Hamilton Model Flying Club

Safety Rules

Version 1.3

Gordon Price 12/07/23

Document Address:

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Revision History

Revision	Date	Update
1.0	14/07/22	Initial Release after HMFC Committee Review
1.1	25/10/22	Article 16 update and other updates
1.2	10/2/23	Updates after Club vote and SAA changes
1.3	12/07/23	add location, over 400feet, pilots stance, C/L changes

1. **Site Access, Parking and no Fly Areas**

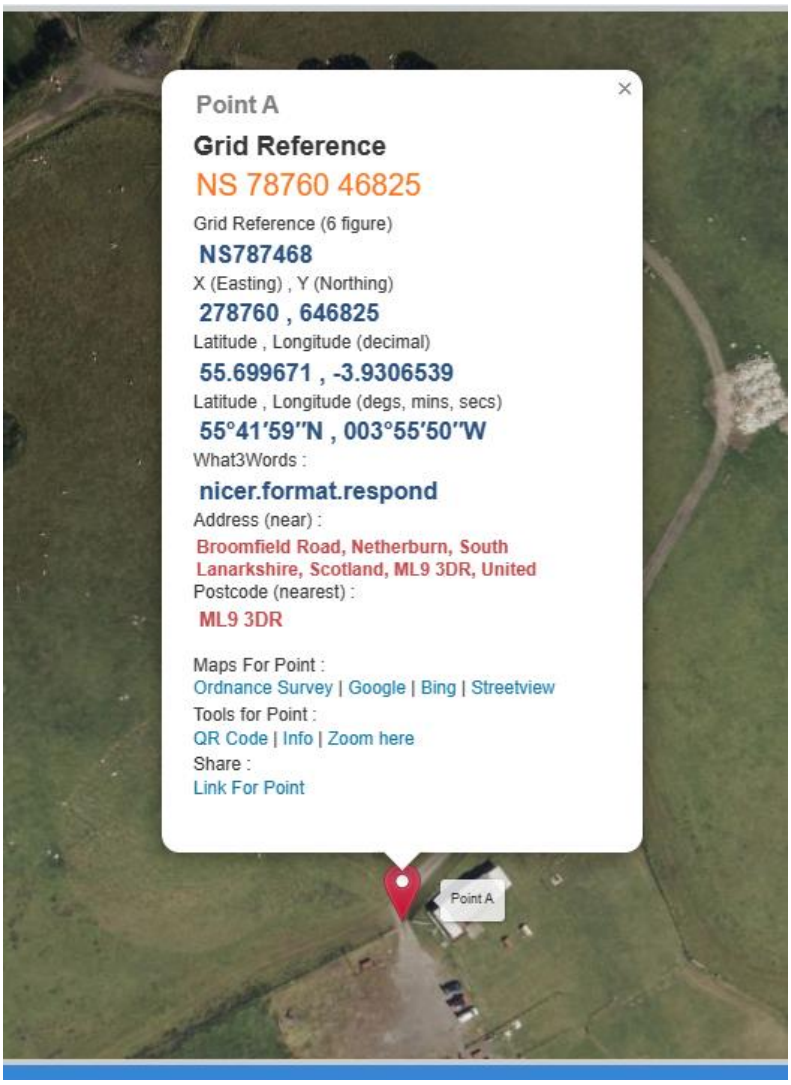
The HMFC site is accessed via a gated track from Broomfield Road. After the cattle grid the track climbs round to the fenced compound accessed through a locked Gate.

1. Car parking is within the fenced compound inside the gate.
2. The entire fenced compound area and the access track are part of the Radio Control no fly area, apart from the runway to the south side of the site
3. The entire access track and compound is subject to a 5MPH maximum speed limit.

The parking area and fenced compound layout and RC no fly zone is shown in figure 1 below. The site location details and a QR code are on the next page.

Figure 1 – No Fly Zone and Site layout

Details of the site location to the gate including a QR code are:



UK Grid Reference Finder

QR Code for Latitude **55.699671** Longitude **-3.9306539**

QR Code Size: Small | Medium | Large | Largest

2. General Safety Conditions

These apply to all site users wishing to fly.

