



HEANOR and DISTRICT M.A.C.

Field Safety Rules – January 2020 Revision

These Field Safety Rules apply to all members and are intended to facilitate the safe and enjoyable use of our flying site at Flamstead Farm, Denby.

General

1. All flying must be carried out safely and in accordance with the: Club Constitution and Field Safety Rules, the BMFA Safety Codes as shown in the BMFA Members Handbook, the Drone & Model Aircraft Registration & Education Scheme (DMARES) applicable Civil Aviation Publications and Air Navigation Orders.
2. All flying is carried out at the pilots discretion and risk for which they must have valid third party BMFA insurance. The pilot is responsible for the: condition, safe operation and handling of the model and the DMARES compliance, of both themselves and the model being flown.
3. Our flying field has public footpaths nearby and occasionally members of the public do wander onto the field. It is therefore essential to keep a lookout and on occasion it may become necessary to suspend flying.
4. We fly as guests on a working farm and members are expected to respect this by: only using designated fields, removing all rubbish, leaving all gates "as found" and not disturbing farm animals or wildlife.
5. Models powered by Internal Combustion engines or Gas Turbine's may NOT be flown unless the pilot has been given permission by the committee.

Field Operations

6. Flying may take place on any day of the week between the hours of 9am and 9pm. Club Flying Sessions are held twice weekly on Wednesday afternoons (2pm) and Sunday mornings (10am).
7. No more than Four (4) models to be airborne at any one time.
8. Pilots must not over-fly the: Flight line, Pits, Farm Buildings or Parking Area and should keep within the flying area shown in Figure 1 below.
9. Pilots should observe the flight line and stand close enough to each other to facilitate verbal communication.
10. To reduce the risk of collision Pilots should agree a flying circuit prior to take off and give due consideration to any trainee or novice pilots in the circuit.
11. Pilots wishing to enter the landing or take off area must first seek clearance from any pilot(s) who is flying.
12. Should an aircraft go out of control, the first priority must be the safety of persons with the second being avoidance of damage to property. A warning is to be shouted by the pilot which is then to be taken up by other members.
13. A new, repaired or re-bound model should be both: Range and Failsafe tested prior to flight (see also the Safety & Best Practice sections).
14. Before being permitted to fly unsupervised, all flying members should be familiar with the HDMAC Field Safety Rules **and** Compliant with DMARES **and** either: 1) Be judged competent to carry out: pre-flight checks, take off, fly a circuit and land by a club Instructor **or** 2) Hold a BMFA 'A' Certificate.

15. Before starting or running up a motor the aircraft must be suitably restrained. No motor to be run unless the model is pointing away from the pits and all persons are behind the line of the propeller.
16. Power checks must not be performed in the pits area. Power checks should be performed on the far side of the path with the aircraft pointing away from the pits. The pilot must ensure that everyone is behind the propeller line prior to carrying out the test.
17. Noise limits are to be observed at all times. The Maximum Club Limit is 74dB. Please refer to the Department of Environment Noise code of practice within the BMFA Handbook for further information. The club Safety Officer holds the club a noise meter which is available for the testing and checking of levels.
18. 2.4GHz users do not need to use a pegboard system but should be aware of those waiting to fly.
19. 35MHz/27MHz users should use a pegboard system and display a peg with frequency and name on it when flying. Only one peg board on the field at any one time, the first flyer on the field to set one up. Flying is not permitted without a pegboard in use. Only recognised frequencies to be used. All transmitters to be "type tested" standard (CE marked). A frequency board is kept in the field box for use. Transmitters should NOT be switched on in the car park.

Restrictions specific to Rotary Wing Models (RWM) and First Person View (FPV)

20. RWM (i.e. Helicopters and Drones) may not be flown on Wednesday afternoons or Sunday mornings unless the individual pilot has been given permission to fly them at these times. RWM may not fly in club competitions.
21. FPV technology (either Screen or Goggle based) may not be used on any model unless the individual pilot has been given permission to fly using FPV.
22. Pilots of RWM's or those using FPV must give due consideration to the flying characteristics of fixed wing models and agree the circuit or ideally a separate flying area (if space & wind allow) prior to take off.
23. Anyone flying FPV (at any time) must be accompanied by a Competent Observer who must stand close to the pilot. Throughout the FPV flight, the Competent Observer must maintain: direct, unaided, visual contact with the model, monitor its position relative to other models or obstacles and be ready to take immediate control of the FPV model should the need arise (See also the Best Practice section).
24. No more than one RWM to be airborne at any one time.
25. No more than one model using FPV to be airborne at any one time.

