



ANGLIA MODEL FLYING CLUB

CODES OF PRACTICE

1 General & Safety

- a) It is the duty of every pilot to ensure that all Safety Rules & Codes Of Practice are observed at all times. Any member who persistently contravenes these Safety Rules and Codes Of Practice will be brought before the Committee and appropriate disciplinary action taken. This can include expulsion from the Club.
- b) Members should treat with respect, all Club property, both AMFC and RHS&SC. Members should not leave litter and should report any fault or damage to a Committee member as soon as possible.
- c) Do not fly if the prevailing wind conditions (direction and strength) leave any doubt as to your ability to conform to these codes of practice.
- d) The approach roads to the field are subject to a 10-mph speed limit.
- e) Members are fully responsible for their Guests whilst visiting Club flying sites, that includes entering their visit in the field logbook, their overall behaviour, flying and noise.
- f) Onlookers, pilots and models on the ground must not be put at risk by irresponsible or dangerous flying.
- g) The appropriate frequency control board must be used at all times, and no transmitter must be switched on without the pilot being in possession of his/her relevant frequency clearance.
- h) The transmitter aerial should be fully retracted when not in use.
- i) All engines, (IC and Electric) may only be started, or run up in the pits area or any other designated engine start-up area.
- j) When starting a power airplane, the airframe should be held securely, either by hand (own or a helper) or by a restraining mechanism. When the engine is started, untethered planes should not be let go of until away from the pits and the transmitter is being held. Do not let go of the plane to pick up your Tx!
- k) Other members of RHS&SC have access to the sports site and may, at times, walk at the edge of our flying area. In this event all pilots must keep their aircraft well away.
- l) All children and vulnerable adults must be supervised at all times by an appropriate adult.
- m) Mobile phones are not permitted within 4 metres of any transmitter. Please leave in your car or in the "phone stations" where available.

2 Noise Control

- a) No power models are to be flown without being fitted with an efficient muffler. The noise produced by aircraft powered by IC or electric motors shall not exceed 82db as recommended by the BMFA.
- b) It is the responsibility of every member to ensure their aircraft (and their guests) complies with the noise guidelines. A noise meter is held by the committee and is available for members use. Committee will undertake spot checks and any offending aircraft will not be allowed to fly until it conforms.



3 Radio Frequencies

- a) Radio frequencies are allocated for use at the flying field as follows:

35mHz Channels 55 to 90 and 2.4 GHz for all model types

- b) All transmitters must exhibit a pennant, on the aerial, in line with BMFA guidelines i.e. an orange pennant with white numerals indicating the channel for 35mHz or black for 2.4GHz.
- c) Only type approved transmitters may used.

4 Frequency Board

The Club uses a “peg on” system for frequency control. To use a frequency pilots must clip their membership ticket in the appropriate place. When a frequency is finished with the ticket should be removed.

5 Flying Times

At times when the Rugby and/or Junior Soccer Pitches are NOT in use flying is permitted:-

Monday to Sunday 9am to Dusk

The committee will endeavour to inform all members of dates and times when the pitches are scheduled for use. However, in the event of a pitch being in use without our prior knowledge flying cannot take place.

When the rugby pitch is in use members may at their discretion fly “Electric Park Flyers” subject to a maximum all up weight of 750g. In this case they must fly from the position indicated on the site plan.

6 Field Guidelines

- a) At no time must any model be flown within the NO FLY ZONE (Diagrams showing these areas will be made available to all members))
- b) First arrivals at the field are to ensure that the landing direction and flight line are properly established in relation to the prevailing wind direction The flight line, where possible, should be moved around to minimize wear.
- c) The flight line should be should be repositioned whenever the wind direction changes so that the take off direction does not present a safety hazard.
- d) The Frequency Control Board is placed in the pit area as is the “Field Log Book”.
- e) After take off pilots should move to a position on the flight line and remain in this position until the model has safely landed. Pilots should stand with their backs to the club house and other buildings except, where necessary, for take off and landing.
- f) The normal circuit for power planes (IC or Electric) is over the square and over to the East (towards the A130) and flying NORTH to SOUTH, irrespective of wind direction (as shown on the diagram).
- g) To safeguard onlookers and models on the ground, flying in the vicinity of the flight line must be of the straight and level variety. Specifically forbidden in the area of the flight line and pits are: -
- 1) Aerobatics.
 - 2) High speed low passes
 - 3) Unnecessary prolonged or high speed taxi-ing.



- 4) Taxi-ing IN and OUT of the pit area
- 5) Over flying of the pit area

- h) Any member who experiences problems with an aircraft which enters the No Fly Zone, are expected to land or even crash the plane, rather than getting too close to people or buildings.

- i) Transmitters must not be left unattended in the pit area when retrieving models that still have their engines running in the take off area. Before retrieving a model with its engine running, the pilot should seek assistance with his/her transmitter from another pilot. If the engine has stopped, then the pilot must leave their transmitter on the flight line, call "Retrieving model", then if all is clear, retrieve the model.

- j) All members have a responsibility to act as a safety officer when on the field. If a Committee member is present at the flying site, he/she will act as safety officer unless the role is delegated to another member. That member must hold at least an "A" certificate relating to the disciplines that are flying.

- k) There is no specific size restriction on model aircraft, only aircraft that can be safely operated from the flying area may be used.

- l) No turbine powered fixed wing models are to be used.

- m) Paid instruction is not permitted at AMFC.

7 Access

- a) Members must carry both their AMFC and RHS&SC membership cards to gain entry to the site.

- b) Members have access to the gate to bring cars on site (maximum of five at any one time) and a key to "Changing Room A" for toilet facilities. The gate and the door must NOT be left unlocked

SAFETY IS NOT AN OPTION IT IS A RULE