1. All pilots and visiting pilots must have valid, approved insurance and be prepared to produce evidence of validity prior to aircraft operation. (Valid insurance is either BMFA, LMA or SAA insurance)
2. All pilots must have passed the CAA or association on line theory test and have a flyer and operator ID. Operator ID must be fixed on all applicable aircraft. See **Overview : Flying drones and model aircraft | UK Civil Aviation Authority (caa.co.uk)**
3. 27MHz radio equipment is not allowed at HMFC for model aircraft use
4. 35MHz radio equipment should use a pegboard system for frequency control if there is more than one user of 35MHz on site
5. Range checks are recommended at the start of each flying session and are mandatory for maiden flights. For range testing Helicopters or Multirotors all propellors or blades are to be removed, or the motor disabled. Fixed wing electric models should be securely held by an assistant from behind the wing when range testing.
6. A safety officer should be nominated for each flying session, and should coordinate between various disciplines using the site. If possible this should be a HMFC trustee, or a member of the Safety sub committee.
7. Visiting pilots should be accompanied by a HMFC member who is responsible for ensuring the visitor is insured, legal to fly with CAA OP and flyer IDs, aware of the SAA safety scheme and these safety rules. (the only exception to this is a prospective member on three free visits.)
8. Spectators – the spectator area is the car park and the area in between the cabin and the pits area. A HMFC member should brief spectators on the safe areas.
9. FPV flying – pilots flying FPV (first person view) type aircraft must have an assistant or spotter with them at all times who keeps the aircraft in visual line of sight and can advise on other aircraft or hazards not visible to the pilot. A frequency control system for FPV goggles must be used.(See Appendix A for frequency chart) It is the collective responsibility of FPV pilots to ensure safe frequency allocation at all times. For more information see Cap722F as noted below.
10. 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. In extreme circumstances a report must be sent to the SAA. (Refer to the SAA safety code section 12)
11. 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.
12. 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. (All flying should be below 400ft AGL, or 1200ft upon association Article 16 permit approval.) Any models above 7.5Kg flying over 400 feet must have a spotter accompany the pilot at all times to advise of anything potentialy entering the flying area. It is recommended that all flights over 400feet use a spotter.

13. All pilots are expected to cooperate and communicate with each other, confirm that they are happy to fly at the same time, and to ensure that models flown together are compatible. E.G it would be better to not fly small park flyer models and large petrol aerobatic models at the same time.

For further information on Safety see the latest SAA safety and Achievement Scheme at : **Scottish Aeromodellers Association (saaweb.uk)** and CAA publication CAP722F at **Civil Aviation Authority | Civil Aviation Authority (caa.co.uk)** All HMFC members, and visiting pilots should be familiar with the SAA safety code. For the Large Model Association handbook and Article 16 info see **Article 16 and Handbook - Large Model Association.** For the BMFA information see: **Model Aircraft & Drone Flying – Be Lawful – Be Safe – Be Responsible – A guide for BMFA members**

3. **Fixed Wing Power**

The fixed wing runway, flight line, exclusion zones and normal flying area are shown in Figure 2 below. Figure 3 shows the fixed wing pits, starting areas, Pilots stance and the access methods between those areas. Note that the pilots stance has moved, as of May 2023, 20m to the west to allow better visibility of the full runway and more room for easterly take off / landing to the east fence.

1. All fixed wing students to be accompanied by a qualified pilot using a buddy box system at all times until cleared to come off the buddy box by the instructor but must remain supervised at all times, until they have passed the S.A.A. Bronze, BMFA A or LMA Basic Proficiency Test.
2. No Engines to be started or run in the pits
3. No electric motors to be armed in the pits. No motor batteries to be connected in the pits.
4. Test running of engines/motors and range checks should be carried out in the engine test area to the east of the cabins.
5. Fail Safe devices must be set to idle for IC engines or stop for electric upon loss of signal.
6. Access to the start box area or large / jet model start area is indicated in figure 3 by the blue arrows. Only enter the start box area if it is not occupied. One start box is for IC power starting and one for electric model arming. Big models can be started in the area indicated and should be retained by an assistant or a tether system.
7. After starting/arming the model should be moved to an area to the front of the start box used for final radio and power checks. Ask pilots already flying if it is safe to use the runway.
8. After taxiing or carrying the model to the runway the take of runs should normally commence with the model at the upwind end of the pilots stance. This is shown in figure 3 with the west arrow showing the westerly take off position, and east arrow the easterly take off position.
9. Pilots whose aircraft require a longer take of run should ensure the pilot stance and starting areas are clear of other pilots prior to take off.
10. After take off aircraft should be turning away from the pits and spectator areas, and in the case of westerly take offs should make a left (southerly direction) turn as soon as possible to avoid the wind turbine to the south west. This is shown in figure 2 by the white curved arrow.
11. Flying should take place in the designated flying area indicated by the white outline in figure 2. Note the exclusion zones for the wind turbines. The normal flight line is south of the fence at the edge of the runway as indicated in figure 2 by the red line. No flying over the runway unless practicing an overshoot, touch and go, take off or landing and Pilots should audibly warn other pilots of their intentions to do any of the above. A closer flight line is indicated by the blue dashed line for small park flyer type models so that they remain within reasonable vision, which allows them to fly over the far side of the runway.
12. After landing models should not be taxied towards the pilots stance, the pilot or the starting areas. Models should be taxied off the edge of the runway towards the fence on either side of the pilots stance where the engine can be stopped and the model safely recovered. Pilots recovering models from the runway must inform the other pilots of their actions. After recovery the model should be returned to the pit area via the exit gates with the yellow arrows in

