

Buzzard Flying Club.

Day to Day Operating Rules

(with effect from 1st January 2006)

### 1. Background

We try to operate a model-flying club with the minimum of rules. However, we need to ensure that the Club is operated with safety and due care.

The following Club rules should be followed at all times. The Committee has the right to suspend and revoke membership in the event of breach of club rules or constitution.

Hopefully, the following rules are not onerous and merely apply good sense.

### 2. Hours of use

There are no restrictions on flying time in operation at this time. However, members learning to fly should adhere to the following times if they wish to gain tutorial.

In general, Club flying times are:

Winter: Saturday afternoons and Sunday Mornings

Summer: Saturday afternoons, Sunday afternoons, Tuesday and Thursday evenings.

### 3. Parking

Parking is at your own risk. The Club, Committee, or Farmer does not accept any liability for damage, loss of contents or theft however caused. Please note, on occasion, damage and theft has occurred to vehicles left outside the gate.

Parking on the grass verge opposite the field gate is acceptable at all times. Please park cars carefully and do not block the road. Care needs to be taken to avoid drainage ditches.

Parking in the field is acceptable immediately inside the gate on the right hand side facing the hedge, up as far as the first gap in the hedgerow. If parked carefully there is room for 8 - 10 cars.

If parking in the field do not drive beyond the designated parking area as the grass is a crop and is used for silage or grazing.

Please take all litter away with you.

On occasion, the farmer may require you to dip your shoes in disinfectant to protect against infection (e.g. foot and mouth disease). Trays of disinfectant will be made available at that time. You must comply with any notice left at the field entrance or communicated in a club communication. Failure to comply could result in the loss of your membership, or even loss of the Club field.

### 4. Access to the flying strip

Except for entry / exit, all access gates from the road (2) must be closed at all times. The field has other gates to surrounding fields. These should be left 'as found', as the farmer uses these to control cattle.

With the exception of transporting the mower to the flying strip, vehicles must not be driven to the flying strip

When walking between the gate and the flying strip, please walk 'randomly' through the grass. Do not follow any car (mower only) tracks or create a single path. This is at the express wish of the farmer as it minimises damage to the grass.

The farmer strip grazes the field. To facilitate this, the farmer partitions the field using electric fences. These must be left intact and you should assume they are operative at all times.

## 5. The Flying Strip

The Club flying strip is protected by an electric fence owned by the Club. The electric fence should be lowered for flying sessions, and erected at the end of a flying session.

Please take care when connecting the electric fence. Instructions can be found in the Club peg box, located at the flying strip. If the fence is working correctly, you can hear it 'click' every few seconds, or see the light on the side of the unit flash (cannot be seen easily in strong light).

The club committee generally ensures that the battery for the electric fence is in good order.

Under no circumstances should the Club battery be used for any other purpose than to power the electric fence. This means it should not be used to recharge flight packs or to start aircraft.

A club member, who has agreed to take responsibility for ensuring that the grass is suitable for use, normally undertakes mowing the strip. On occasion, the Committee may approach other club members for assistance in mowing. If mowing is underway when you arrive at the field, mowing takes precedence. You are encouraged to 'offer help' to the mower operative in this event.

## 6. Safety & Noise

A 'peg-off' board system is in use at the Club.

The Club provides a container enclosing a peg-board and pegs. If a peg is clipped to its relevant frequency number on the board, then the frequency (should be - check) free for your use.

The peg that relates to your frequency must be clipped to your transmitter, prior to turning your transmitter on.

You must display a frequency pennant (matching your frequency number) on your transmitter.

Irrespective of you having the correct 'peg' that corresponds with your transmitter, you should make sure that no other flyer is using your elected frequency, prior to turning on your transmitter.

It is recommended that aircraft be secured prior to starting engine(s).

Your engine is subject to random noise testing by the committee. Engines must adhere to the BMFA guidelines. In summary, engine noise should not exceed 82dB(A) at more than 7 metres. The committee reserve's the right to issue a warning, or request suspension of flying of aircraft with an engine exceeding this limit or in the opinion of the committee 'excessively noisy'.

A pre-flight safety check of the aircraft and range check of the radio equipment is recommended.

If there is any doubt as to the structural or electronic integrity of your model, you should not fly.

Engines should be started pointing away from club members or visitors.