Safety

26. Safety should be the number one consideration of everyone on the flying field; any hazardous actions should be reported to the club Secretary and Safety Officer for resolution.
27. On matters of field safety requiring an immediate decision the responsibility lies with: Safety Officer, Instructors or a member of the Committee in that order. If a member believes the instructions to be wrong they should comply and subsequently bring the matter to the attention of the committee by writing to the club Secretary.
28. No flying to take place whilst maintenance or mowing of the strip is taking place (No routine maintenance or mowing to take place on Wednesday afternoon or Sunday mornings).
29. Any **incidents involving a third party and all accidents must be recorded in the accident book AND reported to the club Secretary and Safety Officer within 24 hours.** If an incident or accident involves either livestock or farm property the farmer must be informed immediately. The accident book is located in the shed by the first aid kit.

30. Spectators should remain in the pits or designated spectator's area. Children must be supervised at all times and must not be allowed to run around the pit area.
31. Any bungees or winches should be securely anchored and pull tested prior to use.
32. Fail safes must be used if the transmitter / receiver has such a setting. On electric models the throttles fail safe must switch the motor OFF when a loss of signal occurs.
33. All models are subject to spot checks by the Safety Officer or his designated deputy who should be a Club Instructor or Examiner. If in their opinion the model is unsafe to fly or does not conform to Club rules it will be grounded until rectified. If the member is unhappy with the decision they should suspend flying and bring the matter to the attention of the committee for resolution, by writing to the Secretary.

Lost or Abandoned Models

34. Before flying every model must have a label attached to it which enables the owner of the model to be identified (i.e. the owners DMARES - Operator I.D.).
35. Any lost models (flyaway's) or models that are abandoned at/or adjacent to the clubs flying site (due to recovery not being possible at the time) must be reported to the club Secretary within 24hours.
36. Any enquiries received by a member regarding a lost or abandoned model should be referred to the club Secretary. Members of the public should be told to contact the secretary by using the contacts page of the Club Website – www.HDMAC.info

Good Housekeeping

37. Following a crash, the pilot is solely responsible for any reparation due and clearing of the site afterwards.
38. No dogs (other than the Farmers dog) are permitted at the flying field unless kept on a short lead.
39. All parking to be on Flamstead Lane and one car space should be left by the grit bin for disabled parking. Please ensure that all access roads are kept clear to allow large vehicle access to the farm and fields, farm work takes precedence over model flying!
40. Vehicles are strictly prohibited from entering the flying field.
41. No fires or BBQ's to be lit without the farmers permission.
42. If an outbreak of infection occurs on the farm, the club will immediately cease to use the farm until it is safe to do so, the Farmer decides.

Special Permissions

43. Members wishing to fly: RWM (on Wednesday afternoons or Sunday Mornings), FPV, or a model powered by an Internal Combustion Engine or Gas Turbine, should make a request in writing, or by e-mail, to the club Secretary. The request will be referred to the committee for a decision. If the request is approved, members will be notified at the next club meeting.

Figure 1



Best Practice – The following articles are NOT club rules, however, it is recommended that:

- a) Pilots have an observer to help monitor members of the public using the footpaths, avoid mid-air clashes and to be available to help with any recovery issues.
- b) Each model is range tested before the first flight of the day.
- c) For your personal safety you do not fly (or mow) if you are alone at the field. Should you decide to fly (or mow) when alone, please ensure that you have put in place your own safeguards in case you become injured or incapacitated.
- d) Mobile phones should not be taken to the flight line unless they are switched off.
- e) When flying FPV the Pilot and Competent Observer use a buddy box system to best facilitate a speedy handover of control.

**HDMAC was formed in 1948 and members have flown on Flamstead Farm since the early 1950s.
The Farmers are Mr & Mrs George Smith and it is managed by Mr & Mrs John Brown.
This is a greatly appreciated facility, please enjoy it but please do not abuse it.**