



## **DORNOCH MODEL FLYING CLUB (DMFC) FIELD AND SAFETY RULES** **June 2026 version 6.2**

### **Introduction**

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

The Dornoch Aerodrome is located on public owned land used by light and microlight aircraft, as well as model fliers other than DMFC members. Though walkers are no longer permitted on the Aerodrome, we must be aware that some incursions may still occur.

**Please Note:** It is always possible that non-authorized model fliers may be present at the Aerodrome, but it is not DMFC's responsibility to supervise the Aerodrome. Members may advise them of the need to be authorized and encourage them to apply for DMFC membership whether temporary or full.

The responsibility for flying any model aircraft safely and legally (including CAA Operator Registration, Flyer ID and membership of a model aircraft association providing 3rd party insurance including BMFA, SAA and LMA) resides with the model's operator, and the following paragraphs are an aid to help members achieve it.

- All DMFC pilots shall observe the CLUB'S FIELD and SAFETY RULES at the Dornoch Aerodrome 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 shall comply with Civil Aviation publication (CAP 722) and current CAA Air Navigation Orders.

### **The Aerodrome and the leaseholder**

- The aerodrome is a fully functional airfield as defined by the CAA.
- The aerodrome is leased by a company called Gizzen Briggs Ltd who have agreed to continue to allow our community club (DMFC) access to it to fly model aircraft.
- We do not have permission to operate drones, or any other types of radio-controlled model (such as cars or motorcycles)

### **Light Aircraft taking off, landing and parking**

- All light aircraft have precedence over DMFC activity and for that reason all flying must be terminated immediately if any light aircraft contacts Dornoch by radio or when any parked aircraft starts its engine.

- We must stay clear of all parked aircraft and keep our activities in such a manner that we do not impede the operation of any light aircraft who may wish to land or take off during the period we are on the aerodrome to fly our model aircraft.
- DMFC members must vacate the aircraft movement area (retreating to north of the orange cones) during engines-running aircraft operations including landings and take-offs. (See Aerodrome Flying Zones plan on the club's website).

## Your safety is paramount

- These safety rules have been compiled and approved for use with your safety in mind. We recognise that the club activities are your hobby and we want you to have an enjoyable experience whilst flying at Dornoch Aerodrome
- We want to ensure that you operate your model aircraft in a safe manner and you do not endanger any other club member, aerodrome user, or member of the public by your actions or omissions, and of course we want to keep you safe from the actions or omissions of others.
- At the Dornoch Aerodrome 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.

## Competency

- 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).
- Due consideration must be given at all times to trainee or novice pilots in the circuit.

## Behaviour

- 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.
- Please extend courtesy to all persons using the airfield and remember to treat others as you would have them treat you.
- The safety of walkers and dog walkers on the airfield is a matter for the leaseholders to manage.
- Only if you see a person in imminent danger (to themselves or others) should you intervene to advise them of that imminent danger.
- If you have any threatening behaviour towards you from a member of the public crossing the airfield or our flying zones, please exercise restraint and report it to the club committee members as soon as you can.

## Radios

- Air Band Radios shall be set to Tain Range 122.750 and we strongly recommend that all members have their own available to them when flying at the aerodrome.

## Mobile Phones

- Mobile telephones, when switched on, should **not** be kept in close proximity to computerised transmitters and must only be taken onto the flight line in Airplane mode.
- "Airplane mode" is a setting on mobile devices that disables all radio frequency (RF) transmissions, including cellular, Wi-Fi, and Bluetooth, to comply with aviation safety rules.

## Smoking

- Smoking is **not** permitted within the Aerodrome boundary.

## Children and pets

- 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.
- Member's children must be closely supervised at all times and must not be allowed to run around the pits area or on aerodrome runway.
- Children belonging to non-members of the club must be discouraged from these areas.
- 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.

## Fire Safety

- All soldering or repairs using equipment with a heat source should be carried out away from combustible materials.
- A fire bucket filled with sand is available for Lipo battery fires, any combusting battery should have sand poured over it to smother the combustion process. A dry powder fire extinguisher should also be at hand in case of any fire spread to other adjacent materials. The Safety Officer and the Training Officer carry Dry Powder Fire Extinguishers in their vehicles.
- Further fire fighting materials will be made available in the club's emergency box when installed.

## First Aid

- First aid is available at the Aerodrome on Saturdays during normal flying times. The Safety Officer and Training officer carry First Aid and Burns kits. An Automatic defibrillator is also available and is held by the club training officer in his vehicle.
- The provision of First Aid by the club members who are qualified to provide it, is purely voluntary and hence members may wish to make their own arrangements if they have specific medical needs. Such requirements should be brought to the attention of the Safety Officer who will provide advice and support where possible.

## Accidents and incidents

- Any accident involving a third party or another member must be reported to the club's Secretary and Safety Officer as soon as possible, who will then inform the Committee and take any appropriate action required.
- Should a model 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.
- 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 accurately 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.

# Flying Zones

**Definitions:** To be read in association with the latest Aerodrome Flying Zones plan shown on the club's website: <https://dornochmfc.bmfa.club/airfield-flying-zones/>

## Pits Area

- This area is used for the assembly of models, checking radios, re-fuelling and inserting batteries (but not arming).
- It is the area where members congregate and to where all members return to when there are any light aircraft activities taking place.

## 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.
- 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 unless they are securely restrained by the returning pilot.
- 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.
- Before starting an I/C engine or arming an electric motor 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 conducting power checks all persons including the pilot are to be behind the line of the propeller,
- Models having their I/C engines running or electric motors armed must never be left unattended.

## Pilots Box

- This area is located close to the Runway but not on it as shown on Aerodrome Flying Zones plan.

## 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.
- Pilots should be standing close enough to each other to enable clear communication.

## Model Aircraft Safety

- DMFC pilots are strongly recommended to use a 'spotter' at all times to monitor other users of the Aerodrome. Members are encouraged to have their own Air Band radio and set to Tain Range at 122.755. (Note: Safetycom 135.480 is no longer used at Dornoch Aerodrome).
- In accordance with BMFA recommendations Members are strongly discouraged from flying at the Aerodrome on their own, for safety reasons.
- At the Dornoch Aerodrome 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.

- Pilots should stand close enough in the designated 'pilot box' 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. Also, one or two fliers while in our 'pilot' box should wear high visibility vests. These are not required within our 'pits' area.
- 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.
- 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.
- No more than **four** 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).
- 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 Area. 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.
- 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 any other person(s) on the runway must be taken into consideration.
- 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 conducted 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.
- 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.
- 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.
- 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.
- When leaving the Aerodrome members must ensure that they have left nothing behind including any parts from a damaged model.
- If in any doubt about operations at the Airfield please ask our Safety Officer or any Committee Member

## 35MHz Radio Specific Rules

- The 35MHz frequencies are allocated to specific DMFC members by the Safety Officer who will keep a record of same.
- 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.
- 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.

- All 35MHz transmitter aerials must remain retracted until the point of readiness for take-off and when 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.
- 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.
- Failsafes on 35MHz systems must be set up 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.

## Responsibilities

- 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.

