

EMC Flying site rules. 27/10/21

Important to note: -

**“ALL members are responsible for their own actions when at the field in complying with these rules as well as maintaining vigilance of others also complying.
Our objective is Friendly Fun Flying, and Safety.”**

General Rules

EMC operates a policy of zero tolerance of verbal and physical abuse, as defined in the club constitution.

- 1) I.C. Powered models may be flown on:
WEDNESDAYS & FRIDAYS 10:00-19:00
SATURDAYS 10:00-17:00
SUNDAYS 10:00-16:00
Silent flight models may be flown from dawn until dusk, seven days a week. This includes quieter electric models.
- 2) A duty officer should be present on Saturday from 10.00 am till 5 pm.
A duty officer should be present on Sundays from 10.00 -4.00pm.
The Air section operates a WhatsApp group: “who wants to fly “.
Refer to this for other times, or in the event of doubtful weather conditions.
- 3) All fliers are legally responsible for the safe execution of their flights. However, The Safety/Duty officer has the final say on the day. The roles of a Safety/Duty officer are defined in a separate document.
- 4) Models weighing more than 7.5 Kg may not be flown at Chapel Farm due to CAA legislation. (30M separation from uninvolved persons at all times including take-off)
- 5) Jet turbine powered models are not permitted.
- 6) All members must be familiar with, and abide by the BMFA/CAA Safety Code and Operational Guide as laid down in the current BMFA handbook and relevant CAA legislation.
<https://handbook.bmfa.uk/home-startup/contents>
- 7) All fliers need to hold a BMFA certificate relevant to model type for Solo flying.
- 8) Members should carry their EMC membership card, BMFA and CAA compliance documents.
CAA number to be affixed to models.
- 9) Radio systems: The equipment used must be legal for use in this country. The operator is responsible for ensuring that the radio system is “fit for purpose” and legal.
A range test must be performed for any new model or installation.
The fail safe, if fitted, must be tested before every flying session; the minimum requirement is that the throttle must close to idle on loss of signal.

- 10) To comply with our planning permission no model may be flown which produces a noise level, in any direction, exceeding 80dBA measured at 7 metres. As accurate measurement is difficult, we normally use our judgement on this issue, thus far without any complaints.
- 11) Members should ensure the safety of visitors and guests. Guests may fly at the Safety/Duty officer's discretion. Three visits per annum are allowed on BMFA insurance for new flyers. See link to BMFA above. See rule 15.
- 12) Pets should be controlled on a lead at all times, and should not be allowed within the live area.

Training, Development and visiting flyers

- 13) Pre-solo students must have an instructor on the same mode, unless using a buddy box.
- 14) Post solo students must be assisted by a member who holds a relevant BMFA A or B certificate. This is at the discretion of the Training Officers.
- 15) New and visiting fliers must have a safety briefing, and check before flying.

Pit Safety Rules

- 16) All fixed wing IC models must be restrained when starting. All fixed wing electric models must be restrained when arming and disarming.
- 17) All i/c models must have the engines stopped on the strip/arming bench and not carried back to the pits with the engine running.
- 18) When starting and running up motors the propeller must face outwards from the pits. Never let a propeller point at another person while it is running. An electric model must be handled as if it is running whenever its flight battery is connected.
- 19) No taxiing in the pits, helicopter rotors must not be run up in the pits.

Flying Safety Rules

- 20) Flying can only take place when a Safety/Duty officer is present
- 21) EMC operates a policy of 'Peg on board' for any frequency other than 2.4 Ghz. The Peg must be clearly marked with the pilot's name and frequency number. No member may remove another member's peg.
- 22) Tx not to be taken on to the field when retrieving a model. (To reduce the risk of swamping another's Tx signal.)
- 23) Pilots must obtain clearance to take off from those pilots already flying. Pilots should not take off whilst others are in the flight zone of the field.
- 24) Pilots are to observe 'Airmanship Etiquette' by communicating their intentions to other fliers. e.g., low pass and direction, touch and go and dead stick' Pilots must obtain clearance to walk onto the runway or outfield from others currently flying. Aircraft should not be flown directly overhead people.
- 25) No one may fly unless accompanied by another responsible adult.
- 26) No flying is allowed while mowing, etc. is in progress on the strip or the field, without the permission of the person working.

- 27) All pilots must operate their models from the same designated pilots' box.
- 28) Flying to take place in the designated airspace, refer to diagram in Chapel.
- 29) Four models may be flown at any one time with a maximum of three of these being i.c. powered. For normal circuit flying, rotary and fixed wing can must be flown separately. A helicopter may be hovered on the pit end of the short strip, at the same time as normal fixed wing flying, with mutual agreement.

New Rules:

27/10/2021 Passed

24/11/2021 rule 9 amended, heading "visiting flyers" added