



**Basingstoke Model Aero Club**

[www.bmacuk.co.uk](http://www.bmacuk.co.uk)

# Welcome to the Basingstoke Model Aero Club

Whether you are new to the hobby or joining from a previous club, the following pages take you through some of the key things you should find useful to help you get started and get the most from your new hobby; after all we want to make sure you have fun!

Included are:

- Useful contact details
- Information Resources
- Club Facilities and Meetings
- Getting the most out of a day at the field
- Getting your A certificate, if you don't already have it
- The Club Rules (see Appendix)

Please take your time to read these carefully. We want you to have fun, but it needs to be safe fun!

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# Introduction to Basingstoke Model Aero Club (BMAC)

The club is a non-profit-making organisation associated to the British Model Flying Association (BMFA), membership of which provides the legal framework, insurance, lobbying etc. protecting our hobby.

Our objective is to provide a safe and friendly environment for the members to pursue their aero modelling hobby.

The club is administered by a committee, annually elected by its members

The club provides its members with

- All year Flying from its local flying field (for daily flying times see below)
- Indoor Flying - during the Winter months
- Outdoor flying - Fixed Wing and Rotor Aircraft
- Monthly Club nights
- Special events such as Fun Days

The club has BMFA certified examiners for both helicopters and fixed wing aircraft to examine candidates for both the A and B certificates

## Training

Whilst, there is no formal training regime within the club, training to achieve BMFA certification at the A or B level is available and is carried out voluntarily by suitably qualified club members.

The club owns a transmitter (Spektrum DX5e) which may be connected to a compatible candidate-owned transmitter in order to provide instructor-led control and training (hopefully avoiding the unscheduled and potentially catastrophic contact with Terra firma)

## Website

[www.bmacuk.co.uk](http://www.bmacuk.co.uk)

This is our website and is a superb resource of information. If you have a query from field etiquette to what's going on, chances are you can find the answer here. There is also a chat forum, where you can read what other members are doing and even register yourself and join in the chat. Don't forget to check out the photo gallery from time to time.

## The committee

Club Chairman	- Chris Bradbury	<a href="mailto:chairman@bmacuk.co.uk">chairman@bmacuk.co.uk</a>
Secretary	- Tony Lee	<a href="mailto:secretary@bmac.co.uk">secretary@bmac.co.uk</a>
Treasurer	- Jim Vart	<a href="mailto:treasurer@bmacuk.co.uk">treasurer@bmacuk.co.uk</a>
Membership Secretary	- Ian Dewey	<a href="mailto:membership@bmacuk.co.uk">membership@bmacuk.co.uk</a>
Safety Officer	- Des Garrett	<a href="mailto:des@bmacuk.co.uk">des@bmacuk.co.uk</a>
Committee members		
	- Bill Tarn	<a href="mailto:bill@bmacuk.co.uk">bill@bmacuk.co.uk</a>
	- Julian Ingram	<a href="mailto:julian@bmacuk.co.uk">julian@bmacuk.co.uk</a>
	- Alan Haskell	<a href="mailto:alan@bmacuk.co.uk">alan@bmacuk.co.uk</a>

## BMFA Membership

Unless you are already registered elsewhere with the BMFA, your club membership also includes membership to the BMFA, which gives you further benefits; the main one being public liability insurance. The BMFA is our governing body and also sets the guidelines when it comes to flying safety. They will send you their own membership card, which you should keep with you when flying, along with a BMFA Handbook, the importance of which is highlighted further through this pack. More information can be obtained on their website.



[www.bmfa.org](http://www.bmfa.org)

## The Field

### Location

Off The Harrow Way, Deane, Basingstoke, Hampshire, RG25

LAT. (WGS84)      N51:15:20 (51.255426)

LONG. (WGS84)    W1:13:04 (-1.217835)

The field is typically available every day of the year, but we do operate set times. This is to keep our neighbours happy and we ask you to respect these times.

Monday to Friday    - 09:00 – 20:00

Saturday             - 10:00 – 19:00

Sunday                - 11:00 – 19:00

Bank Holidays       - 11:00 – 19:00

Please don't turn up much before the normal starting time. Quiet electric models may fly later in the summer, but noise must be kept to an absolute minimum.

