

ANGLIA MODEL FLYING CLUB

CODES OF PRACTICE

General & Safety

1. It is the duty of every pilot to ensure that all Safety Rules, Codes of Practice, BMFA and CAA requirements are observed at all times. Any member who contravenes these Safety Rules and Codes of Practice may be brought before the Committee and appropriate disciplinary action taken. This can include expulsion from the Club.
2. Members should treat with respect, all Club property; both AMFC and RSSC. Members should not leave litter and should report any fault or damage to a Committee member as soon as possible.
3. 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.
4. The approach roads to the field are subject to a 5 mph speed limit.
5. Members are fully responsible for their Guests whilst visiting a Club flying site that includes entering their visit in the field logbook, their overall behaviour, flying, noise, Flyer I.D., CAA registration and Operator ID visible on the UAV. Use of Recording equipment ie recording glasses phones etc is permitted when the pilot flying his UAV. However other visual recording is only permitted with the express permission of all concerned.
6. Uninvolved persons, spectators, pilots and models on the ground must not be put at risk by irresponsible or dangerous flying.
7. Appropriate frequency control must be used at all times, and no transmitter must be switched on without the pilot being in possession of the relevant frequency clearance. Pay particular attention if using 35Mhz.
8. A 35Mhz transmitter aerial should be fully retracted when not in use.
9. All engines, (IC and Electric) may only be started, or run up in the pits area or any other designated engine start-up area. A board or suitable matting must be used to protect the grass from fuel or exhaust emissions.
10. When starting powered UAVs (Unmanned Aerial Vehicles) 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 be held until away from the pits and the transmitter is being held.
11. Other members of RSSC 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.
12. All children and vulnerable adults must be supervised at all times by an appropriate adult.
13. The Safety signs, **Please Be Aware. Model Flying Takes Place Beyond This Point**, must be erected at each corner of pitch 3 to warn members of the public of model aircraft flying.
14. Noise Control
 - 14.a.No UAVs may be used that exceed the noise level of 82db at a distance of 7 metres as recommended by the BMFA.
 - 14.b.It is the responsibility of every member to ensure their UAVs (and their guests') complies with the noise guidelines. A noise meter is held by the committee and is available for members' use.

15.

Radio Frequencies.

Radio Frequencies are allocated for use at this field as follows:

2.4GHz is the preferred operating frequency.

35 MHz Channels 55 to 90 may also be used. However, transmitters must exhibit a pennant, on the aerial, in line with BMFA. guidelines i.e. an orange pennant with white numerals indicating the channel.

Only.type approved transmitters may be used.

16. Frequency control.

It is the responsibility of all pilots using 35Mhz that they check with other pilots to establish there are NO frequency clashes.

17. Flying Times

At times when the Rugby and/or adjacent Soccer Pitches are NOT in use flying is

permitted:-Monday to Sunday 9am to Dusk

18. 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.

Note 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. However they must not fly over the rugby pitch or any other pitch when in use at any time.

Field Area

19. **At no time must any model be flown within the NO FLY ZONE (Diagrams showing these areas are available to all members, displayed in the AMFC Cabin and on the AMFC website).**

20. 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 minimise wear. **No flying will take place until the Safety signs have been deployed at each corner of pitch 3.**

21. The flight line should be repositioned whenever the wind direction changes so that the take off direction does not present a safety hazard.

22. **The "Field Log Book" must be completed on arrival and on exit of the flying field.**

23. 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 not fly over RSSC buildings including the bowls club and avoid flying over pitch 1.

24. 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). Ground based models may not be used on any pitch area nor within the "pits" area.

25. 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: -**

- i. **Aerobatics.**
- ii. **High speed low passes**
- iii. **Unnecessary prolonged or high speed taxi-ing.**
- iv. **Taxi-ing IN and OUT of the pit area**
- v. **Over flying of the pit area**

26. **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 get too close to people or buildings.**

27. Transmitters must not be left unattended in the pit area when retrieving models from the take off area. Before retrieving a model the pilot may seek assistance with his/her transmitter from another pilot.
28. **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.
29. There is no specific size restriction on model UAVs, subject to CAA regulations, only UAVs that can be safely operated from the flying area may be used. **Free flight, Control line and Drone racing cannot be exercised at RSSC**
30. **AMFC follow CAA Cap772F and BMFA requirements ie:- Models under 7Kg fitted with fail safe MUST have this switched on with throttle set to zero. Models over 7Kg must have fail safe and switched on.**
31. Paid instruction is not permitted at AMFC.
32. Access
 - 32.a. Members must carry both their AMFC and RSSC membership cards to gain entry to the site.
 - 32.b. Members have access to the gate to bring cars on site, This gate must not be left unlocked. Access is only permitted when ground conditions are satisfactory. Maximum speed is 5MPH Cars must not go onto any pitches. *Members have* access to a key to "Changing Room A" for toilet facilities it is available in the AMFC container.

SAFETY IS NOT AN OPTION IT IS A RULE