

# Okehampton Model Flying Club



BMFA Affiliated Club 0516



## Rules

OMFC Rules Ver. 4.5 101120

### MANDATORY

- 1 The C.A.A. CAP 658 including the ANO articles 241, 240 and 94 Paragraph (2) which are mandatory and take precedence over all local rules. (*Ref BMFA Handbook P14 Section 8.1*).

Article 241, A person must not recklessly or negligently cause or permit an aircraft to endanger any person or property”

Article 240, A person must not recklessly or negligently act in a manner likely to endanger an aircraft, or any person in an aircraft’

**These apply to all model aircraft at all times, whatever their weight or size.**

Article 94, (Small Unmanned Aircraft)

Paragraph (2). The person in charge of a small unmanned aircraft may only fly the aircraft if reasonably satisfied that the flight can safely be made.

- 2 All members and their guests must abide by the club rules the BMFA recommendations, where applicable.
- 3 All models must comply with the Department of Environment Noise Code for the Minimisation of Noise from Model Aircraft. If the Committee considers a model is excessively noisy it shall be grounded until rectified.
- 4 All models weighing over 7Kg must be fitted with a failsafe, with settings in accordance required by legislation. (*Ref BMFA Handbook Page 32 15.12*)

### SITE RULES

- 5 All vehicles must be parked in the designated area only. Unloading/loading at the Crowdline is permitted only briefly.
- 6 Spectators must remain behind the Crowdline in the spectators’ area when flying is in progress.
- 7 Children must be closely supervised at all times and must not be allowed to go airside unaccompanied or run around the pit area or runways. *Ref. Site Rule 6 Spectators.*

- 8 No dogs are allowed in the flying field, unless previously authorised, and permanently on a lead.
- 9 No smoking is permitted in the vicinity of flammable fuels and materials.
- 10 Mobile telephones must not be in close proximity to computerised transmitters and must not be taken onto the flight line.
- 11 All members and their guests may fly at the OMFC sites during reasonable daytime hours. Occasionally prearranged events may restrict flying times.
- 12 Before flying unsupervised at any of the club's flying sites, new members shall demonstrate a safe level of competence with models on the ground and in the air. If they cannot achieve this then the club will offer to assist them until they can.
- 13 If a model is not airworthy alert the owner before it is committed to a potentially dangerous flight.
- 14 Fixed wing models must be restrained by a tether or an assistant before arming electric powered models or starting I/C engines. Some other model types may require alternative techniques of restraint.
- 15 Engines and motors must be adjusted to stop running by use of the transmitter.
- 16 Transmitters capable of isolating the throttle control must be programmed to be operational to prevent unintended throttle use.  
For electric powered models, disable throttle.  
For I/C engines, programme the throttle to hold at tick over.  
These must be utilised while the model is behind the Flightline, except for I/C engine warming only whilst the model is restrained in the starting area.
- 17 The pits area located just airside of the Crowdline is for Static Display of models and mechanical tinkering only.
- 18 All powered models must only be started in the starting box (or in the test area when testing). *See Refs. BMFA 2017 Handbook Pages 45, 47 and 49 respectively.*
- 19 Engine testing and 'running-in' on the ground must be conducted in the test area. The model must be restrained, close to the hedge and facing towards the hedge.
- 20 Under no circumstances must an engine be started or run unless all people are behind the line of the propeller, except the person starting the engine. When carrying out brief power checks all people including the pilot must be behind the line of the propeller.
- 21 All fliers must stand at the flightline which must be positioned by the mutual agreement of the fliers, parallel to the general wind direction, (*ignore passing thermals that may create temporary alternative wind directions*).