**Note** We do not allow night flying. Dusk is the latest you are allowed to fly in winter months. In the summer months where dusk is much later, only quiet electric models may fly past the stated finish time. Please leave the field before you need headlights on your car.

At the field there is also a shipping container, which has chairs and other equipment in it. Should you need access to the container, please contact a committee member to unlock it for you.

Please remember to tidy up after yourself.

**If you are the first to arrive** at the site, after opening the gate please close the lock on the chain and change the tumbler setting in order to prevent unauthorised people from knowing the gate combination.

**If you are the last to leave**, please check that all equipment is put away, the windsock is put away in the locker by the barbeque (leave the pole in the ground), the site is tidy and the gate is locked and the padlock suitably scrambled.

**Most Sundays (weather permitting) you'll find us having a barbeque too.**

There are no bins at the field, so please take your rubbish home with you.

Weekends, in particular, can get very busy so please park with consideration to maximise the number of cars that can be accommodated on the hard standing.

There aren't any toilets either, but for the shy among us there is the Beech Arms Carvery just down the road.

## Club nights

Every 1<sup>st</sup> Tuesday of the month we meet at the Labour Club, Sandy's Road, Basingstoke, Hampshire, RG22 6AS from 20:00 – 23:00. This is a great opportunity to meet other members, socialise with a drink, exchange information and even fly on a simulator. On occasion the club arranges speakers in which case we do invite members from other clubs to share the costs etc. Further details are on our website.

## Events

We have a couple of events at the field each year, where we try to encourage as many members as possible to come and just enjoy a great day out. We also take part in outside events such as the Thames Valley Air Show at Blackbushe. Again details for these appear on the website.

## **Indoor Flying**

The club organises indoor flying once a month from October to March inclusive. The venue may change from month to month so please check out the web site for details. Other indoor flying events may become available (often in conjunction with other clubs) in which case a fee may be payable.

## **The fountain of knowledge**

This is the most underestimated resource that comes from joining a club. There are members of all disciplines that have been flying for over 40 years, so whatever level you are, you are bound to find people willing to help you get that one step further. There are club instructors, examiners and most members like to pass on what they've learnt, so never be afraid to ask.

# For Newcomers to the Hobby

## Beginners Guide: (aeroplane or “fixed wing”)

If you are a newcomer to the hobby or a person returning after a number of years, this section is to assist you through the bewildering choices now available.

If you haven't already bought an aeroplane or equipment, the starting point should be to talk to experienced members at the club. Few of us have unlimited funds and whilst the real cost of radio control has come down over the years, mistakes in buying decisions can be costly, frustrating and can lead to abandoning this fantastic hobby.

No longer do you need to spend many hours building, painting a model and fitting out with potentially dubious electronics ... you can be in the air after a few hours assembling an ARTF (Almost Ready To Fly) model with reliable power and electronic systems.

What hasn't changed is this sport is a skill which takes time to master. It is no different to golf or tennis or any other sport .. it takes time and practice .. and some will learn faster than others. The club is here to help.

A few key decisions to be made

- **What plane to buy:** Speak to people at the Club field and look at other beginners' models. Go for a model specifically designed as a trainer. Avoid 'toy shop models'. Aim for a high wing model of reasonable size (1.25 to 1.6 metres span is good), with a weight over 1 Kg. Anything too small will need quick reactions whereas anything too big will be expensive to buy and cumbersome to transport and store. Don't get tempted by advanced models. (A low wing model like a scale Spitfire is not a good choice!) You need something fairly stable and forgiving to start with as well as something easy to repair.
- **Electric or Glow Power:** This is the first decision to make. Most people start with an electric model and this guide assumes that you will. Electric and Glow are equally easy to start with, but they are very different. If you are interested in starting with a Glow Motor model, speak to experienced flyers about the features of each and make your choice.
- **TX 35MHz or 2.4GHz:** 2.4GHz is becoming the preferred choice today.

- **What Transmitter and Rx:** All new equipment is on 2.4GHz and (generally) receivers and transmitters must be of the same brand. Servos and speed controllers are generally compatible with all brands. Buy a Mode 2 Transmitter unless you have a very good reason to choose a Mode 1. (Ask for an explanation). Buy a well-established brand. (e.g. Futaba, Multiplex, JR, Spektrum)

Try to decide whether you only want it for basic models or whether you expect your radio to serve for more complex models later. (e.g. models with flaps, retractable undercarriage etc.) You cannot generally upgrade a transmitter, but you can sell it and buy a more capable one to work with your existing receiver etc.