figure 3 if the start box is in use, or via the yellow dotted arrows if the start box area is not being used.

13. Adverse wind speed and directions - smaller models can take of into southerly wind directions, but must then move onto the normal flight line pattern, and must land on the normal runway. The maximum permitted windspeed for flying is 25MPH, constant or gusting.
14. Big models are those which cannot be started in the start boxes, these should be started in the big model area using suitable restraint means.

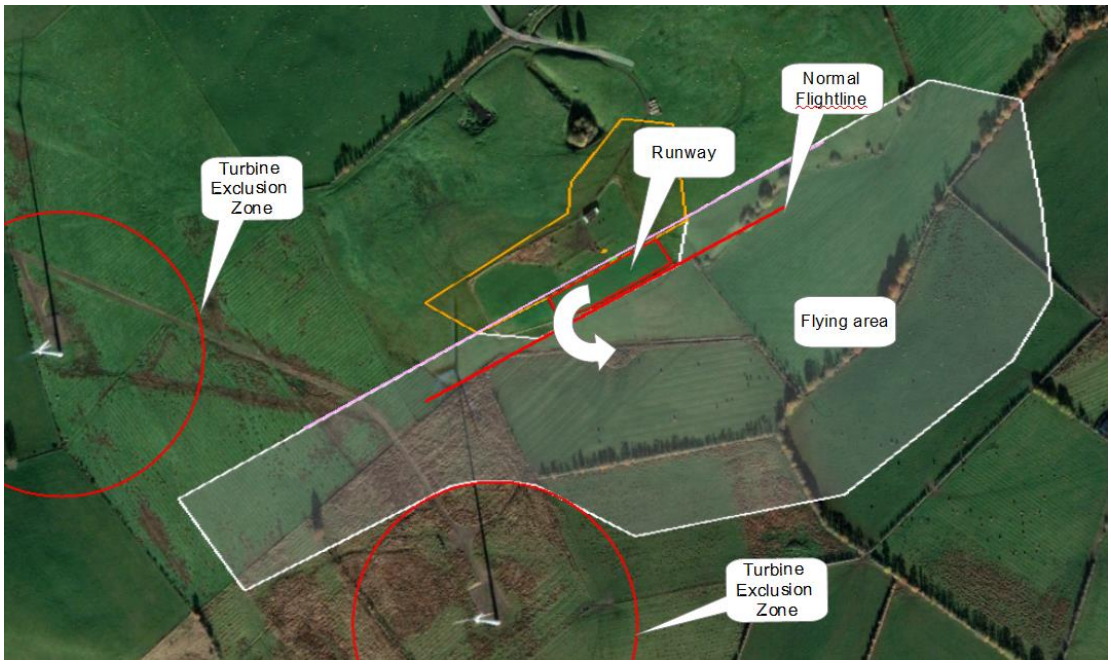


Figure 2 – fixed wing runway, flight line, exclusion zones and normal fixed wing flying area outlined in white.