- 22 Pilots intending a long duration glider flight may place a chair 4 to 5m behind the flightline to use while their model is consistently at heights over 300Ft., re-joining other fliers at the flightline when descending below that height.
- 23 All fliers must observe Dead Airspace, see diagrams.
- 24 No one must enter or cross a live runway area without clearance from all fliers.
- 25 Pilots wishing to practice a sequence or conduct a display etc., may require a solo slot. Other pilots should give such pilots a suitable and fair opportunity. Any requirement for solo flying must not impede equitable access. There must be room for agreement between pilots for non-conflicting disciplines to fly at the same time.
- 26 Fliers wishing to do anything other than circuit flying must loudly request their intentions to the other fliers, i.e. Take-Off, Landing, Low Pass, Opposite Direction Pass etc.
- 27 If control of a model is lost the flier must instantly shout a loud warning to everyone "I'VE LOST CONTROL".
- 28 In the event of an unexplained loss of control of a model both the transmitter and receiver must not be used again until the fault has been rectified.
- 29 After a flight, models must be made safe before returning to the pits, with batteries of electric powered models disconnected. I/C engines must be stopped (*Ref Rule 15*). Models must not at any time be taxied towards the pilot's box, the pits or people anywhere.

## **ADVISORIES**

- 30 Potential members with no previous flying experience may benefit from the BMFA 'First Time Inexperienced Flyer' provision only by prior arrangement with the committee. *Ref. BMFA Members' Handbook P.8 para.(g).*
- 31 Before the maiden flight of a New or Repaired model or following changes to the radio installation, no matter how minor, the committee advises that all members should ask a suitably experienced modeller to conduct a second full and thorough safety check and a final range check.
- 32 A range check is advisable for each model, particularly helicopters, prior to the first flight of the day. Further range checks should be made following heavy landings. If signal range is thought to be an issue during a flight, then land immediately, rectify the problem and perform a range check.

- 33 In the interest of safety, where appropriate, assistance should be sought when starting engines, final tuning and taking models to the runway for take-off.

## **APPENDIX TO THE RULES**

### **USERS OF FREQUENCIES OTHER THAN 2.4GHZ**

- 34 Before switching on, using any frequency other than 2.4GHz the pilot must;
- Establish which frequencies and channels all the other pilots are using.
  - Use a 'PEG ON' Peg Board or Mast and ensure that he is operating on the frequency and channel he believes he is on.
  - Display the appropriate frequency & channel pennant on his transmitter.
  - Call out his channel number to other fliers on his frequency.
- 35 Pilots intending to use adjacent channels concurrently must check that their transmitters do not interfere with each other's models. Any transmitter with a signal found to be affecting other channels must not be used until the fault has been rectified.
- 36 All telescopic transmitter aerials must remain retracted unless the model is being flown. The flight is defined from the point of release to when the engine is stopped or the model is restrained.
- 37 No transmitters should be taken forward of the flight line for any reason, except for a novice during training, a maiden flight or retrieval of a lost model but first ask for permission from other fliers so they may avoid over-flying your transmitter.
- (This advice is a left-over from issues experienced by those using 27 MHz and was retained for 35MHz and is still recognised by some as good advice for 2.4GHz.)*

### **SAFETY MARSHAL**

Where members of the public may be in the vicinity, some clubs and all organised events appoint Safety Officers and Safety Marshals to help them, to ensure a trouble-free flying session. Fortunately, the current OMFC sites have only a tiny risk of a public presence.

Therefore, it may be sufficient that all members on site who are not actively flying should take the role of Safety Marshal to assist those who are flying to stay safe and clear of potential danger.

This is not a strong strategy and if at any time the committee is aware that it is not working or becomes weaker then a more stringent approach shall be adopted.

#### **The Role of the Safety Marshal**

- 38 To enable every senior member to be safe pilots it is their obligation to be familiar with the club rules and the BMFA recommendations where applicable. Also C.A.A. CAP 658 ANO articles 241,240 and 94 Paragraph

(2) are mandatory. (*Ref BMFA Handbook P14 Section 8.1*). It is these same skills and knowledge that will enable members to take on the role of Safety marshal (S.M.).

