

USE IN ADDITION TO BMFA HANDBOOK & JMA/GTBA GUIDE - REPLACES ALL PREVIOUS EDITIONS

1. Members must carry proof of their **BMFA** insurance or **PANDAS** club card and comply with the instructions given by the officer of the day or any committee member present.
2. Using the red flags provided, members must designate a flight line relevant to the weather conditions at the time, at least 30 mtrs minimum, from the flight side of the metal bridge, away from the car parking area, the frequency pegboard must also be deployed. This rule applies to all flyers, even if attending the site unaccompanied.
3. All model flying shall be in front of the flight line, no flying over the model pit area, parked vehicles, the playing field areas or the approach road (excluding C/L flying). **Models must be controlled to fly within our allotted boundary.**
All R/C pilots of all types of aircraft must position themselves at the flight line while flying their models. Control Line and Discus Launch model flying is allowed on the helicopter / multi rotor flying area when this area is not in use.
4. Members who have not passed the appropriate BMFA 'A' test may only fly when accompanied on the flight line by an **experienced pilot, qualified for at least one year, and able to fly the same mode as the** member, if not on buddy lead. New or Lapsed members who hold a BMFA (a) cert will be checked by an examiner or an instructor before being allowed to fly solo.
5. Gas turbine powered models require a BMFA (b) certificate pilot with a BMFA (a or above) certificate assistant, in attendance.
6. Any model weighing 7kg or over, must be fitted with a working failsafe operating the throttle to tick over or stop. the pilot must be BMFA (b) certificate qualified.
7. Engines must only be started / run, and ESCs armed, in a designated start up area between the pits and the flight line. Engines are to be adequately silenced, models are to be restrained, and removed from the starting areas when not in use
8. Models must not be taxied behind the flight line, or directly towards the flight line after landing.
9. A relevant frequency number and an orange pennant must be clearly displayed on your 35MHz transmitter.
10. 35Mhz Transmitters must not be turned on unless you are certain you have frequency clearance. This is achieved by obtaining the appropriate peg from the pegboard and replacing it with your own personal peg. This should be orange in colour, displaying your name, and frequency number. No two or more same numbers are allowed at the same time. Pegs must be re-exchanged after each flight.
11. Adjacent frequency use must be cleared with the other 35 MHz frequency user (35MHz) (refer to guidance in the BMFA hand book).
12. An operating time limit of 15 minutes applies if another member requires the same 35 MHz frequency.
13. 2.4GHz transmitters may be taken beyond the flight line when retrieving a model to ensure safe control of the throttle especially for electrically powered models.

14. **Guests...** Members can introduce a guest flyer, their details must be entered into the Guest Book located in the cabin. The member must attend with the guest & will be held responsible for the guest's conduct. The guest must have proof of valid BMFA insurance cover & be made aware of the club rules. Guests are allowed 3 visits in total (not per year), the guest would be expected to become a Pandas club member.

15. Junior members attending the flying site must be accompanied by an appropriate adult (not necessarily a club member).

16. Site entry must be via our entrance gate only. The gate must be closed & locked on each entry / exit. Vehicles should not deviate from the surfaced track. Please drive slowly & safely. Remember you're in a public park.

17. Strictly no model flying on race days (the whole 24hrs) or other days indicated by the committee. Non-observance of this rule will lead to immediate suspension of the membership for six months.

18. Accidents or incidents either involving injury or damage to a third party, landing out of the flying field, or a flyaway), must be reported to a committee member as soon as possible. These and all incidents that could have caused an accident should also be recorded in the incident and dangerous occurrences book located in the cabin with as much detail as possible.

19. Allocation of radio frequencies as follows: Fixed wing aircraft 55 to 80 incl (34.950 to 35.200 Mhz) helicopters 81 to 90 (35.210 to 35.300 Mhz)

20. The only models allowed to fly on Sunday mornings up to 12 noon at the fixed wing site are gliders, and, providing there is no objection from the glider flyers or safety is compromised, low powered electric models'.

21. Article 167 of the Air Navigation Order

Any club member, member's guests, or other bona fide visitors at our field, will be deemed, for the purpose of the above to be under the control of the person in charge of any such aircraft, whilst they are being flown at our field by a club member or visitor. The aircraft must be flown in accordance with the club rules and current CAA legislation. Note: Members of the public passing by do not fall into this arrangement and therefore the required safety distances must be applied.

22 All types of first person view flying (FPV) shall require an observer / spotter to stand next to the pilot who maintains direct unaided visual contact with the aircraft sufficient to monitor its flight path in relation to other aircraft, persons, vehicles, vessels, and structures for the purpose of avoiding collisions and advises the person in charge accordingly

23 All committee members, instructors and examiners will act as health and safety officers when at the club site to ensure members and the general public are not exposed to any unacceptable risk

These rules will be in force until the next EGM or AGM.

BMFA guidance recommends all mobile phones should be turned off in the pits and flight line areas. see BMFA hand book for more details.