

## **CLUB'S FIELD and SAFETY RULES (Issue 5.0) : -**

### Introduction:

**These Safety Rules should be read in association with the latest Airfield Flying Zones plan shown on [dornochmfc.bmfa.club](http://dornochmfc.bmfa.club).**

The Dornoch Model Flying Club (DMFC) operates from the Dornoch Airfield with the prior written approval of The Highland Council which manages it.

The Dornoch Airfield is located on public owned land used by light and microlight aircraft, dog walkers as well as model fliers other than DMFC members.

The responsibility for flying any model aircraft safely and legally (including CAA Operator Registration) resides with its pilot, and the following paragraphs are an aid to help members achieve it:-

1. All DMFC pilots must observe the CLUB'S FIELD and SAFETY RULES at the Dornoch Airfield irrespective of the actions of other non-members, and all relevant BMFA safety codes contained within the BMFA Members' Handbook which take precedence. In addition, they must comply with Civil Aviation publication (CAP 658) and the current CAA Air Navigation Order.
2. DMFC pilots should use a 'spotter' at all times to monitor other users of the Airfield. The club's Air Band Radio set to 'SAFETYCOM' at 135.480 should also be used when available. (Members are encouraged to have their own).
3. At the Dornoch Airfield it is recommended that DMFC pilots discuss and agree procedures with any non-members including locations of Pits, Starting, Pilots and Flight line areas (see Definitions below), Transmitter frequency control, number of airborne aircraft and circuit direction.
4. Pilots should stand close enough to allow easy and safe communication and to the downwind end of the designated area so that pilots may safely take off into wind away from other pilots.
5. On matters of field safety needing an immediate decision, the responsibility lies with the Safety Officer or Instructor, or a member of the Committee, in that order. Any instructions must be accepted without dissent. However, should a member believe the instructions to be wrong, then he/she should bring this to the attention of the Committee through Article 15 of the Constitution.
6. Whilst it is a club objective that all members achieve at least the BMFA level 'A' of flying competence, it is the responsibility of all members to only fly solo if they believe they are competent to do so. (The club has a Training Programme which a member can use to help them determine their level of competence).
7. Due consideration must be given at all times to trainee or novice pilots in the circuit. 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.
8. No more than **4** aircraft shall be airborne at any one time and DMFC members must take into account non-members' aircraft. (N.B. By prior approval of Committee more aircraft may be airborne for special events).

9. All fliers must observe the established flight line, stand in the designated area (see Definitions) whilst flying, and never fly over or in the vicinity of the golf course facilities, any parked full size aircraft, hangar buildings, car-park, wooden hut and the Pits, Starting or Pilots Areas. Any variation to suit daily conditions (particularly low winter sun) may be made by the Club's Safety Officer or Instructor. Any spectators should be encouraged to remain clear of the Starting and Pilot's areas whilst flying is in progress.
10. Any member wishing to enter or cross the runway area must first seek clearance from any pilots flying at the time and at all times the movement of members of the public on the runway must be taken into consideration.
11. 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.
12. In the interest of safety, assistance should be sought when taking a model, with a running I/C engine or armed electric motor, to the runway for take-off. (The use of a throttle isolation switch or some reliable method of restraining the throttle stick, is also recommended). All models returning from the runway must have their I/C engine stopped and electric motors disarmed.
13. Under no circumstances should I/C engines be started or set-up in the immediate vicinity of the pilots who are flying at that time, and at all times models should face towards the tall grass area adjacent to the Starting Area.
14. Before starting an I/C engine or arming an electric motor in the designated Starting Area, the model must be suitably restrained either by a tether or by a competent assistant, and under no circumstances must an I/C engine or electric motor be run unless all persons are behind the line of the propeller with the exception of the operations person. When carrying out power checks all persons including the pilot are to be behind the line of the propeller,
15. Models having their I/C engines running or electric motors armed must never be left unattended.
16. All new or repaired models should be checked out by the Safety Officer or an Instructor or their appointed deputy before being allowed to fly. All models are subject to random safety spot checks which will be carried out by the Safety Officer. If in his/her opinion a model is unsafe to fly or does not conform to Club rules, it will be grounded until rectified.
17. Members must ensure that they minimise the noise from their models. Notwithstanding if in the opinion of the Committee a model is excessively noisy in the air, then it is to be grounded until rectified.
18. All operational Failsafes in use on powered models operated from our Club site must set the throttle to **Tick-over**, not **Hold**, (**Stopped** in the case of electric power) regardless of the other control operations governed by the Failsafe. Failsafes are to be checked prior to flight by switching the transmitter off whilst the model is restrained.
19. No person shall attempt to retrieve a model from any land adjacent to the flying site without prior consultation with the Safety Officer or Instructor or a member of the Committee, in that order, to ensure that the situation is properly assessed and minimal disruption caused. If it is considered by the Safety Officer or Instructor or a member of the Committee, in that order, that the landowner's permission should be sought before retrieving the model, it will be the owner of the model and a Safety Officer or Instructor or a member of the Committee, in that order who must approach them for permission.