- 39 The role of the S.M. shall be consciously and conscientiously taken by all senior members on the flying site and especially in the vicinity of modelling activities.
- 40 The S.M. should be alert and monitor the safety of all persons that may be affected by activities within the site.
- 41 A S.M.'s main tools are eyes, brain and voice. To be effective all three need to be operational.
- 42 An active flier is not expected to take this role as his attention must be on controlling the model.
- 43 The committee delegates its full authority to those not otherwise active to ensure that all fliers comply with BMFA and Club rules and act in appropriate ways to eliminate potential or actual danger or to quickly seek advice if unsure of a situation. You are not a spy, but a guardian, and need to be alert to activities around the site and be helpful to those that may need assistance.
- 44 Every member should ensure that the site is laid out according to the site plan and the wind direction and that it is rearranged according to significant changes in wind direction. Also, to ensure that everyone is conforming to the rules especially themselves.
- 45 Spectators may need to be reminded of where the spectator area is if they wander into airside areas for no apparent reason.
- 46 Alert fliers to the presence of members of the public using the footpath or wandering into an airside area and then tell them when it is clear again. Also sheep, fortunately they tend to use other fields during flying activities.
- 47 Ensure that anyone operating on frequencies other than 2.4GHz are following the correct procedures.

## **INCIDENTS**

Any incident involving a third party or another member must be reported to the Club Secretary as soon as possible, who will then inform the BMFA ASAP so that they are aware prior to any action taken against the club or its members. It is vitally important to write down as much detail as possible of the incident, no matter how trivial the detail or the incident, even if you are unsure of the potential consequences, it may be important.

A serious incident would be;

- An injury or sudden illness requiring professional treatment,

- Abuse directed at anyone verbal or physical,
- Any event requiring the attention of Fire, Police or Ambulance,
- Or anything else of that severity.

An incident form may be obtained from the Clubhouse, Secretary or downloaded from the club website. All witnesses should also report their observations in writing.

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## **Incident Form**

An incident form should include as much of the following details as can be seen, heard and remembered and all other relevant information;

- Date and time.
- Names of those involved or affected and other witnesses, Reg Nos. etc.
- Weather conditions that may have affected the incident.  
(Sunny or Cloudy, Raining, Windy or Calm, Wet, Muddy or Dry ground, etc.)
- Recall anything that led to the incident, the incident itself and afterwards including what you and others said.



## GLOSSARY

WORD	MEANING
Mandatory	It's the law, something you must adhere to, no alternatives or choices
People	Absolutely anyone
Spectator	Anyone just watching and not taking part in any model activity
Member	A person who holds current membership of the OMFC
Helper	Someone assisting a pilot with their model
Caller	Someone, usually an experienced pilot, acting as a second pair of eyes and verbally assisting a flier to operate the model safely. May also call out the next manoeuvre of an aerobatic sequence, hence the name 'caller'
Pilot	Any person from total novice to an expert model flier and with increased experience comes an ever-larger ego
Flier	A pilot currently in control of a model ... hopefully
Airstrip	The area on the ground where active models may taxi, take-off and land
Flightline	A line delineating the airstrip, a line beyond which no one must pass if the airstrip is live
Live airstrip	When an active flier's model is either in the air or on the airstrip
Pilot box	A small area behind the flightline off the airstrip where active fliers stand
Crowdline	A line from behind which spectators may watch but not go beyond without good reason or permission
Airside	All the area forward of a Crowdline. Not to be confused with Airstrip
Pits	An area just airside of the crowdline for the static display of models and for modellers to tinker with them
Starting box	An area forward of the crowdline and pits and downwind of the pilots box and behind the flightline set aside for the starting of models prior to flight
Maiden Flight	The very first flight of a model never flown before or first flight of one that has been repaired
Active model	A model that is switched on and the engine running or motor is operational
Total moron	Someone who doesn't read the rules, doesn't know the rules or can't be bothered to abide by the rules
Dangerous moron	The same as Total moron