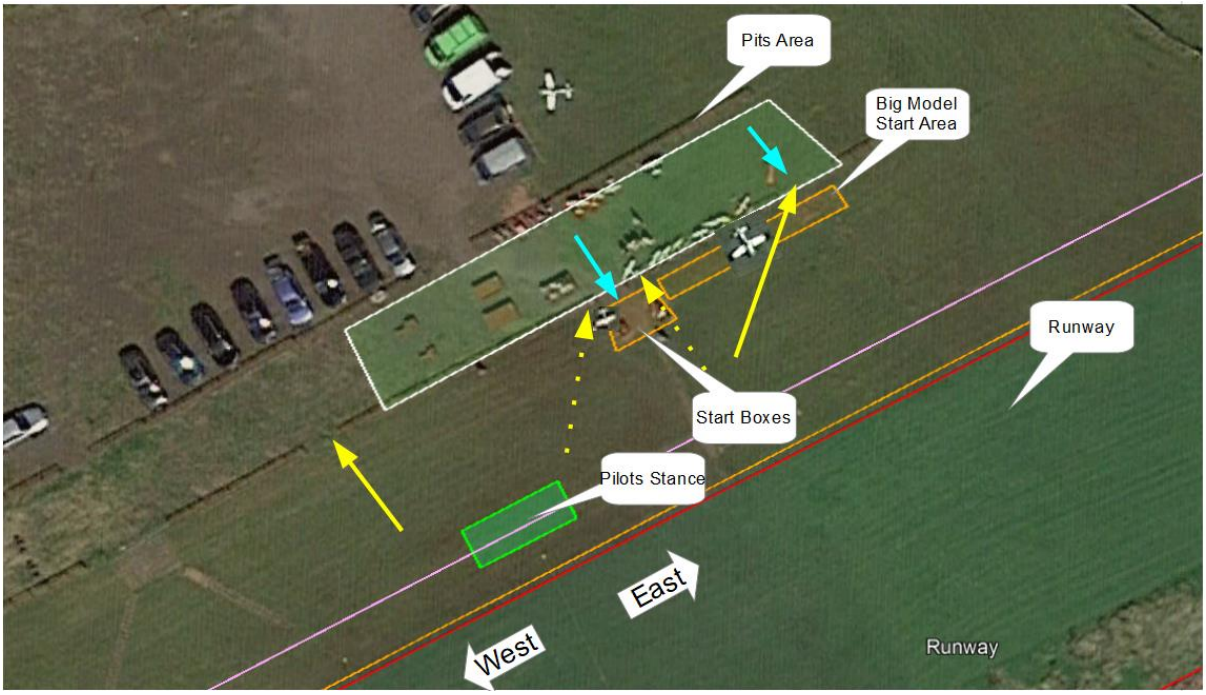


Figure 3 – fixed wing pits, starting areas, Pilots stance and the access methods

4. **Helicopter and Multirotor**

The Helicopter and Multirotor take off area is in a shared discipline area to the north west of the compound access gate. It is shown in figure 4 below. There is a prep area inside the gate and a pilot stance and hover pad in the hovering area.

1. All helicopter students practising to hover must be accompanied by an experienced helicopter pilot until they have passed the Helicopter S.A.A Bronze or BMFA A test or the SAA Hovering Competency test.
2. All helicopter students practising general flight must be accompanied by an experienced helicopter pilot until they have passed the Helicopter S.A.A. Bronze or BMFA A test.
3. When starting an IC powered helicopter the head must be held securely at all times. Once the engine is running, the engine idle speed must be low enough to ensure that the clutch does not engage when the head is released.
4. Helicopter / Multirotor flying should only take place in the designated helicopter/Multirotor/control line area outside of the entrance gate. The Helicopter/Multirotor flying area is shown in figure 5 below by the green outline, the hovering area is shown in figure 4 and 5 by the blue outline.
5. During use of the Helicopter and Multirotor area it may be necessary at busy periods to provide a barrier to the active area outside the gate.

