANY CIRCUMSTANCES. Unloading or loading may not take place while a full size aircraft is landing or taking off.
2. All members must position their models and equipment within the pits area, which are marked on the runway by white lines. Pilots must stand in the marked pilot box (dependent upon wind direction) while flying their models. Do not stand out in the runway, and only walk onto the runway to retrieve a model after first warning other pilots and ensuring it is safe
3. The peg board must be used for frequency control (this is kept in the metal cabinet by the parking area, lock code 2435). Before switching on your transmitter (TX), you must obtain the correct peg representing your channel. The frequency peg should be clipped onto your TX aerial. You may then switch on. If the required peg is not on the board, another member has it and you must NOT SWITCH ON. Wait until the peg has been returned. After your flight, switch off immediately and return the peg to the board. DO NOT HOG THE PEG. Other members may also be on the same channel. If the peg board is not out, which should be only when one or two member are flying, if a third arrives the peg board must be placed in the pits and used. In the event of only two present consult each other to avoid frequency fouling. If you shoot down another member while they have the peg, you will be expected to make monetary recompense or repair the damage caused.
4. All transmitters must display the correct channel pennant. For 35Mhz., this is an orange square or circular disc (at least 2 inches wide), with the channel number shown in large white or black letters. For those using 27MHz., it is designated by a correct colour pennant for the channel. For 2.4 Ghz please display a black ribbon on your transmitter and place a named peg on the appropriate place on the peg board.

5. 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 far side of the runway.
6. Flying over, or near the pits or the no fly zones in force for the day (see figure 1) **is liable to be grounded for the day. Repeated offences could result in exclusion from the Club.**
7. When making an approach for 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.
8. 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 means in practice that if a Microlight enters the vicinity of our airspace the model pilot **MUST** take avoiding action.
9. Beginners and novices shall not fly without a club instructor in close attendance, until they have reached a good safe standard and passed the B.M.F.A "A" certificate before going solo. Members not in possession of the B.M.F.A. "A" certificate will be classed as novices for the purposes of this rule.
10. Approved club instructors will ensure that beginners and novices are supervised and give all possible help and tuition.
11. Helicopters should be operated from the western end of the pit area. They must not hover, or be flown closer than half the width of the runway from the pits area, nor must they over-fly the pits in any circumstance. Pilots must stand at the edge of the runway, and not wander into the runway.
12. Models must not be flown or taxied directly towards the pits under any circumstances.
13. Models with poor or unpredictable ground handling must be released from the upwind end of the pits.
14. If a member's model causes damage or injury to a third party, the Secretary **MUST** be informed within 24 hours. The Secretary must also be informed of any incident on the airfield that causes personal injury.
15. **Flying times:**
You may fly during the times listed below:-

Weekdays & weekends: 9.00am until 9.00pm (or dusk which ever is the sooner)

ANYONE FOUND TO BE BREAKING THIS RULE MAY BE EXPELLED FROM THE CLUB.

Continued.....

GENERAL

- a) If crops (other than grass or silage) are being grown in the adjacent fields, all models must stay on the tarmac. If your model lands in a crop, only one person is to retrieve it in the shortest possible route. If it lands in the crops to the north of the perimeter track, beyond the barbed wire fence, permission **MUST FIRST** be obtained from Burdenham farm.
- b) 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 full size aircraft and grazing animals.
- c) All members must keep their children and pets under direct supervision at all times. Do not allow them to wander around the site, or into the adjacent fields at the runway edge. It is not an adventure playground. We are there by the kind permission of the Landowners.
- d) 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. Types of damage where compensation should be offered are: breaking part of an aircraft in the pits, shooting down someone through incorrect frequency control (e.g. switching on your TX when you do not have the frequency peg).

SUMMARY

Please remember we have a first class site, these rules are for the benefit of every member without exception.

CONTINUAL OFFENDERS WILL BE DEALT WITH BY THE COMMITTEE

See next page for parking areas and revised flying site layout

By order of the club committee (1983, revised 1991,1995,2000, 2002. Updated 2010).

Figure 1 Revised flying site layout.

