

## ALPORT MODEL FLYING CLUB –RULES

Please read and observe the Rules –they are designed to protect our flying site and members

**IMPORTANT: All Club members should operate lawfully**



### Safety

1. All BMFA flying safety codes must be adhered to.
2. Always have safety and consideration for others in mind. Do not fly under any circumstances when ground maintenance (mowing, marking etc.) is in progress.
3. Model size is limited to a maximum 7.5kg take-off mass, this due to the size of the field and that permitted legal separation distances required for heavier models cannot be accommodated.
4. It is preferable to pit from the Belper Road side of the field and fly away from the road. This avoids flying over the road and increases the distance between model and campsite. At times this can be problematical due to the position of the sun in afternoon/ evening flying or due to wind direction. It is therefore acceptable to pit and fly from the pavilion side but only if a 'spotter' is used to warn the pilot of any hazards, such as horses or high vehicles on the road or people crossing the field.
5. If cricketers are in the nets it is necessary to fly and pit from the road side from a safety point of view.
6. If pitting from the pavilion side, obviously this involves flying across the road, which should always be crossed at right angles to the direction of traffic and given 30m vertical clearance to any traffic, which can be reduced to 15m only for take-off and landing (lawful requirement). Do not under any circumstance overfly the campsite, give as much clearance as possible in consideration of the campers.
7. Do not fly over the pits, parked cars, or within 30m (separation distance) of the road, pavilion, the caravan or any uninvolved person (i.e. people not members of AMFC). This clearance can be reduced to 15m for takeoff and landing. Do not fly within a horizontal distance of 30m of assemblies of people (i.e. a gathering where persons are unable to move away due to the density of the people present). When horses approach on the road, members should inform pilots with airborne models to fly to a safe area away from the road until the horses have passed.
8. Do not taxi models into the pits and taxi out only when the model is restrained.
9. Pilots must fly and land standing in the nominated area, remaining close to allow normal conversation.
10. All aircraft must have a failsafe set to prevent the aircraft flying away in the event of loss of signal.
11. Electric models should have inhibited throttle control wherever possible to avoid inadvertent start-up. IC engines should be set up so they can be stopped remotely at the transmitter.
12. All flying is at the member's own risk. Flying alone should be avoided if possible and is only permitted if pitting from the road side of the field. Anyone flying alone needs to be competent to do so and put their own safeguards in place in case of emergency. If you fly alone take a mobile phone with you, there are risks of interference from a mobile but the safety factor of being able to summon help if required is more important.
13. Special conditions apply when flying First Person View, models fitted with a camera or Multirotor drones. These must be flown in accordance with the current Regulations Currently Article 16 and CAP 722.
14. Care must be taken if binding 2.4GHz systems at the field to avoid inadvertently binding to an adjacent Tx.
15. If two or more flyers are using 35MHz transmission, use the pegboard system, do not switch on until you are certain that the frequency is clear and you have the relevant peg in your possession.
16. Advise any onlookers on the field of the safest place to observe and advise potential dangers of models.
17. Members and visitors bringing dogs must keep them on a short leash.
18. In all matters of safety, everyone must comply with a request by the Safety Advisor or Committee member.

These rules superseded all rules previous issued - 26-Oct-21

19. In the event of a serious incident occurring at the site, it is the responsibility of the member(s) involved to inform the secretary or other club officer of the details as soon as possible. A serious incident must also be reported straight away to the CAA and possibly AAIB in accordance with the Regulations. Details on how to do this and when it is necessary are available on the BMFA website or by ringing their office.

**NOTE: If it is necessary to contact the emergency services, the 'what3words' location is the most accurate method and would bring the service to a position in the middle of the field. The 3 words are:-  
into.shot.aviators**

## Requirements

20. All current club members who fly and/or who are involved in any organizing function within the club whatsoever must be registered with the BMFA as fully paid up individual members, this is necessary to ensure full club insurance.
21. No model flying is permitted before 9am daily, or before 10am Sundays (Local Authority Requirement).
22. Other flying restrictions for winter and summer schedules are in operation.
23. No more than four I/C powered aircraft are allowed in the air at one time.
24. Flying Members must be registered with the CAA, preferably through the BMFA and their Operator Number displayed on the model in accordance with the regulations.
25. AMFC Annual subscription is due on 1st December for the following year, a subscription deadline of 1<sup>st</sup> February applies or membership will lapse.
26. No person is to fly on the club flying site after 31 December unless they have paid their next year's club subscription, renewed their membership of the BMFA and have valid/renewed CAA registration.
27. Guests are welcomed to fly R/C models at the club Family Day and other occasions providing the club secretary is given notice of the visit, and that the guest carries proof of current BMFA membership and CAA Registration. The guest must also be competent enough to cope with the demands of the site.
28. Members must read and abide by the club Policy for the Welfare and Care of Children and Vulnerable Adults.
29. Parents/guardians or carers of junior or vulnerable adults must confirm that they have read and agree with the Club Rules and Welfare Policy. Junior members and vulnerable adults must be always accompanied by a Responsible Adult. Young children should not be allowed near aircraft belonging to others.
30. All members must observe the right to privacy of other members and strictly adhere to the requirements of the General Data Protection Regulations as outlined in the club Privacy Policy.

## Field Care

31. Cars may be taken onto the field only when dry/damp but take care to avoid damage to the grass, keep outside the boundary line. When the field is wet park the cars safely and legally and carry the models/equipment to the field. Do not obstruct the site entrances. Cars parked on the Belper Rd side of the field should be parked near the gate. Vehicles are parked at the owner's risk and must not be parked under a projected line from the take-off and landing strip.
32. Do not hinder cricket club maintenance of the field and assist by replacing any pegs/ stakes etc if removed.
33. Where possible avoid taking off, landing and walking on the square, particularly the artificial grass area.
34. The paved and grassed area in front of the pavilion should not be used for pitting.
35. We are required to leave at least 1 hour before the start of any cricket match.
36. All gates must be closed and locked, if appropriate by the last person to leave site.

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