20. Mobile telephones, when switched ON, should not be kept in close proximity to computerised transmitters and must not be taken onto the flight line.
21. No smoking is permitted in the vicinity of inflammable fuels and materials.
22. Member's children must be closely supervised at all times and must not be allowed to run around the pit area nor runways and non-members' children must be discouraged from these areas.
23. Junior Members under the age of 14 must remain supervised by their parent or legal guardian until achieving BMFA level 'A' of flying competence or completing the club's Training programme shown on the club's website.
24. Members' dogs are not allowed around the pit area unless kept on a lead or tethered and great care must be taken if other dogs are around.
25. Any accident involving a third party or another member must be reported to the club's Secretary as soon as possible, who will then inform the Committee.
26. Transmitters (2.4Ghz) when switched on must remain with the pilot at all times and not left on the ground where they could become a safety hazard. E.G. When retrieving a model.
27. When leaving the Airfield members must ensure that they have left nothing behind.

#### **35Mhz Radio – Specific Rules: -**

28. The 35Mhz frequencies are allocated to specific DMFC members by the Safety Officer who will keep a record of same.
29. All transmitters on 35Mhz are to be checked on at least an annual basis to ensure no crossing over to adjacent channels. Any transmitter found to be faulty must not be used until the fault has been rectified.
30. Before switching on a 35Mhz transmitter DMFC pilots must check with all pilots in the area to ensure there will be no clash of frequencies.
31. All 35Mhz transmitter aerials must remain retracted unless the model is being flown. The flight is defined as being from the point of readiness to take-off to when the engine/motor is stopped or the model is again restrained.
32. 35Mhz transmitters (unlike 2.4Ghz transmitters) should not be taken away from the flight line (because of possible frequency interaction with other 35Mhz transmitters) when retrieving an aircraft, unless to do so would aid retrieval of the model. In this instance the matter should be brought to the attention of the DMFC Safety Officer or Instructor so that this may be carried out without the risk of overflying the transmitter.
33. Failsafes on 35Mhz systems must be set up as per **para 18** above but with additional attention when operating on Pulse Code Modulation (PCM) or when swapping from normal modulation (PPM) to PCM to ensure that the Failsafe is correctly programmed.

**Definitions:**

To be read in association with the latest Airfield Flying Zones plan shown on the club's website:-

Pits Area: -

This area is used for the assembly of models, checking radios, re-fuelling and inserting batteries (but not arming).

Starting Area: -

This area is to be used for starting and setting up I/C engines and where electric motors may be armed for pre-flight checking.

Pilots Box: -

This area is located close to the Runway but not on it.

Flight Line:

This is located along the runway and to the area south of the runway. Any deviation (perhaps because of the position of the sun) from this must be with the prior approval of the Safety Officer or Instructor.

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*M.R. Hayes. (9<sup>th</sup> April 2024)*