For a basic model, a 6 channel Tx is ideal and it is good to have 'rate switches'. It is also very advisable to have built-in rechargeable batteries. Dry cell radios are sometimes unreliable and should be avoided.

Make sure that you are happy with the layout of the Transmitter. Some, e.g. Multiplex, have different ergonomics, which may be to your preference. Have a good look around and try to hold the candidate transmitters, as if using them, to check that they suit your hands.
- **What Mode:** Most members use Mode 2. A few fly Mode 1. Don't worry if you do not know what this means, we will explain.
- **Available Budget:** Speak to people to get an idea of the likely total cost of getting started. Decide whether you feel inclined towards the economy end of the range or something a bit more up-market. If you want to identify cost-saving options, get advice. Some cheaper options are fine; others are a waste of money.
- **What tools are required** If you buy an ARTF (Almost Ready To Fly) model, you will not need many tools. You will need spanners and screwdrivers (flat blade and cross-head) to fit the various fixings on the model (especially the propeller nut!). You will also need some small hexagon keys (Allen Keys) to fit some of the model fittings, although these may come with the model. A pair of long-



nose pliers is often handy. Finally, don't forget a spare propeller.

There are several different types of connector used for batteries and speed controllers. Eventually, you may need to solder connectors to batteries and speed controllers. If and when you do, ask for advice.

- **Batteries**

LiPo batteries are a significant part of the overall cost. You should plan to buy three flight batteries. There are many types out there and some are rubbish! Good ones will last a long time and give better performance. Ask around and take advice. Above all, do not buy batteries not specifically intended for model use – you cannot be sure of the outcome.

You will need a charger. A battery-mains unit is good because you can run it off the mains at home or off of a 12 Volt battery at the field. Again, ask around for advice. Prices are falling and you should not have to spend much for a good one.

*Please read the safety advice before charging or connecting a LiPo to your model*

You will not be allowed to fly unsupervised until you have demonstrated competent, safe procedures. Within the club the BMFA "A" certificate is the minimum requirement to fly unsupervised (see "A" test below).

## **Beginners Guide: (helicopter)**

This section is just like the guide for buying your first plane, but focused on helicopters. Much of the information is the same, but the tools required are different, as are some of the checks and safety tips. A helicopter is probably more dangerous than a fixed wing machine given the blades are unprotected and in careless or inexperienced hands the machine is as likely to fly towards you as away, with the potential to cause serious injury. Therefore safety is paramount in setting up and flying these machines

- **What helicopter to buy:**

Speak to people at the Club field and look at other beginners' models. Go for a model which is suitable as a training machine. Unlike fixed wing there are no specific trainer machines so take advice from experienced RC helicopter pilots within the club. Don't buy a 3D performance machine or a lightweight machine as these will be difficult to control until you are

more experienced. A minimum recommended size would be around the 400 /450 size as this is heavy enough not to be twitchy. However going bigger means mean the cost of repairs is more expensive.

- **Electric or Glow Power:** Similar to fixed wing this is a personal choice. Each has its pros and cons with devotees of both in the club. Again talk to the club members as to the pros and cons .. we are here to help you make the best choice for yourself. The tools and equipment you need will be different depending on your choice.
- **Mode** Most members use mode 2. A few fly mode 1.
- **Available Budget:** See fixed wing, above.
- **What tools are required** The tools and equipment you will need will depend to some extent whether you go the IC route or electrical. However, you will need a selection of small tools like pliers screwdrivers both flat and cross head as well as hex drivers and a tool box to carry them in. Again before you purchase anything talk to club members.
- **Batteries** See fixed wing, above.
- **Simulator** Buy a simulator .. When you start you will begin with hovering. Helicopters even set up perfectly do not stand still and you will have to learn the movements in order to keep the helicopter hovering at a constant altitude and position. A simulator helps learn this process and the crashes cost nothing!

## Key Safety Precautions

As with most sports and hobbies, there are some risks and your instructors will warn you of these and help you to prevent accidents. However, there are some things that you need to know about right from the start to avoid personal injury. (The following comments assume that you are using an electric model, not a Glow motor.)

