

WHMFC Field Safety Rules - issue 4, 27th July 2020

Please refer to Flying Field Site diagram

1. All fliers must observe field discipline and comply with the Air Navigation Order. All relevant BMFA Safety Codes are contained within the BMFA member's handbook and CAA publication CAP 658.
2. All vehicles are to be parked in the designated area.
3. All flying is to be done In front of the flight line/pits area that may not be crossed. An exception is made for low speed thermal gliders which may make use of lift areas - at height - to the side and rear of the flight line/pits, provided prohibited areas listed below are not infringed.
4. The prohibited overflying area for **all** flights is indicated in red as the NO FLY ZONE on the Flying Field Site diagram. This includes the pits area and the parking area.
5. The first arrivals at the field should put out the windsock, agree the runway in use and erect the netting/fencing in front of the pits area.
6. All pilots must be together in the Pilot's Box once airborne.
7. Any member or visitor wishing to enter or cross the runway/flying area must seek clearance from pilots flying at the time before doing so.
8. BMFA Membership Cards are to be carried and used. This is especially relevant for 'guest' flyers so that 'proof' of insurance is possible. It is suggested these (or a copy) be kept in flight boxes / Transmitter boxes.
9. Any member flying 35MHz must employ old 'Peg Board' in the event of any other user of this frequency band.
10. Transmitters on 35MHz should not be taken away from the flight line when retrieving models unless the aerial is collapsed.
11. Models and transmitters together are regarded as a single entity and should undergo a pre-flight check - including failsafe - at every flying session in accordance with BMFA guidelines.
12. Should a model go out of control the first priority is the safety of persons and second the avoidance of damage to property. A warning is to be shouted by the pilot that is to be taken up by other members.
13. Before starting an engine, the model must be suitably restrained by either a tether or an assistant.
14. Assistance should be sought, if available, when running up engines and taking the model to the flight line.
15. Appropriate use should be made of all the available Pits Area - where practical, models should face outwards (towards flying field heading 'out' of pits area). Engines may not be set up in the immediate vicinity of the pilots flying at the time.
16. If using Petrol as the power means, a suitable Fire Extinguisher is to be ready at hand in the case of any eventuality.
17. Models having their engines run in on the ground must be suitably restrained and must not be left unattended. Only the person starting the engine may be in front of the propeller.
18. Due consideration should be given at all times to novice or trainee pilots in the circuit. Intimidating flying of any kind is not permitted.
19. Helicopters and fixed wing should fly by agreement - priority is always to airborne models.
20. The site owner has requested that only one person should retrieve models from adjacent land.
21. Mobile phones should be turned off away from the pits and in Pilot's Box areas. **Mobile signals have been known to disrupt Tx signals and have caused models to crash. This is especially the case when flying with phone in close proximity to TX.** *With advent of programable AS3X Rx's using smartphones, these may therefore be required to be 'on' in the pits area.*
22. No smoking is permitted in the pits or Pilot's Box.
23. Children must be closely supervised at all times and must not be allowed to run around the pit area, flight line or runway.
24. Dogs must be kept on a lead and tethered.
25. Any accident to a member or non-member must be reported to the Safety Officer or a committee member.