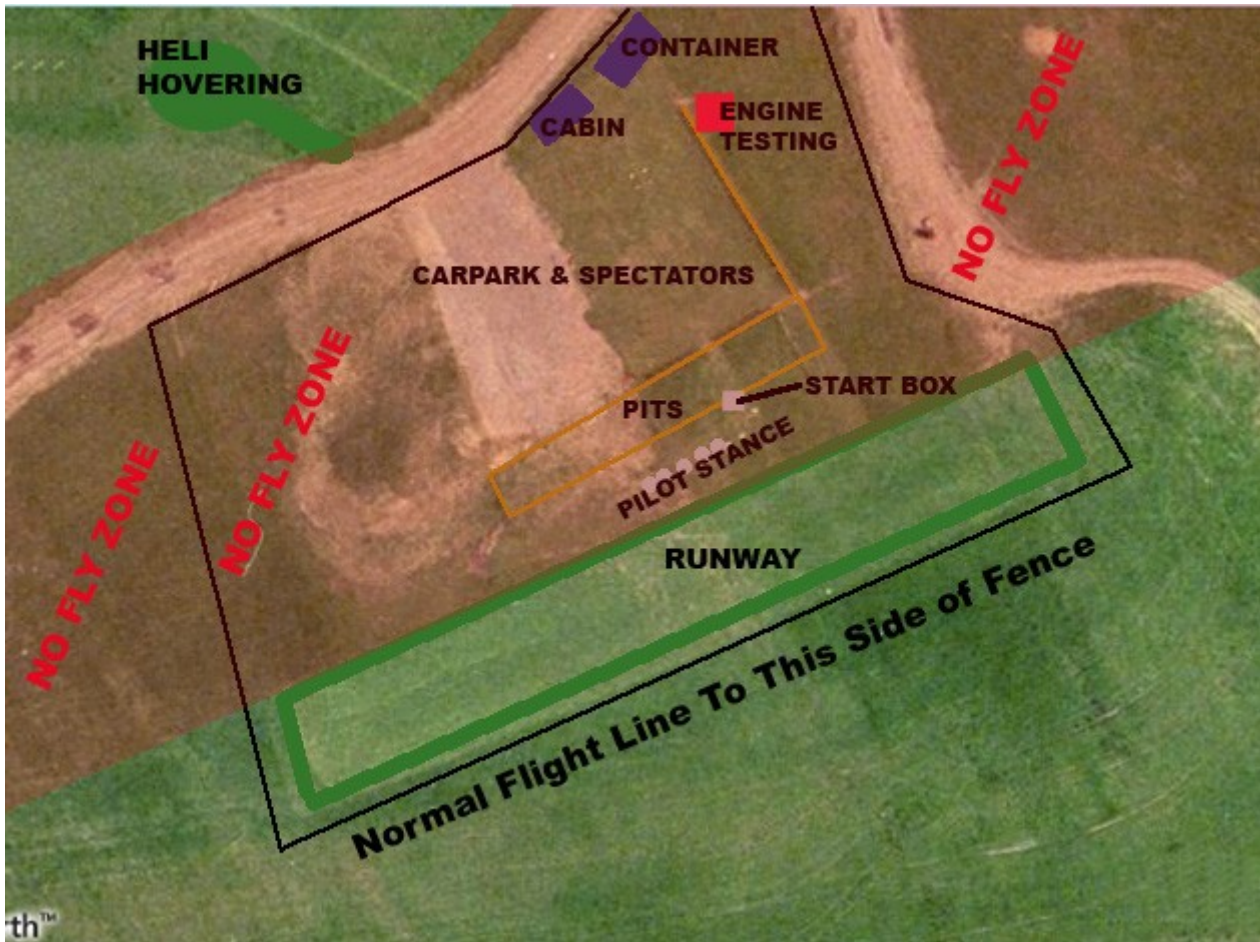


# HRMC FLYING SITE SAFETY

THIS VERSION ADOPTED BY MEMBERSHIP ON 27th OCTOBER 2008



**Air Navigation Order article 74 "Endangering" set down by the Civil Aviation Authority states;  
A PERSON SHALL NOT RECKLESSLY OR NEGLIGENTLY CAUSE OR PERMIT AN  
AIRCRAFT TO ENDANGER ANY PERSON OR PROPERTY.**

1. All pilots and visiting pilots must have valid, approved insurance and be prepared to produce evidence of validity prior to aircraft operation.
2. All electric models require that the pilot has the relevant SAA/BMFA qualification or club competence award before solo flying is attempted.
3. 27 MHz is restricted to electric powered park fly type models.
4. No transmitter to be switched on until the appropriate frequency peg has been obtained. The Club two-peg system must be adhered to at all times. (i.e. Frequency/Channel peg replaced on the peg-board by pilots Named Peg and Insurance Card.)
5. Each transmitter should display the owner's name.
6. All transmitters should be left on the transmitter table when not in use.
7. A Safety Officer should be nominated during each flying session. (This can be rotational)
8. The start box must be used at all times in accordance with the wind direction.
9. The start box area should not be used to access or exit the flying strip while a model is in the start box.
10. No engines to be started or run, or electric motors armed, in the pits.
11. Test running of engines should be carried out in the designated test area.
12. Any fail-safe device should be set to idle for IC, to stop for electric, on loss of signal.
13. All fixed wing students to be accompanied by a qualified pilot at all times until they have passed the S.A.A. Bronze test.
14. If an autopilot device is fitted it should be used in conjunction with an active fail-safe device.
15. All pilots to stand within the pilot stance when flying.
16. No more pilots within the stance than slabs available. (Instructor & student count as one whilst training.)
17. All take-off runs should commence level with or upwind of the pilot stance.
18. Pilots whose aircraft require the full length of the runway should ensure the pilot stance and pit area are clear of other pilots prior to take off.
19. After take-off aircraft should be turned away from the pits and spectator areas.
20. All Flying should be conducted within the designated flying area.
21. No flying towards the pits.
22. In the event of full size over-flights, pilots should fly low circuits or land until the aircraft has passed out of the airspace used for model flying.
23. All helicopter students practising to hover to be accompanied by an experienced helicopter pilot until they have passed the S.A.A Hovering Competence test.
24. All helicopter students practising general flight must be accompanied by an experienced helicopter pilot until they have passed the S.A.A. Bronze test
25. Helicopter heads must be held securely at all times during start up.
26. No hovering in or around the pit area.
27. Helicopters should be flown in the designated helicopter area unless they are flying the circuit.
28. No animals allowed in the pit area.
29. Infringements of the safety rules or safety concerns should be reported to the club safety officer. Repeated failure to comply with the safety rules may result in the member being asked to cease flying.
30. In the interest of safety all children (under the age of 18) and vulnerable adults must be accompanied to any club activities by their parent or guardian or a responsible adult nominated by their parent or guardian.

Further safety information is available from the SAA Safety code. All members should familiarise themselves with this document. Available from [www.saaweb.org](http://www.saaweb.org)