

Concord Model Flying Club

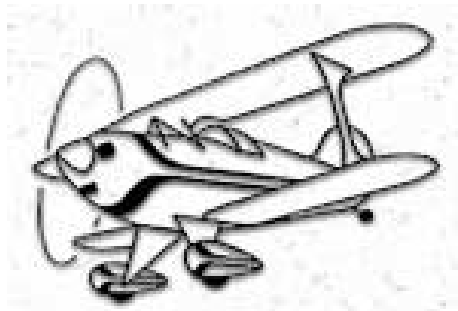
Safety Guidelines 2014

Including

Club Rule Book

&

Field Handbook



Introduction

Firstly, if you are a new member, may we welcome you to the Concord Model Flying Club (CMFC). We are a very friendly club with members that are always willing to help you, which is very important if you are new to the hobby. Please don't be frightened to ask, we are only too willing to help get you up and flying safely.

This handbook **must** be read thoroughly and understood by all members before contemplating going to the flying site. It is vital that everyone familiarises themselves with the workings and safety of the Concord flying site.

You **must** at all times adhere strictly to these guidelines and to any advice or guidance that may be given by the Club Safety Officer or a Committee member.

We must also remember that we are not the only people in the South Darenth area. It is vital that we consider the nearby residents, road traffic, horses, hikers, light aircraft, fishermen and the nearby fishing complex.

Most of the items covered in this handbook are also covered in your BMFA handbook, so please take time to read that publication thoroughly as well.

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1. Aim

The club wants you to act in a safe and responsible manner with the utmost regard for the safety of your fellow club members and any members of the public that may be spectators. In doing so you will be upholding the good name of The Club, helping to keep its excellent safety record and not being a nuisance to other pilots flying with you. If you witness any other person or pilot acting in an irresponsible manner, you are within your rights as a club member to point this out to the person concerned. If you are unsatisfied with the person's response, then report it to any committee member and they will deal with it on your behalf.

REMEMBER THE UNFAVOURABLE ACTIONS OF ONE MEMBER REFLECTS BADLY ON THE CLUB AS A WHOLE. This is something The Club and its members will not look too kindly on.

OUR FLYING SITE IS VERY VALUABLE TO US, SO PLEASE HELP US KEEP IT, BY BEING A RESPONSIBLE MEMBER AT ALL TIMES.

2. General Safety Guidelines

Dead Airspace

We need to make you aware of the areas that you should avoid flying over, these are known as Dead Airspace and include:-

- The fishing lakes
- The pits area
- Parked cars
- Especially no low flying over Roman Villa Road or the surrounding footpaths *except* when executing a landing approach.

Wind Direction

Now that the frequency container peg system is no longer used, we have no windsock available at the field.

It is recommended that you have an orange frequency ribbon attached to the top of your aerial. This serves two purposes (1) that you are transmitting on 35Mhz and (2) you have a valuable windsock that is directly within your line of sight whilst flying.

When flying, you should always try to take off and land into wind. In the event that the wind is blowing in a direction liable to cause you to fly over people, the pit area or vehicles then **do not be tempted to fly!**

Before flying, ask a Safety Officer or a Committee member that may be present if the layout of the field could be changed (E.G. Pits and cars moved to a different spot) to allow you to fly safely.

If the absence of an official then it is up to you to confer with the other pilots present and agree a safe procedure. **Never ignore the wind direction; if in doubt, ASK.**

Car Parking

Cars should only be parked on the club drive way and not on the flying field except when the drive is full or when otherwise directed by an official. Cars should be parked adjacent from the bushes on the right hand side going down towards the lakes. They should not park up towards the gate, as this is deemed landing airspace.

If you are not sure where to park, ASK.

Layout

The layout of the patch is very important; it will alter depending on the wind direction. The picture on page 5 shows the way that the field is usually set out for the majority of the year.

Pits Area

You should set up your flight box and models in the designated area, which is behind the flight line. All aircraft must be facing on to the field and the pilots area kept tidy at all times.

Starting Area

Engines should be started to the front of the pits area, to avoid possible injury to other pilots. If you wish to run your engine up, for tuning purposes for example, you should find a safe place to do so away from other pilots or spectators.

Flight Line or Pilot Box

This is where the pilots should stand when flying. The aim of this is to get the pilots close together and therefore enable you to hear any calls from the pilots, for example "Landing!". **Never** distance yourself from another pilot.

Flying

It is advised that you do not fly on your own, as you will not have help should you injure yourself. Also, juniors must be attended by a parent or guardian. (See Club Rules)

First Aid

If you can, please carry a well-stocked first aid box with you.

