



BEVERLEY and DISTRICT MODEL AIRCRAFT CLUB

CODE OF PRACTICE

& FLYING SITE PROCEDURES

(Please read carefully)

ISSUE 2018

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FREQUENCY CONTROL:

Permitted Frequencies:

- All aircraft must use either:- **35MHZ Channels 55 - 90 inclusive, or 2.4GHZ**
- **NOTE:** 27MHZ is NOT recommended for controlling model aircraft and must not be used at this site.

Transmitters & Pennants:

- NEVER switch on a 35MHZ transmitter until you have checked to ensure the channel is not already occupied.
- 35 MHZ transmitters must prominently display an orange pennant marked with the channel number in white, relating to the crystals in use.
- The accepted pennant for 2.4 GHZ is black.

Pegboard and Peg Time:

- If you use 35MHZ equipment, always use the Club PEGBOARD even if you are the only person flying (someone may arrive while you are flying).
- 20 mins is the maximum time which a peg can be held, including start-up and range checks unless no other flyer requires the peg. Do not pass the peg around but return it to the PEGBOARD after use.
- If you have both 35MHZ and 2.4 GHZ systems, you may find it helpful to maintain pegboard discipline by using one of the black pegs available.

SAFETY ISSUES:

Competence:

- Solo flying is not allowed until a B.M.F.A. "A" certificate is obtained. Until such time, uncertified pilots must be accompanied by a suitably experienced flier who has held an "A" certificate for at least 12 months.
- All flyers are encouraged to obtain at least an "A" certificate as soon as possible. Please speak to a Committee member if you need to take a test.

Safety Officers:

- The Club's safety officers are the committee members. However, all members and their guests are expected to promote and encourage safe practice.

Airspace:

- No more than SIX models to be airborne at any one time, of which no more than FOUR to be I.C. powered.
- Warn other fliers if you spot full size aircraft in the vicinity so that appropriate action can be taken to avoid them.
- Please warn other fliers if you need to access or cross the runway in order to retrieve a model or item of equipment.

Mobile Phones:

IN LINE WITH BMFA GUIDANCE, MOBILE PHONES ARE NOT ALLOWED ON THE FLIGHT LINE OR IN THE PITS BECAUSE OF POSSIBLE INTERFERENCE TO R.C. TRANSMITTERS.

Dogs:

Must be kept on a lead and away from the flight line (as per B.M.F.A. guidelines).

USING THE SITE FACILITIES:

Site access and boundaries:

- All powered models must be effectively tuned to comply with Department for the Environment and B.M.F.A. noise regulations and any special conditions relating to our site.
- We have permission to access our field by the track leading from the road to Stud Farm. All other areas are out of bounds to club members including the wooded area.
- This rule must be observed to allow continued use of the flying field.
- In the event of a model landing in neighbouring fields, permission should be obtained from the land owner before attempting retrieval.

Noise and Noise Testing:

- All powered models must be effectively tuned to comply with Department for the Environment and B.M.F.A. noise regulations and any special conditions relating to our site.
- Currently, this is set at a maximum 80dbs measured 1 metre above ground level at 7 metres distance, downwind. Four measurements at 90 degree intervals will be taken and all must pass.
- Members should request the retesting of a model if any changes are made to the power train or performance of the model in any way, mechanically or electronically. The Committee may request the retesting of any model without notice.
- There are currently no officially approved testing procedures for some types of aircraft such as helicopters and gas turbine powered models. As a result, turbine powered models are not permitted at the Meaux site without each individual model receiving approval by the committee. Also, helicopters are limited to a maximum 600 size with electric power only. This is to comply with our planning conditions.

Guests:

- Members with guests wishing to fly must inform a member of the committee and have proof of B.M.F.A. insurance. The member will be responsible for ensuring their guest is aware of, and complies with, this Code of Practice and Procedures.
- **JUNIOR MEMBERS AND VISITING CHILDREN MUST BE ACCOMPANIED BY A RESPONSIBLE ADULT.**

Car Parking:

- All members must use the designated car park areas. Do not park in the lane or on its verges as the lane is regularly used by large vehicles and equipment.

Flying Times

- The Official Club Flying Times at Meaux are:

MONDAY to FRIDAY:

10 a.m. - 8.00 p.m.

WEEKENDS & BANK HOLIDAYS:

11 a.m. - 7.00 p.m.

- NO FLYING TO TAKE PLACE IF THE "NO FLYING TODAY" BOARD IS DISPLAYED.

PLEASE HELP TO KEEP THE SITE TIDY BY TAKING YOUR LITTER HOME

FLYING SITE PROCEDURES:

FIXED WING AIRCRAFT (POWERED)

- Please ensure models comply with limits outlined in the 'Noise and Noise Testing' section of the Code.
- Models (i.e. and electric) must be restrained before starting the engine or connecting the battery and must be facing away from the car park.
- Take-offs must be from the prepared runway, beginning the run level with the pilot box. The first turn **MUST** be onto a heading away from the pilot box.
- Hand launches should be from the main runway area and begin upwind of the pilot box.
- Bungee launch equipment may be set up upwind and slightly South of the runway but should be angled towards the designated flying area.
- **Flying over the runway MUST be into wind if more than one pilot is flying.**
- Where possible, have a helper to retrieve launch dollies from the runway.
- Landings should be made on the main runway unless special circumstances make it safer to land elsewhere. Before attempting a landing, a pilot will clearly call "**LANDING**" in order to warn other fliers. Landings of one or more aircraft should be in strict rotation as called, but a **DEAD STICK LANDING HAS PRIORITY OVER ALL OTHER FLYING ACTIVITY.**
- All models must be flown **NORTH** of the runway, but keeping well clear of the pig farm visible to the North of the field. No flying to the **SOUTH** of the main runway is permitted. The airspace East of the emergency runway may be used in exceptional circumstances where it is necessary to land on the emergency runway. Do not fly over the pits, car park or other activities including the helicopter flying area. **THIS IS DEAD AIRSPACE AND MUST NOT BE USED.**
- Low flying and aerobatics should not be carried out over the take-off and landing area but to the North of it. Be aware of other fliers.
- When flying models, pilots should stand together **IN THE DESIGNATED PILOT BOX** unless it becomes necessary to land on the emergency runway.
- Models must not be taxied into, out of or inside the pits. Nor should they be taxied towards other pilots. In restricted areas models should be carried, guided by hand or restrained.

HELICOPTERS (including MULTICOPTERS)

- Please ensure the model complies with the limits outlined in the 'Noise and Noise Testing' section of the Code.
- Hovering helicopters should be flown from the marked Helicopter area towards the East of the site, beyond the tree belt.
- Do not run up high rotor speeds within 30 metres of the pits.
- No flying or hovering to and from the pits.
- Observe the fixed wing rules where appropriate.
- Helicopter pilots with a Helicopter 'A' certificate may use the main runway for more extended types of flying, with a maximum of **TWO** helicopters flying together. This can be for **TEN** minutes in any hour, to be negotiated with other fliers present. Further flying time may be possible where it has been confirmed that there are no other pilots wishing to use the runway.

SILENT FLIGHT

- Hand launches and tug take-offs must be from the prepared runway beginning upwind of the pilot box. The first turn **MUST** be onto a heading away from the pilot box.
- Where possible, have a helper to retrieve launch dollies from the runway.
- Landings should be made on the runway unless special circumstances make it safer to land elsewhere. Before attempting a landing, a pilot of an unpowered aircraft will clearly call "**DEAD STICK LANDING**" in order to warn other fliers.
- Restrictions on dead airspace, low flying and use of the designated pilot box apply as with powered fixed wing aircraft.