



BMFA Club No: 0279

MERSEY MODEL FLYERS CLUB

FIELD / SAFETY RULES

1. All fliers must observe field discipline and comply with the Air Navigation Order, all relevant BMFA safety codes as contained within the BMFA Members' Handbook and Civil Aviation Publication (CAP) 658.
2. On matters of field safety needing an immediate decision, the responsibility lies with instructors, a member of the Executive Committee or two committee members, in that order. Any instructions must be accepted without dissent. However, should a member believe the instructions to be wrong, then he/she should bring this to the attention of the Committee through Article 18 of the Constitution.
3. Due consideration must be given at all times to trainee or novice pilots in the circuit. In the event that the pleasure or concentration of a pilot is affected by the flying style of another, precedence will be given to the pilot who was airborne first. Intimidating flying of any sort is not permitted.
4. All flying is to be done in the designated areas only.
5. All fliers must observe the established flight line and stand in the designated area whilst flying. Any variation to suit daily conditions may be made by the Club's safety officers. Any spectators must remain in the spectators' area whilst flying is in progress.
6. Any person wishing to enter or cross the runway area must seek clearance from any pilots flying at the time before doing so.
7. All vehicles must be parked in the designated area only.
8. The frequency allocation system in use is the Peg Board. A **BLUE** peg must be placed on the frequency number being used bearing the user's name.
9. Should an aircraft go out of control, the first priority must be the safety of persons and the second being the avoidance of damage to property. A warning is to be shouted by the pilot which is to be taken up by other members.
10. Before starting an engine the model must be suitably restrained either by a tether or by an assistant.
11. Models having their engines run in on the ground must not be left unattended whilst the engine is running.
12. Members must ensure that they comply with the Department of Environment Noise Code for the Minimisation of Noise from Model Aircraft. "Add on" silencers and "quiet" propellers should be fitted unless the model emits below 82 decibels at 7 metres without them. Notwithstanding if in the opinion of the Committee a model is excessively noisy in the air, and then it is to be grounded until rectified.
13. All operational failsafes in use on powered models operated from our Club site must set the throttle to tick-over, not hold, (stopped in the case of electric power) regardless of the other control operations

governed by the failsafe. Particular care must be taken operating on Pulse Code Modulation (PCM) or when swapping from normal modulation (PPM) to PCM to ensure that the failsafe is correctly programmed. Failsafes are to be checked prior to flight by switching the transmitter off whilst the model is restrained.

14. No person shall attempt to retrieve a model from any land adjacent to the flying site without prior consultation with the appointed safety officers for the day to ensure that the situation is properly assessed and minimal disruption caused. If it is considered by the safety officers that the landowner's permission should be sought before retrieving the model, it will be the owner of the model and one of the safety officers who must approach them for permission.
15. Children must be closely supervised at all times and must not be allowed to run around the pit area or runways.
16. No dogs are allowed at the flying field unless kept on a lead or tethered.
17. Any accident involving a third party or another member must be reported to the Club's BMFA Delegate as soon as possible, who will then inform the Executive Committee.
18. Taxiing to and from the pits area is prohibited.