First - Don't chop your fingers off – never fit a prop until you have thoroughly tested the radio set-up and motor as well as setting up and testing the 'Fail-Safe'. Once a prop is fitted, and whenever the battery is connected, **never** get in front of the prop and make sure that the model is restrained at all times. It may start on full power at any time!!! Never connect up the battery to a model with a prop on it

unless you are outdoors. The airflow indoors can cause lots of things to blow about and possibly get sucked into the prop.

If you are not familiar with Fail Safe, you can follow this link, and / or speak to an instructor. <http://www.bmfa.org/Info/Articles/Failsafes/tabid/286/Default.aspx>

Be aware that some radios will failsafe to full throttle unless otherwise set by the modeller!!

Next - Don't burn the house down. Never charge a LiPo indoors. A fault in the battery or the charger can cause a vicious chemical fire. If there is a fire, you will probably have to move out of your house, even if it only due to smoke damage. Charge outside on a non-flammable surface.

And - Don't kill anyone. Always test the failsafe at the start of each session. Never point an armed model at anyone. Always restrain an armed model. (An 'Armed Model' is an electric model with the flight battery connected.) A random failure of the electronics can cause the motor to start at full power with no warning. This can really happen!!

## Getting the most from a day at the field:

There is nothing worse than on perfect flying day to arrive at the field and realise you have forgotten something - a prepared check list is invaluable. If a highly-trained airline or air force pilot uses one then we, lesser mortals, should take note.

### The night before

Are your batteries charged - transmitter and LiPos? (for IC, don't forget the Receiver and Starter batteries). Do you have everything you think you will need for the day: Tools; equipment; instruction booklets and fuel? Have you made any adjustments noted after the last session? What is the weather forecast? Run through your check-list, it is easy to forget something.

### On the day

Take time as you load your car; refer to your check-list. Many of us travel a few miles or more to reach the field and it's very disheartening to reach the field and realise you need to go home for your batteries or transmitter.

Assuming you are new and don't have a BMFA A certificate, it's probably better to ***introduce yourself to pilots already at the field*** before setting up, as they can probably help you. If you don't have your A-cert you need partnering while flying by a pilot who's held their A-cert for a minimum of 6 months. This may sound like you can't fly, but you'd be surprised how many people not only can help, but are more than willing to do so. The main thing is **don't be afraid to ask!**

For the first few outings, ask one of your new-found pilot friends to check the model over for you – you can then correct any problems before you fly. You should also get help at this point to check the failsafe and the radio range (in that order).

Set up your aircraft in the pits area. Many aircraft have the wings detached for transport etc. Take care doing this - it's easy to get distracted by conversation and plug things in wrong, especially when you are new.

Before starting or arming your model: **RESTRAIN IT!** This is one of the big safety rules, as a model can leap forward when first starting with a spinning prop coming straight at you.

So with your pits set up, your model ready and a fellow pilot to help you it's time to have fun and enjoy flying.

Try to learn as much as you can comfortably achieve. Pushing yourself can cause more mistakes and create a "2 steps forward 3 steps back" scenario, not to mention broken aircraft. Don't expect to take off and land for example all on your own the first time. As explained further in the section, "getting your A-cert", there is more to this sport than just flying. So try to learn the pre-flight steps and post-flight steps as well as the flying protocols. The pilot that helps take you through these first steps should help with the things you forget, so don't panic if you don't get it all right on the first go.

In your down time, between flights, don't be afraid to watch the more experienced pilots or ask to stand with a pilot who may be willing to show you how they do things. It's a little easier to learn flight protocol this way as you don't have the nerves of flying distracting you. Many of us certainly learnt more this way.

Most importantly, HAVE FUN! Enjoy your day, talk to people, this is a social club as much as a flying club.

### **At the end of the day's flying**

As you check your model and equipment over after the last flight, make a few notes:

- What went well? What did not?
- Do you need anything explained?
- Do you need to adjust or replace anything on the model or the transmitter?
- Do you need to do any 'homework' before the next session?

Make a note of these things and then check the list before you prepare for the next outing.

## Getting your “A” certificate

### Firstly what is your “A” certificate?

Well in a nutshell it's a certificate of basic competency, issued by our governing body the BMFA, after a test at the Club.