3. Frequency Control

Important: We can only use the frequencies listed below as another local club uses the other frequencies and an agreement is in place governing the use of frequencies. **DO NOT use any other numbers.**

Also 2.4 Ghz

56 58 60 62 64 66 68 70 72 74 76 78 80 82 84

The frequency control board is now attached to the club shelter. There are no pegs to clip to your transmitter, by attaching your key ring to one of the above numbers gives you control of that frequency! 2.4 Ghz users still need to put their key ring on the correct peg.

Only 6 models may fly at any one time.

PLEASE REMEMBER IT IS THE MEMBERS RESPONSIBILITY TO MAINTAIN CORRECT FREQUENCY CONTROL. KEY RINGS SHOULD BE REMOVED WHEN YOUR FLIGHT IS FINISHED.

Concord Flying Site



FREQUENCY CONTROL

Do not switch on your transmitter until you have Frequency Clearance!

How do I get Frequency Clearance?

In order to obtain clearance follow this process. Here we are using channel 64 to illustrate the process.

- Go to the pegboard to see if the 64 channel is available.
- If the 64 channel is clear, attach your key ring.
- You now have control of that channel.
- Switch on transmitter first and carry out pre-flight checks.
- When you have finished your flight, please remove your key ring. Make sure you have switched your transmitter and model **OFF** first.
- **2.4Ghz must still attach their key ring to the correct peg and remove it after your flight is finished.**

4 Concord Club Flying Field Rules

- 1) All members shall, at all times fly safely and quietly with all due care and consideration to members of the public, fellow Club members and the local environment.
- 2) No Model is to emit more than 82DbA in accordance with the BMFA guidelines. If any Committee (or two non-Committee) members consider a model to be too noisy, it will be grounded.
- 3) Only SIX aircraft shall be airborne at any one time.
- 4) Peg Board frequency rules must be strictly observed at all time, or Transmitter Control must be used.
- 5) No flying over people, cars, pits, or inhabited property and no over Roman Villa Road except for landing approaches
- 6) No Member shall fly solo unless they hold a, BMFA 'A' or 'B' certificate or an LMA certificate in the appropriate group. (If you are a member who joined in 2006 or before, then you can still fly on a club ticket but it is recommended that you take the BMFA test at the earliest opportunity).
- 7) Any member giving instruction should hold the minimum BMFA 'A' certificate, and be approved by the Club Chief Flying Instructor.
- 8) Club membership and BMFA membership cards should always be carried when visiting the club site and be produced on request.
- 9) Guests can only fly at the discretion of one Committee member with prior consent on the day. Guests MUST be covered by BMFA insurance and be able to produce their card on the day. No Card, no flight
- 10) IC powered models may only be flown between 10am – dusk on weekdays & 12 noon – 7pm at weekends. No flying Christmas Day or Boxing Day. Flying can be stopped earlier at the request of the farmer.**
- 11) No litter must be left at the flying site; each person shall be responsible for their own litter.
- 12) The parent or guardian must adequately supervise juniors with safety in mind at all times.
- 13) Animals MUST be kept on a leash at all times.
- 14) No Aircraft (other than Fixed Wing, radio controlled and propeller driven) should be flown without the consent of the pilots of the above.
- 15) Turbine and Ducted Fan/Jet aircraft are only to be flown by BMFA 'B' certificate holders and in the presence of **TWO** consenting Committee members independent of the pilot (i.e. the pilot may not be one of the two committee members. If they happen to be a committee member, a third committee member will be required). Proof of 'B' certificate status will be required.
- 16) Any person found to be flying IC (fuel driven engine) powered aircraft outside the published permitted flying times will be liable to disciplinary action by the Committee.
- 17) Pilots of non fixed wing aircraft (helicopters, auto gyros, quads, etc) must hold the minimum of BMFA 'A' certificate. Tuition may not be given on any aircraft other than fixed wing.
- 18) No flying of fixed wing aircraft and quadcopters together at the club field. Before the flying of quadcopters, all other members must agree for the flight to take place.

5. Concord MFC Membership Rules

- 1) The Club shall be called 'The Concord Model Flying Club'
- 2) The aim of the Club should be the furtherance of model aircraft flying.
- 3) Any model may be flown provided it is covered by both BMFA insurance and/or Government and BMFA regulations in force at the time and at the discretion of the Committee
- 4) The Committee shall be formed at the AGM every year by vote from the floor, by fully paid up members.
- 5) The Committee shall comprise of Chairman, Secretary, Treasurer, Safety Officer, Newsletter Editor and One Ordinary member. Other posts to be decided as required.
- 6) 10% of the current membership will be needed to call an EGM
- 7) Any proposed changes to the Club Rules, must be handed in writing to the Club Secretary four weeks prior to the AGM.
- 8) All Club fees are payable by the 31st December. A joining fee is to be paid by new members, also payable by any member who has not rejoined by 31st January or at the discretion of the Committee.
- 9) Two authorised signatures are required on Club cheques.
- 10) Club Accounts are to be checked by two independent auditors.
- 11) All members should familiarise themselves with the Club rules and the conditions of the BMFA insurance cover, and must inform the Club Chairman or Safety Officer in writing immediately an accident occurs on the Club site.
- 12) Committee meetings shall be held once a month, unless the Committee decide otherwise. Place and Date to be notified.
- 13) Any infringement of these rules will render a member liable to disciplinary procedure by the Club Committee.
- 14) The Committee reserves the right to change the 'Flying Field' rules as contingencies dictate.
- 15) In the event of a model being 'Shot Down', i.e. through careless transmitter use, the offending party shall be obliged to reimburse the victim for the cost of repair to the engine, radio gear and the material costs of the aircraft (Labour costs are not covered).
- 16) A parent or guardian must supervise all Junior Members on the field, at all times.**
- 17) Models lost within the fishing complex must be reported to the fishing club who will provide assistance to retrieve the model.