On arrival at the flying strip, the pit area should be decided upon for the session, based upon the prevailing wind conditions and/or sun location. This may be changed on the consensus of all pilots.

To minimise risk of mid air collisions, either left-hand or right-hand circuits should be agreed by pilots for the duration of the session. 'Circuits' can be ignored when only one aircraft is airborne.

Pilots wishing to 'tweak engines' should move the aircraft to the back of the pits and point the aircraft away from all pilots, visitors and aircraft.

Throttle controls should be connected such that the motor can be fully shut off from the transmitter.

Club members are responsible for the behaviour of any guests invited to the Club field.

#### 7. Safety and over flying the road – special instruction

If over-flying the road, care should be taken to avoid traffic, pedestrians and horses.

Horses are easily 'spooked' by model aircraft noise and model 'shadows'.

Best practice within the club is for all members at the flying field to keep an eye and ear open for any horses on the road (or adjacent fields).

If any member sees a horse, shout 'horse on road' to notify the pilots. Pilots must move their flying aircraft towards the middle of the field, from the road, until they have passed.

Where over flying of the road does occur, it should always take place 'at height', with a visual check being carried out for horses when safe to do so.

Safety of any road user should always take precedence over the safety of the model, unless where life is at threat.

#### 8. Flying

You are not allowed to fly at the Club, unless you are a fully paid up member of the Club and have a valid insurance certificate issued by the Club. The only exception being guests of club members.

Guests are allowed to fly at the Club, subject to insurance cover and adherence to the Club constitution and operating rules. The club member who has invited the guest is responsible for their guests general behaviour and ensuring club polices are complied with.

No more than 6 aircraft can be flown at any one time (In general, each flying aircraft adds 3db to the background noise level, even if below 82db when test individually and the committee reserves the right to ask aircraft to land if noise if deemed excessive).

Aircraft must not take off directly from the pit area (in effect across wind).

Pilots should call landings (either powered or 'dead stick'). Landings take precedence over takeoffs.

Takeoff and landings should always be into wind, unless unavoidable for safety reasons.

Retrieval of aircraft from the flying strip should be undertaken with caution. 'Retrieving model' should be called to alert other pilots, prior to walking onto the strip.

Upon landing, aircraft must not be taxied back into the pit area or towards other pilots, visitors or guests.

Flying should take place generally in front of the pits. Flying behind the designated pit area is not allowed.

The farmhouse should not be over-flown.

If over-flying the road, care should be taken to avoid traffic, pedestrians and horses. If horses are on the road, flying should move away from the road, until they have passed.

We are often over-flown by Gliders from Dunstable, powered aircraft from local strips and hot air balloons. Models must not be flown in the vicinity of a full sized aircraft full rules are defined in the Air Navigation Order. It is your responsibility to comply with any such order or other legal requirement.

We do not operate designated training scheme, but pilots learning to fly can seek the help of other club members for informal tuition. Make sure you are happy that the pilot helping you has the skill set to help you.

The Club, Committee and Farmer take no responsibility for any accidents, injuries or damage incurred as a result of model flying or operation.

## 9. Specialised Aircraft

Helicopters are permitted to fly at the Club. They must follow the rules above.

Bungee launched aircraft are permitted to fly at the Club. They must follow the rules above.

The bungee stake must be placed at the 'in to wind' edge of the flying strip / long grass.

Control line aircraft are permitted to fly at the Club. They are permitted to fly over the long grass between the pit and the fence, slightly down wind of the R/C pilots, at a safe and considerate distance behind the pit area considering the inherent noise level and wind direction. Agreement should be made with pilots on the day.

## 10. The Welfare of Children within the BFC

The BFC operating rules place restrictions upon Junior members or visitors (under 18) when visiting BFC sites, its committee, its members when undertaking BFC activities.

If any Junior BFC member or visitor under the age of 18 attends the BFC flying field or visits a BFC Committee Member or a BFC Club Member they **MUST AT ALL TIMES** have a parent or legal guardian present.

Under no circumstances should a Junior (Minor) be left by a parent or legal guardian or any other individual at the flying field in the charge of a BFC Member. All BFC members have an obligation to undertake reasonable efforts to prevent this.

Under no circumstances should a Junior (Minor) operate a model aircraft at the BFC flying site unless accompanied by a Senior BFC Member and at minimum one parent or guardian.