Figure 4 – Helicopter and Multirotor hovering and prep area

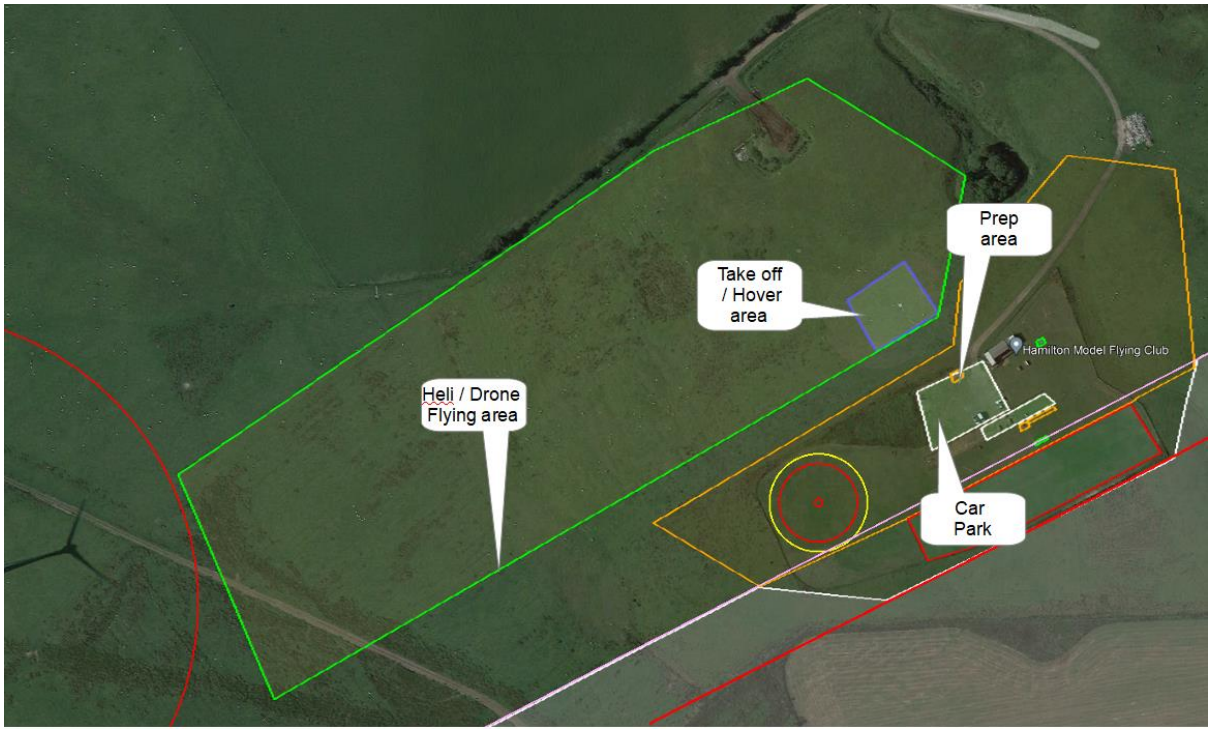


Figure 5 – Helicopter and Multirotor Flying area.

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5. **Control Line Flying**

Two control line flying areas exist. Circle 1 is inside the compound to the west, and circle 2 is shared with Heli/Multirotor north of the compound access gate.

1. A pilots centre circle is always to be used, when flying the pilot(s) after take off must stay within that circle. That is the 2m radius small red circles in figure 6. For Circle 1 it is a slabbed centre and for Circle 2 a blue pipe circle is to be used until the slabbed centre is constructed.
2. The outside safety circles are marked to keep people out of the control line flying area when a control line model is airborne. These are marked on the grass as required, with outer red circles being the normal 20m radius one for 15.92m lines, and the yellow one the 25m one for C/L aerobatics on maximum 21.5m lines.
3. At the start of each flying session the model and lines should be inspected, the controls checked and the lines pulled to a suitable pull test as defined by the model class rules. At a minimum a 10G test is suggested.
4. Pilots should use a wrist strap attached to the handle at all times when flying.
5. During busy Fixed wing RC and active control line periods, e.g. open days, testing and training days etc. the control line pitting areas for circle 1 should be kept to the north quarter of the circle, and a spectator barrier fence erected using barrier tape as shown by the cyan line from the end of the existing spectator fence around the top of circle 1 25m outer circle. This keeps all the control line people and spectators further away from the fixed wing flight line, apart from any flying control line pilots, increasing separation in the case of fixed wing flights deviating towards circle 1. Recovery of any landed control line models in the south half of circle 1 should be done with the activity of RC fixed wing models carefully monitored.

