

Basingstoke Model Aero Club - Club Rules

1 General

- a) The flying field Rules apply to all members and their guests regardless of model type, unless exceptions are listed in that Rule.
- 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 have their club membership cards 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 practise hovering in the designated multi-use area unsupervised.
- g) Pilots without an "A" certificate or greater must be supervised by someone who has held 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 7 metres) 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 the model is judged acceptable the Committee will grant special permission for it 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 This special permission may be withdrawn by the Committee if use of the model gives rise to concerns about noise nuisance.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 5 mph on site. Members must drive slowly past local residences and be considerate in every way to the local residents. They should keep noise low in cars and drive very slowly past people, horses, etc.
- k) Model flying start times are 09.00 am Monday to Friday, 10.00 am on Saturdays and 11.00 am on Sundays. Finishing time for all IC-powered aircraft shall be 8.00 pm (Monday to Friday) and 7:00 pm at weekends or dusk, whichever is earlier. Bank Holidays should be treated as Sundays with regard to flying times. Finishing time for quiet electric models shall be dusk. Night flying is not allowed.
- l) The gate padlock must remain closed, with the numbers jumbled, at all times. The gate must be closed and locked by the last person leaving the field, the windsock 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 these children must be responsible for their behaviour at all times.
- n) Cars must not be driven on the grass for loading or unloading models and/or equipment.
- o) All litter must be taken home.

p) The Committee may use generators at the field for Club events and for maintenance of the site.

For a trial period, members may use quiet generators at the Club site for the sole purpose of charging flight batteries, subject to the conditions defined below:

- i. **Make and Model** - Each generator must be of a make and model approved by the Committee. A list of approved types is held by the Secretary. Members may request the Committee to approve additional types of generator and this will be subject to a noise assessment. It is likely that only generators listed as quieter than 52dB(A) at 7 metres on 1/4 load will be accepted.
(Note: This would correspond to 69dB(A) at 1 metre).
- ii. **Operation and Safety** - Generators must be operated in accordance with the manufacturer's safety instructions, with special attention to earthing. Generators must be stopped when not charging flight batteries. 'Mains' plugs, sockets and switches must be protected from becoming wet. Re-fuelling must be done at least 10 metres from the hedge, container and any cars or models.
- iii. **Placement** - Generators must be placed close to the hedge to the west of the container within one of the noise shields provided by the Club. The noise shield lid must be in place whenever the Generator is running.
- iv. **Number of Generators** - No more than two (2) generators are to be operated at any one time. Sharing of generators is encouraged if more than two people turn up with a generator.
- v. **Times of Operation** - Generators may be used any day but may only be used during the i/c operating times specified in the Club rules.
- vi. **Trial Duration** - The trial period shall end on 31st May 2017. Use of generators beyond that time will be subject to a further

committee decision. The Committee may end the trial period before that date for any reason.

- q) Access to the flying field is not allowed when contractors are on site unless authorised by the committee. Contractors are defined as any 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 that way. If they continue then it is also your duty to report them to a committee member so that further action may be taken.
- b) Any member of the committee may ground a pilot who is deemed to be flying or acting dangerously.
- c) The following 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 inspected for security and lack of slop.
 - vi. Free and full movement of all flying surfaces and throttle under all power settings.
- d) 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.

- e) 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.
- 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 one of the approved frequencies of the 35 MHz, 27 MHz and 2.4 GHz band.
- b) For 2.4 GHz, it is not required to display a frequency flag
- c) 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.
 - i. The style for 35 MHz is black numbers on yellow background (Car rear number plate).
 - ii. The style for 27 Mhz is black numbers on a white background (Car front number plate)
 - iii All frequency markers must have the pilot’s 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, Flying Area and Multi Use 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 must be physically restrained when armed (or started, in the case of ic models) and during engine tuning, fail safe testing 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 using the multi-use area.
- f) Models must not be flown directly toward the pilot's box.
- g) Models must not be taxied into or out of the pits area, or anywhere behind the flight line.
- h) No models are to be taken into the pilot's box.
- i) The multi-use area is for use by helicopters and multirotors to practise 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 pilots' 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 behind the flight line or in the pits area.
- h) No aircraft shall be flown between the pilot and other people.
- i) All aircraft must take off or land at least 5 metres from the flight line.
- j) It is the pilot's responsibility, when entering the take-off and 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?" The pilot must only step beyond the pilots' 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 pilot.
- b) Helicopters must not fly over the pits, behind the flight line, over the parking area or road. The only exception is use of the designated multi-use practice 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 Multirotors

- a) Multirotors are not to be flown within 10 metres of any person, except the pilot or a person accompanying the pilot.
- b) Multirotors must not fly over the pits, behind the flight line, over the parking area or road. The only exception is use of the designated multi-use practice area.
- c) Multirotors must be armed a minimum of 5 metres beyond the flight line or in the multi-use area. Multirotors 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 7.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) Multirotors 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) Multirotor fail-safes must be set. They should be set according to the type 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 7.c. should be taken to avoid the aircraft returning to an area behind the flight line.

8 FPV

Due to the swamping of the 2.4 GHz band by 2.4 GHz FPV (First Person View) units, 2.4 GHz 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 would like to recommend members wanting to fly FPV at the site use the 5.8 GHz band.

- a) FPV pilots must have a spotter at all times.
- b) FPV flights using the main flight area should come no closer to the flight line than 5 metres.

9 Gliders

- a) The 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

These are defined in the Club Constitution.

- 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.

April 2017

Basingstoke Model Aero Club