

CARDIFF MODEL AIRCRAFT CLUB

SITE RULES at TY DRAW FARM, ST. GEORGES

These rules apply to the Club's Ty Draw Farm site and supplement the general safety rules set out in the latest edition of the BMFA Handbook. If Club rules are found to conflict with the BMFA Handbook, then the Handbook provisions will prevail.

Access:

- Access points and site layout are as set out in the Appendix.
- FIELD GATES MUST ALWAYS BE CLOSED/SECURED WHEN NOT IN USE
- FLYING TIMES ARE NOON TO DUSK, 7 DAYS A WEEK.

General Safety:

- All members are responsible for their own and others' safety. Pilots must demonstrate exemplary safety standards at all times
- Incidents which cause or might cause injury to persons or property will be investigated by the Committee and other members may be co-opted for their expertise or as witnesses. Incidents will be reported and acted upon as required by these rules, the Club

Constitution, BMFA rules or the Law

- Fail-safes must be fitted/activated on all aircraft weighing over 7.5kg Maximum Take Off Mass (MTOM) and activated on ALL equipment where it is included as standard. Fail-safes must be tested before each flying session. The minimum fail-safe requirement is throttle to idle (i.c. powered) or power off (electric powered)
- All members must carry a First Aid kit. Anyone receiving First Aid accepts it at their own risk
- It is strongly recommended that members do NOT fly alone

Membership and the BMFA:

- As a BMFA affiliated Club, all Pilots must be current BMFA members and proof of membership must be produced at the request of a Committee member
- Only fully paid-up members may fly at the Club field, except guests accompanied by a Club member. Guests must be BMFA members and visits are limited to 3 days a year per guest
- Novice/potential members may have a limited number of trial flights under the direct close supervision of an A-certified Club member

Pilots and Competence:

- To fly solo, (i.e. unsupervised by either their Instructor or an A certified Pilot) Pilots must hold the BMFA A Certificate
- Uncertified novice Pilots under instruction must be accompanied in the Pilots Box by an A-certified pilot as their Instructor
- Uncertified Pilots who in the opinion of the Club Examiners have reached an appropriate level of competence may fly unaccompanied, but under the supervision of an A certified pilot, until they have gained their A Certificate
- Members or guests who were certified outside the Club may be asked to demonstrate their competence to a Club Examiner before being allowed to fly unsupervised
- Only BMFA B Certified Pilots may fly aircraft weighing over 7.5kg MTOM or powered by gas turbines (A certified pilots may fly such aircraft if connected via "buddy lead" to a B certified pilot)
- Any change in status (e.g. achievement of B or A certificate) must be notified to a Committee member immediately in order that up to date records can be maintained

Children and Vulnerable Adults:

- The Club's general provision for the care and welfare of Children and Vulnerable Adults (C&VA) is as set out in the BMFA Handbook
- The Club's specific policy is that C&VA should be supervised by a parent or legal guardian for the duration of any Club activity

Pits and Pilots Box Area/Location:

- The designated pits area and pilots box are shown on the site layout drawing Appendix
- On the ground, both will be marked by mowing, cones or flags
- Aircraft and equipment must not be placed outside the designated pits area
- Vehicles must be parked to take account of the wind direction on any flying day. The Committee or Safety Officer(s) may direct a relocation of the pits/parking area if necessary

Frequency Control:

- No formal frequency controls are required for members transmitting on 2.4GHz
- Members using 35MHz or 27MHz transmitters MUST establish who else is using these bands before each flying session and liaise with other operators about the spot-frequencies in use

Model and Equipment Standards:

- All model aircraft types are welcomed, but models that are not radio-controlled should only be flown when no other aircraft are flying (or with the permission of other Pilots present)
- Pilots are responsible for ensuring that any aircraft is airworthy before flight
- Members should feel free to point out potential defects in aircraft to the owner, Pilot or the Committee

- Models weighing over 7.5kg MTOM or which are gas-turbine powered may be flown only by Pilots holding the BMFA B certificate (A certified Pilots may fly such aircraft if connected via "buddy lead" to a B certified pilot)

Pre-flight Checks:

- Pilots must carry out thorough pre-flight checks before each flying session
- Safety Officers and Examiners may make periodic spot checks on any members' aircraft and on any aircraft new to the field
- Before starting engines or motors, Pilots must ensure that they are properly secured and that no other persons are standing in line with or in front of the propeller or rotor-blades

Flight Line Discipline:

- Consent to access the runway MUST be obtained from ALL Pilots in the Pilots Box before doing so.
- The activities of existing Pilots/aircraft should be noted before asking for consent. Immediate responses may not be forthcoming if Pilots are concentrating
- Members MUST NOT cross the front of, or pass between Pilots in the Pilots Box
- Aircraft being taken to the runway should have their engines set at idle, to avoid distraction in the Pilots Box and to enable warning calls to be heard
- Engines must not be started or adjusted on the runway
- Pilots wishing to retrieve grounded aircraft MUST receive permission to go 'airside' from ALL Pilots in the Box
- Taxiing is allowed only when there is nobody in front of the taxiing aircraft. Taxiing IN is only allowed far as the Pilots Box. Otherwise, aircraft MUST be restrained by the Pilot or a helper
- Only Pilots and necessary helpers should access the runway and should clear it quickly after take-off or landing
- Where possible a non-flying pilot should stand in the Pilots Box, to act as a caller, or extra ears/eyes
- Mobile phones MUST be set to "aeroplane" mode while in the Pilots Box

Flying Discipline:

- 5 models only are allowed in the air at any one time
- Flying directly towards the Pilots Box or the pits is forbidden
- Circuit-discipline should be followed, its direction dictated by take-off (i.e. wind) direction. Note that this does not preclude aerobatic manoeuvres within the circuit
- Random flight paths (or alternative circuits) may be followed if all Pilots agree. In a collision, the fault will lie with the Pilot who is flying "out of circuit"
- Where a mixture of fast and slow aircraft are being flown, the Pilots of the faster flying aircraft are responsible for avoiding the slower
- Heli/multi-copters may be flown from the main runway with the consent of all other Pilots or when no other aircraft are flying

- Pilots intending to land should call "LANDING" and hence MUST be given priority in the circuit
- The Dead Air area is marked on the appended site layout drawing. Aircraft may only be flown in this area in emergency, e.g. control difficulty, and this should be called clearly to both flightline and pits. (Except Heli/multi-copters as set out below)
- ***NB – When flying in the north west sector of the circuit, the power lines MUST always remain visually below any aircraft, except when flying within the flying field boundary – see site layout drawing appended***
- OVERFLIGHT OF THE PITS/PARKING AREA IS ABSOLUTELY FORBIDDEN
- ALL Pilots MUST ensure that they fly in a manner that does not endanger any other aircraft, person or property

Noise:

- All engines must be effectively silenced. This will be judged subjectively by the Committee. In the event of dispute, aircraft will be tested in line with the established BMFA procedure, to an 82dB limit
- Engine running in the pits should be kept to a minimum. Any protracted adjustments (e.g. running-in) should be carried out well away from the pits and Pilots Box areas

Heli/multi-copters:

- Safety checks should be carried out before and after each flight
- Novice heli/multi-copter Pilots may fly unaccompanied from the heli/multi area to the south-east of the pits. If more advanced manoeuvring is intended, novice Pilots must be accompanied by an A(helicopter) or A (multicopter) certified pilot

Turbines:

- Turbines may only be operated at the St. George's Field by special arrangement, when additional checks and controls will be agreed.

SITE LAYOUT AND DEAD-AIR BOUNDARIES