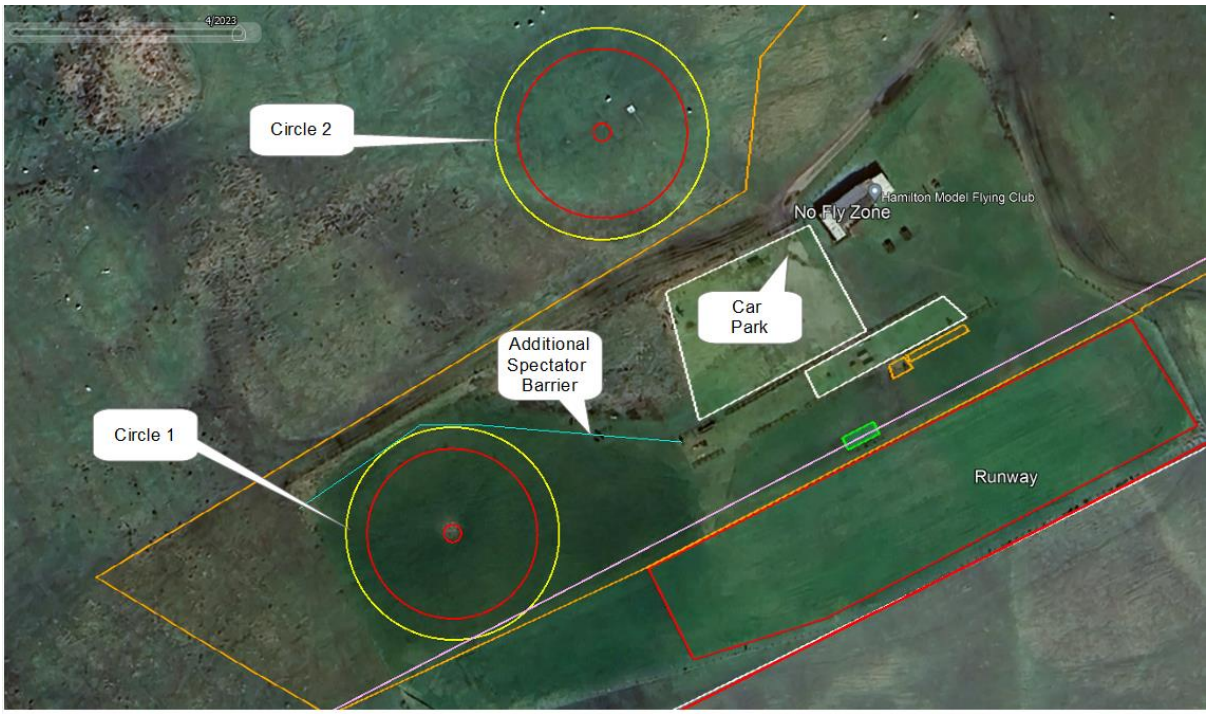
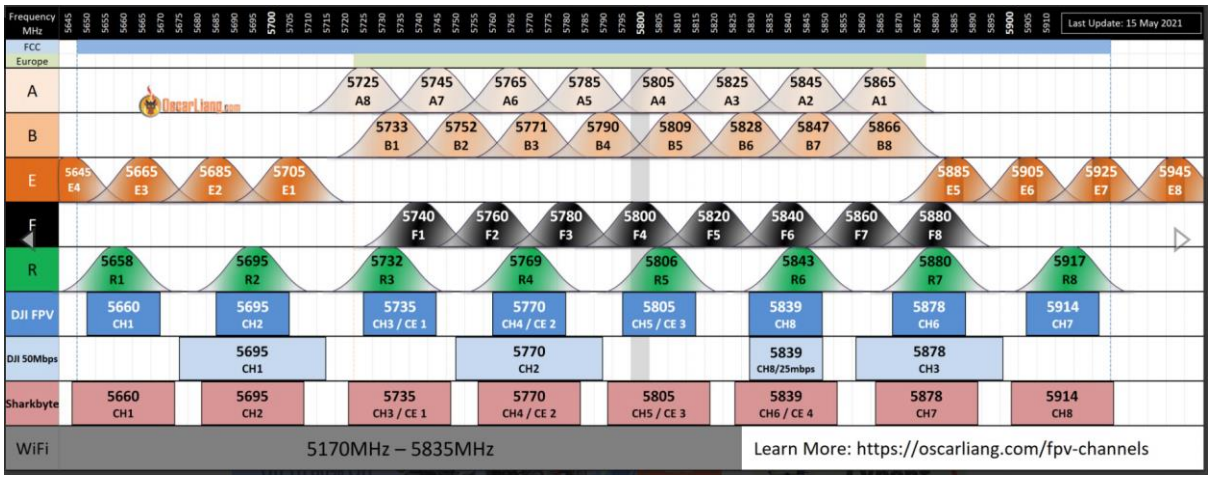


Figure 6 – Control line circles

Appendix 1 – FPV frequency chart.



Appendix 2 – Change record

Version	Notes	Author
1.0	Initial release after committee review	Gordon Price
1.1	Update for SAA Article 16, inclusion of Alan Heads comments from 22/7/22, removed 15cc model restriction, clarified large models, added Heli/multirotor flying area diagram.	Gordon Price
1.2	After Club Vote remove Helicopter / multirotor flying on main runway, add updates due to change in the SAA status.	Gordon Price
1.3	Added Site Location details. Updates for over 400ft flying, moved fixed wing pilot stance and additional control line spectator and pitting area safety. Figures 3 and 6 updated. Added links to LMA and BMFA safety info.	Gordon Price