### Why do I need one?

- 1) By passing your “A” cert you will have demonstrated a basic level of safe flying and knowledge. Your reward for this is being allowed to fly at the club unsupervised. You no longer need to rely on another member being available to stand with you.

### What do I need to learn?

By the time you take your “A” test, you will have learned to take off, fly steady circuits at a controlled height, and land tidily on the patch. You will also have learned how to do simple manoeuvres, compensate for the wind and cope with engine failures, stalls and turbulence.

In addition to the flying, you will have learned how to set up a model for flight, check it for safety and airworthiness and handle the model in the pits and on the ground. Operating in a club environment, you will know how to communicate your intentions to other flyers as well as understand those flyers communicating with you.

In addition to the flying and ground handling, you will have learned the basic do's and don'ts of model flying from the Club rules and the BMFA handbook. This will include the legal aspects of model flying.

Apart from the training from your instructors, you will have studied the BMFA Handbook. This is an A5 booklet (also available online) containing information on all aspects of model flying. In particular, it describes the sequence of events for the “A” certificate and it contains instructions and guidance relating to the safe and legal operation of model aircraft.

The BMFA Handbook is very comprehensive and so, at first, you will need to focus on the parts relevant to you. Your Instructors will advise you on this. As you progress, you should become familiar with more of the Handbook, so that you can appreciate the range of aero-modelling activities that you may encounter and be prepared to operate alongside them.

## **How do I book my test?**

The people helping you to learn should tell you when you are ready to take your test and the great news is the test is free. We actually have a couple of examiners as club members, so it's just a case of liaising a suitable day between you and the examiner.

## **Then what happens?**

If you pass, the BMFA will send you a nice certificate for your wall and an updated BMFA membership.

## **Is that it?**

It is in terms of being able to fly unsupervised, but the day you pass your A-cert is the day you really start to learn and there are further achievement levels to strive for if you want to fly at public shows or compete in aerobatic competitions etc.

# Appendices

## Appendix 1 Rules & Regulations

### 1. General

- a. The flying field regulations apply to all members and their guests regardless of model type unless exceptions are listed in that regulation.
- b. Model flying at the club field is only authorised to members of Basingstoke Model Aero Club and their guests.
- c. No person is allowed to fly any form of model aircraft unless they have BMFA insurance or equivalent and can supply supporting documentation to any member of the BMAC, if requested.
- d. Members must display their club permits with them at all times.
- e. All pilots must make themselves familiar with and comply with the BMFA member's handbook.
- f. No pilot is to fly any aircraft from the main take-off and landing area unsupervised, unless they have attained and presented proof of a relevant BMFA Certificate of Achievement at "A" level or greater. Helicopter or Multi-rotor pilots without an "A" Certificate or greater are allowed to practice hovering in the designated multi-use area unsupervised.
- g. Pilots without an "A" certificate or greater must be supervised by someone who holds at least that qualification in the relevant discipline for a minimum of 6 months and who has flown regularly within the previous 6 months. The supervising pilot will be responsible for all aspects of safety while supervising a novice flyer.
- h. The Committee has the authority to ground any aircraft on the basis of excessive perceived or measured noise levels. IC propeller-driven models may only be flown after completion of a noise test in accordance with BMFA guidelines (82 dBA at 7metres) and witnessed by a Committee Member. Electric models may be flown without such a test. However, any model, IC or electric, may be grounded by the Committee, if it is considered to be a noise nuisance. Models with engines larger than 0.91Cu Inch capacity and electric models of greater than 2,000 watts power, must prior to unrestricted flight, be demonstrated to the Committee to assess acceptability. If judged acceptable, the Committee will grant special permission for the model to be flown. This special permission may be withdrawn by the Committee if use of the model gives rise to concerns about noise nuisance. Any noise evaluation by the Committee will be undertaken by a minimum of 4 committee members. It is advisable to approach the Committee before building and/or purchasing large models to see whether the model and engine are likely to be acceptable.

