



MIDLAND
HELICOPTER
CLUB

CLUB RULES

1. All fliers must observe field discipline and comply with the Air Navigation Order, all relevant BMFA safety codes as contained within the BMFA Members' Handbook and Civil Aviation publication (CAP) 658.
2. On matters of field safety needing an immediate decision, the responsibility lies with the committee members/safety officer. Any instructions must be accepted without dissent. However, should a member believe the instructions to be wrong, then he should bring this to the attention of the Committee in writing.
3. Due consideration must be given at all times to trainee or novice pilots in the flight area. In the event that the pleasure or concentration of a pilot is affected by the flying style of another, precedence will be given to the pilot who was airborne first. Intimidating flying of any sort is not permitted.
4. No more than four aircraft shall be airborne at any one time.
5. All fliers must observe the established flight line and stand in the designated area whilst flying. Any variation to suit daily conditions may be made by the Club's safety officer or a Committee Member. Any spectators must remain in the pits area whilst flying is in progress.
6. Any person wishing to enter or cross the flight area must seek clearance from any pilots flying at the time before doing so. No pilot should commence flight while there is someone in the flight area.
7. All vehicles must be parked in the designated area only.
8. 2.4Ghz transmitters can be used without the need for frequency control.
9. The 35 Mhz frequency allocation system in use is a "Peg ON" system. Each member will be responsible for bringing a peg with their name and frequency clearly marked upon it. A board will be provided for the member to display

their peg on to indicate to other members that a specific frequency is currently being used. All members will be responsible for checking the board and availability of a given frequency prior to switching on their transmitter. Any member found to have caused damage to a fellow pilot's model by operating a transmitter on a frequency which was already taken will be requested to cover the cost of normal repairs to that model. Any member who causes damage to a fellow pilot's model more than once will be asked to leave the club permanently.

10. All 35 Mhz transmitters are to be checked on at least an annual basis. Any transmitter found to be crossing over onto other channels is not to be used until the fault has been rectified. This can be checked using the clubs frequency scanner.
11. Before switching on, the pilot must ensure that he is operating on the frequency he believes he is on and must display the appropriate frequency/name peg.
12. All transmitter aerials must remain retracted unless the model is being flown. The flight is defined from the point of release to when the engine is stopped or the model is restrained.
13. Transmitters should not be taken away from the flight line when retrieving an aircraft; it can cause interference with pilots on a close channel number to yours. When your transmitter becomes considerably closer to their model than their own transmitter, this is when a problem could occur.
14. Should an aircraft go out of control, the first priority must be the safety of persons with the second being avoidance of damage to property. A warning is to be shouted by the pilot which is to be taken up by other members.
15. In the event of an unexplained loss of control of a model, all transmitters are to be impounded and checked to ensure they are operating on their declared frequency.
16. Before starting an engine the model must be suitably restrained either by the pilot or by an assistant.
17. Models having i.c. engines must not be left unattended whilst the engine is running.
18. All new or repaired models should be thoroughly checked out by the pilot prior to flight. If the pilot is inexperienced, please seek the assistance of the Safety Officer or any other more experienced pilot. All models are subject to random safety spot checks which will be carried out by the Safety Officer. If in their opinion a model is unsafe to fly or does not conform to Club rules, it will be grounded until rectified.

19. Members must ensure that they comply with the D of E Noise Code for the Minimisation of Noise from Model Aircraft. "Add on" silencers should be fitted unless the model emits below 82 decibels at 7 metres without them. Notwithstanding if in the opinion of the Committee a model is excessively noisy in the air, then it is to be grounded until rectified.
20. All operational failsafes in use on powered models operated from our Club site must set the throttle to tick-over (stopped in the case of electric power) regardless of the other control operations governed by the failsafe. Particular care must be taken when operating on Pulse Code Modulation (PCM) or when swapping from normal modulation (PPM) to PCM to ensure that the Failsafe is correctly programmed.
21. Electric powered models must not be made live until they are on the flight side of the flight line.
22. Mobile telephones should not be kept in close proximity to computerised transmitters and must not be taken onto the flight line.
23. No smoking is permitted in the vicinity of inflammable fuels and materials.
24. Children must be closely supervised at all times and must not be allowed to run around the pit area and never into the flight area.
25. No dogs are allowed at the flying field unless kept on a lead or tethered.
26. Any accident involving a third party or another member must be reported to the Safety Officer or a Committee Member as soon as possible.
27. Flying at the club field is only permitted if the pilot is accompanied by another individual over the age of 18 years and who is in possession of a fully functional mobile phone.
28. All members will observe the flying times which start at 9am Mon – Fri and 10am at weekends or bank holidays and I.C. machines can be flown until 7pm Mon – Fri and until 5pm weekends or bank holidays. **Electric powered machines can be flown until 9pm any day.**
29. All members will reasonably assist with maintenance and other club duties from time to time and when requested by the committee.

CARING FOR JUNIOR MEMBERS

The rules below are not definitive and we should be aware that they may have to be tailored to meet the club's requirements and possibly the individual needs of junior members. **It should be noted that any disclaimer concerning the care of any member, particularly junior members, is not acceptable in law.**

Responsibility for junior members is shared between the parents/guardians and the club members.

The following rules apply;

1. A Junior Member is defined as being under 18 years of age.
2. A responsible adult is defined as a senior member or parent/guardian who has the experience commensurate with the type and degree of supervision required.
3. Junior members must be supervised at all times by a responsible adult. The level of supervision is to be commensurate with the junior member's age, maturity, capabilities and levels of experience.
4. Junior members under the age of 14 years shall not start an engine or carry a model with the engine running unless they are supervised by a responsible adult.
5. No junior member under the age of 14 years shall fly a model aircraft unless supervised by a responsible adult **or** the junior member holds the minimum of BMFA Achievement Scheme "A" certificate **and** has been authorised to do so by the Club Committee.
6. No senior member is to be expected to assume responsibility for a junior member unless he/she has been specifically requested to do so by the junior member's parent/guardian and has accepted this responsibility. If required to do so, he/she is to assume complete and total responsibility for the junior member whilst he/she is in their charge.
7. Notwithstanding the requirements of Paragraph 6, should a member discover a junior member is unsupervised he/she must assume responsibility for the junior member's safety in the first instance. The situation should then be rectified as soon as possible by seeking out the junior member's parent/guardian/nominated supervisor. Any instance of such an occurrence is to be reported to the Committee as soon as possible.

8. Whilst supervising junior members, senior members should be aware of the requirements of The Children Act (1989) and avoid placing themselves in a position that could be open to misinterpretation or question. A leaflet giving advice is available from the BMFA Leicester Office.
9. The club will also place the following statement with any membership application form received from a junior member to ensure the parent/guardian agrees to abide by club policy:

“Note to parents and guardians:

This Club does not undertake to supervise junior members other than for the actual act of model aircraft flying and associated pre-flight and post-flight procedures, unless specifically arranged. Our activities at the flying site do not finish at a regular time and it is therefore your responsibility to ensure the well being of your child over and above arranging a predetermined collection time. Should you wish to leave your child at the flying site, it is your responsibility to arrange for one of the senior members to supervise him/her during your absence.

In addition this Club has specific rules relating to junior members and you are required to study them carefully.

This statement must be countersigned and returned by the parent/guardian if the applicant is under 18 years of age, thereby signifying you accept the conditions of “junior membership.”

Finally, caring for junior members is largely a matter of common sense provided everyone is clear on what is expected of them and a few simple principles are adhered to. It is not a responsibility to be feared but is nevertheless essential if we are to ensure we continue to attract youth into model flying.