6. Basic Pre-Flight safety checks

Propellers

Check your propeller(s) for security, and damage. Propeller type must be in accordance with BMFA guidelines. You **MUST** use either a domed nut or non-pointed spinner in accordance with the BMFA rules.

Undercarriage

Check your undercarriage is securely fixed to the aircraft and tracks straight.

Airframe Security

Check for any damage to the airframe and any loose components that could become dangerous in flight.

Control Surfaces

Check the control surfaces. Movements should be full and free, all linkages and control horns must be secure with no excessive free movement.

Battery Condition

Check the condition of both your transmitter battery and the flight pack. Use a good quality battery checker that will check the flight pack under load. Check your batteries regularly during a flying session if your model is not fitted with an on-board checker. If in doubt **DON'T** fly otherwise you may lose your model or cause a serious accident.

Engine Reliability

Test your engine at full throttle both horizontally and vertically, away from other people and adjust the mixture control for best performance. (If in doubt, ask another experienced pilot for help). All engine testing must be with the propeller pointing away from the pits and people and generally pointing towards the flying area.

7. Do's and Don'ts

- DO NOT:** Position your model so that when you start your engine, the propeller(s) is facing the pits area or other modellers.
- DO:** Position your model with the propeller facing away from the pits.
- DO NOT:** Start your model and rev the engine at full throttle in the pits.
- DO:** Find a safe area to test your engine away from the pits and other modellers.
- DO NOT:** Take off without notifying other pilots or calling 'Taking Off' and hearing their reply that it is 'Okay' before you take off.
- DO:** Make certain other pilots are aware that you are about to take off and that the runway and airspace is clear to do so.
- DO NOT:** Stand away from the other pilots when you are flying, or wander behind the flight line. (I.E. Stand in the Pilots box)
- DO:** Stand together; this will enable you to hear if a pilot calls 'Landing' etc.
- DO NOT:** Make a landing approach without first checking that it is clear to land.
- DO:** Shout 'Landing' or 'Dead stick' but do make certain that the patch is clear before making your landing approach.
- DO:** Notify other flyers if you intend to go onto the airstrip, by shouting 'On the patch' and be aware of aircraft waiting to land.
- DO:** Carry out post flight checks and make sure everything is in order before another flight, especially if you have had a hard landing, or landed off the patch.

8. Our Site and Noise

This is a subject that is most important, we **MUST** comply with the BMFA guidelines of 82db at 7 metres but we would like to aim for a figure of 80db to enhance relations with the local community and not cause a nuisance in the area.

This is now becoming much easier to achieve as most engine manufacturers are now producing more effective silencers as well as the add on mufflers for older engines with noisy silencers.

As well as a good silencer, you must remember that the air frame, engine mount and propeller can increase or reduce the amount of noise that your aircraft emits. A larger sized propeller and soft mounted engine can help to reduce noise. There is no reason why your engine cannot be quietened down. Remember; if your model is excessively noisy **Do Not Fly It**. If you would like to have your model tested and receive a certificate to state that it has passed, check with the Safety Officer or Chief Flying Instructor when they will be carrying out the testing.

Safety Officer

We would remind all our members that you are responsible for conducting yourself in a safe manner. Even without the presence of an appointed Safety Officer. If you see a member acting dangerously, tell them about it! It is your club and we do not want to lose the flying site due to the irresponsible actions on one person.

Complaints

If you have any complaints about anything to do with the Club or one of its members, you must put it in writing and address it to the Secretary of the Club, who will then present it before the Committee at their next meeting. You will then be informed of the Committees decision or possibly asked to attend the meeting and state your case. If the Committee finds in your favour, they will take the necessary steps in dealing with the matter.

Remember our flying site is valuable to you and to us, "NO FIELD, NO FLYING"

So please read these guidelines and rules thoroughly and observe them at all times, but most of all, we want you to have fun and enjoy your flying, SAFELY.

HAPPY AND SAFE FLYING