- i. Members must operate their cars with care in order to limit damage to the field, especially in the winter months.
- j. Cars must not exceed 5mph speed limit on site. Members must drive slowly past any local residence and be considerate in every way to the local residents. i.e. keep noise low in cars and drive very slowly past people, horses, etc.
- k. Model flying start times are 09.00am Monday to Friday, 10.00am on Saturdays and 11.00am on Sundays. Finishing time for all I.C. powered aircraft shall be 8.00pm (Monday to Friday) and 7:00pm at weekends or dusk whichever is earlier. Bank Holidays should be treated as a Sunday with regards to flying times. Finishing time for "Quiet" electric models shall be dusk. Night flying is not allowed.
- l. The gate must be closed and locked by the last person leaving the field. The padlock must remain closed and the numbers jumbled at all times. The flag put away and all rubbish removed.
- m. All persons under 16 years of age and vulnerable adults must be accompanied by their legal guardian at all times. Children at the flying field are only allowed as far as the rear of the pits area, unless they are flying or being tutored. The parents or guardians of said children must be responsible for their behaviour at all times.
- n. Cars are not allowed to be driven on the grass to load or unload their models and/or equipment.
- o. All litter must be taken home.
- p. Generators are not to be used at the field, except for use by the committee for club events.
- q. Access to the flying field is not allowed when contractors are on site unless authorised by the committee. Contractors are defined as person or persons employed by the committee to undertake work on behalf of the club.

## 2. Safety

- a. It is every member's responsibility to ensure that they and other members or visitors fly in a safe and responsible manner. It is every member's duty to politely approach anyone flying in a dangerous manner and request that they cease flying in the dangerous manner. If they continue, then it is also your duty to report the member to a committee member, so that action may be taken to stop it.
- b. Any member of the committee may ground a pilot who is deemed to be flying or acting dangerously.



- c. Pre-flight checks should be made before each flying session.
  - i. Fail Safe check at the start.
  - ii. Range checks if any changes have been made since the last outing. (Models must be restrained during range checks and fail safe checks.)
  - iii. Airframe, wings, propellers, engines, rotor heads rotor blades and undercarriages must be secure and not bent or cracked or otherwise impaired.
  - iv. Control surfaces must be securely fixed to the parent flying surface.
  - v. Control linkages must be inspected for security and lack of slop.
  - vi. Free and full movement of all flying surfaces and throttle under all power settings.
  - vii. All pilots who suffer from impaired vision must use their own judgment to fly within their limits and must seek help when needed. Failure to do so could result in expulsion from the Club and no refund will be given.
- d. All pilots who suffer from impaired hearing must stand close enough to other pilots to ensure that they hear calls of “landing”, “taking off”, and “dead stick”. Any pilot with impaired hearing must seek help if needed.
- e. Every new, or substantially repaired, model should be checked to “fail safe”, and range checked and mechanically inspected with the help of another member before it is flown.
- f. IC models must not be started and electric models must not be made live (armed) when behind the pits line.

### 3. Control of Transmitters and Frequencies

- a. Aircraft are to be flown on any of the approved frequencies of the 35MHz, 27MHz and 2.4GHz band.
- b. For 35 MHz and 27 MHz Transmitters a frequency ‘flag’ must be displayed on the transmitter and a club approved frequency marker must be displayed just behind the pilot’s box. Check and double check that your frequency is not in use before switching on a transmitter. These are not needed for 2.4 GHz transmitters.  
Failure to comply will be treated as a serious breach of Club rules.

The style for 35MHz is black numbers on yellow background (Car rear number plate).

The style for 27Mhz is black numbers on a white background (Car front number plate)

- c. All frequency markers must have the pilots name on to assist in identifying pilots on the same frequency.

- d. Transmitters are to be switched off and aerials retracted when not in use.

#### **4. Flight Line and Flying Area**

- a. Pits area is to be ten metres behind the flight line.
- b. Models and flight boxes to form a straight line.
- c. All models shall be physically restrained when starting or in the case of electric models armed, engine tuning and range-testing.
- d. No model is to over fly the pits, parking area or the road no matter how high the model is.
- e. No model is to fly behind the flight line, apart from models practising hovering in the multi-use area.
- f. Models must not be flown directly toward the pilots' box.
- g. Models must not to be taxied in to or out of the pits area.
- h. No models are to be taken in to the pilots' box.
- i. Pits area must be kept clean and tidy.
- j. The multi-use area is for use by helicopters and multirotors to practice and learn hovering, as well as for micro/nano models that only require a small area for flight. Models must be capable of safely flying within the confines of the multi-use area and not cross over the flight line or exceed the height of the trees.

#### **5. General Flying, Taking Off and Landing**

- a. Aircraft landing have priority over aircraft waiting to take off.
- b. Aircraft without power have priority over powered aircraft when landing.
- c. When requesting to take off, your intention should be made clear to others by calling "OK to take off"? Confirmation from other pilots flying must be obtained before stepping forward from the pilots' box to the flight line. Once airborne and at a safe height, you should then return to the pilots' box.
- d. When landing a clear call of "Landing" should be made when under power. "Dead stick" should be called if not under power. You should step forward from the pilot's box to the flight line as a visual indication to other pilots who may not have heard your request to land.

- e. It is the pilot's responsibility before taking off to keep clear of all landing or overshooting models.
- f. When more than one aircraft is in the air, low passes should be called by the pilot and direction given.
- g. Models must not be taxied, either behind the line of the safety fence, or in the pits area.
- h. No aircraft must be flown between the pilot and other people.
- i. All aircraft must take off or land no less than 5 metres from the flight line.
- j. It is the pilots responsibility, when entering the take-off /landing area in order to place or recover a model, to make his intentions clear to the others in the pilot box by asking permission to enter by calling "OK to go on the patch". They must only step beyond the pilot line when acknowledgments have been received from all pilots in the box. On exiting the pilot should announce the field is clear by calling "Clear" and noting the acknowledgements from the people in the pilots' box.

## 6. Helicopters

- a. Helicopters are not to be flown within 10 metres of any person, except the pilot, or a person accompanying the helicopter pilot.
- b. Helicopters must not fly over the pits; fly behind the flight line, over the parking area or road. The only exception is use of the designated helicopter multi-use area.
- c. Helicopters are to fly circuits when flying from the main flight line except when taking off and landing.
- d. Practice hovering is not allowed at the main flight line, except for "A" certificate training.
- e. All helicopters using the multi-use area are to be flown within the confines of the area and must not cross over the flight line. Height is to be restricted to tree level.
- f. Electric Helicopters must be armed on or beyond the flight line.

## 7. Multi-rotor Aircraft

- a. Multi-rotors are not to be flown within 10 metres of any person, except the pilot, or a person accompanying the multi-rotor pilot.
- b. Multirotors must not fly over the pits; fly behind the flight line, over the parking area or road. The only exception is use of the designated multi use practice area.
- c. Multi-rotors must be armed a minimum of 5 metres beyond the flight line or in the multi-use area. Multi-rotors should not be armed in the pits except for programming requirements, at which point propellers should be removed or the craft otherwise disabled from flight.
- d. Pilots moving from the multi-use area to the main patch must switch off the model and re-arm on the runway as per rule "c": to prevent any home position being set as the multi-use area. Under no circumstances must the model be flown out on to the patch from the multi-use area.
- e. Multi-rotors flying on the main patch must fly circuits and not 'hover' in one place.
- f. Practice hovering is not permitted on the main patch except for A certificate practice.
- g. Multi-rotor fail-safes must be set within the limits of the craft, for example this may be motors to "off" for non-stabilised, slow descent for those capable or return-to-home for those equipped with GPS. For models with GPS and 'go home' facilities, special consideration to the arming sequence as per rule "c" should be taken to avoid the aircraft returning to an area behind the flight line.

## 8. FPV

- a. Due to the swamping of the 2.4 GHz band by 2.4 GHz FPV (First Person View) units, FPV transmitters can only be switched on when all other 2.4 GHz transmitters are switched off. The person operating the FPV transmitter must make all pilots aware that they are about to switch on the FPV unit so that other pilots can decide whether they wish to fly at the same time. As a result the club recommends members wanting to fly FPV at the site to use the 5.8GHz band for video transmitting.
- b. FPV pilots must have a spotter at all times.
- c. FPV flights using the main flight area should come no closer to the flight line than 5 metres.

## **9. Gliders**

- a. The Malshanger Flying Field is considered to be primarily a power flying field that can also accommodate gliders. If the presence of both gliders and power aircraft at the same time presents a hazard, the gliders may be asked to stop flying.

## **10. Disciplinary Procedures**

- a. General – Two verbal warnings will be given, followed by a written warning, after which persistent offenders may be expelled from the club without compensation.
- b. Severe – Offenders may be expelled from the club without notice and without financial compensation as decided by the current committee.

**August 2014**

Basingstoke Model Aero Club

## Appendix 2 The Flying field

