Hamilton Model Flying Club

Safety Rules

Version 1.0 Initial Release

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Revision History

Revision	Date	Update
1.0	14/07/22	Initial Release after HMFC Committee Review

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.

Figure 1 – No Fly Zone and Site layout

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 on line theory test and have a flyer and operator ID. Operator ID should 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.
6. A safety officer should be nominated for each flying session, and should coordinate between various disciplines using the site.
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. 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.
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 1000ft upon SAA Article 16 approval.)
13. 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 should be familiar with the SAA safety code.

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.

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, or they have passed the S.A.A. Bronze or BMFA A test.
2. No Engines to be started or run in the pits
3. No electric motors to be armed in the pits
4. Test running of engines 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. Large 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 side of the pilots stance 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 1 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.
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 and landing and Pilots should audibly warn other pilots of their intentions to do the above.
12. After landing models should not be taxied towards the pilots stance, the pilot or the starting areas. 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. Models flying in an Easterly wind cannot exceed those powered by a 91 (15cc) two stroke or equivalent.

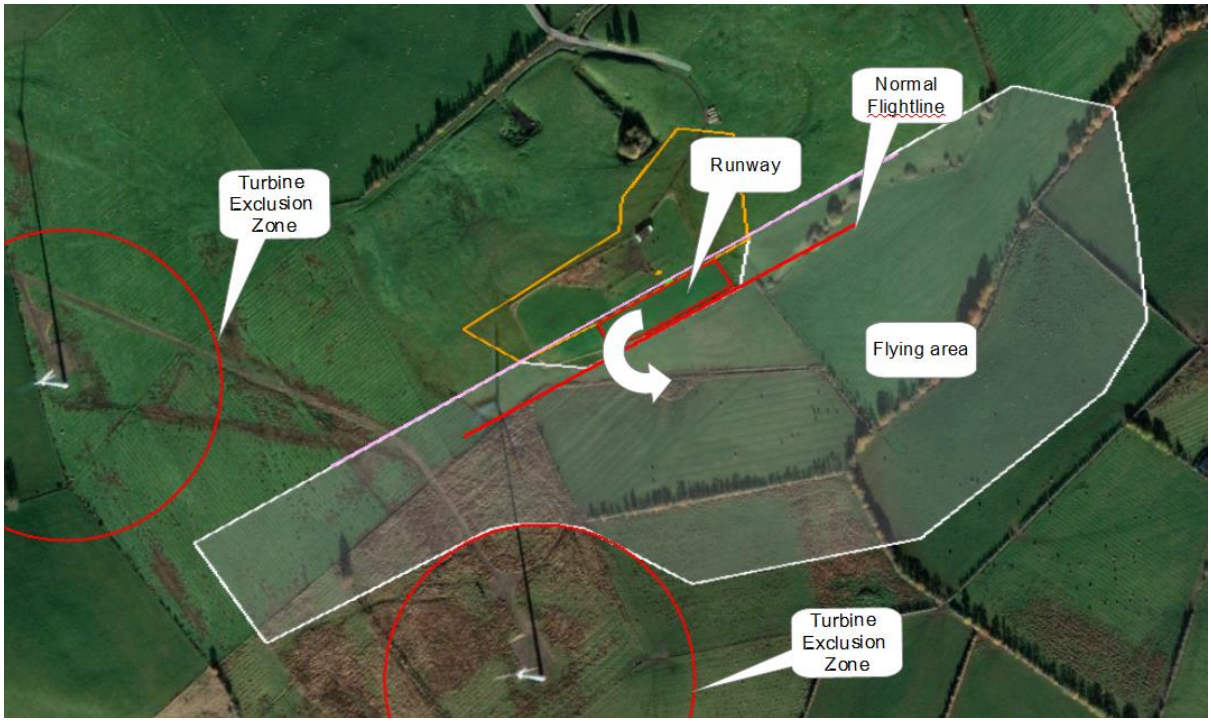

Figure 2 – fixed wing runway, flight line, exclusion zones and normal flying area

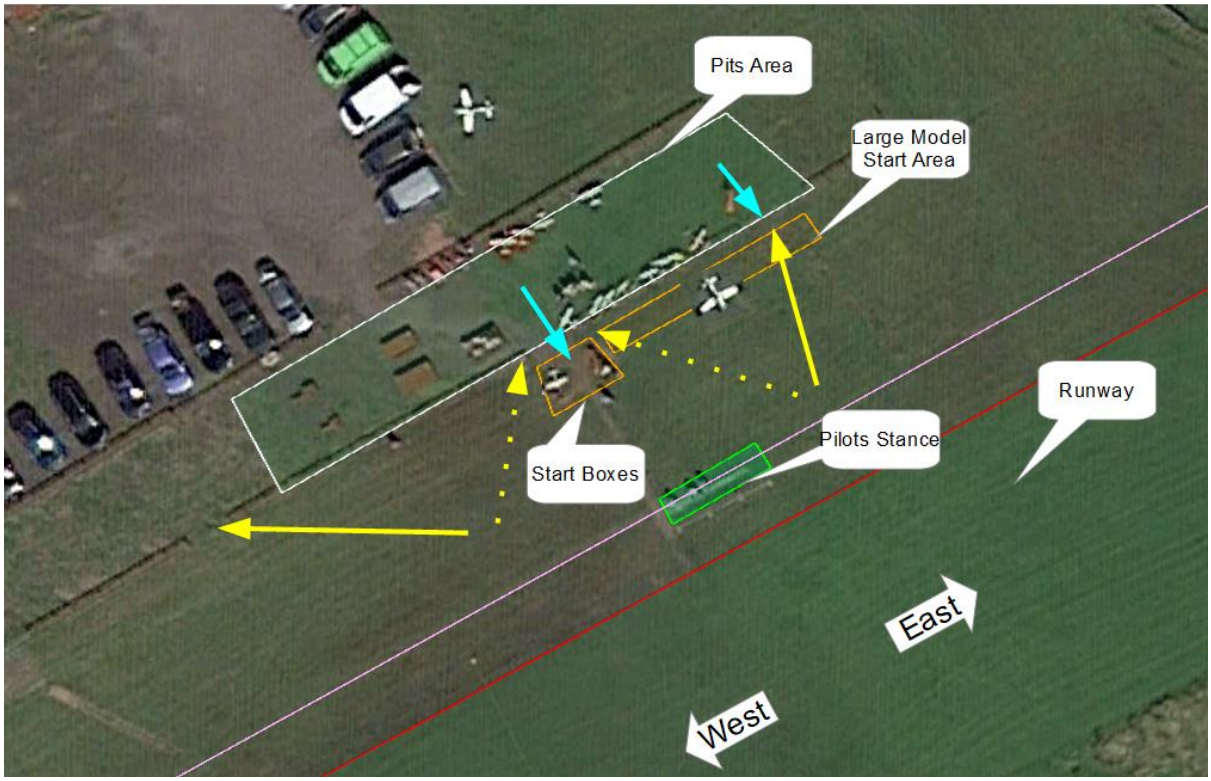

Figure 3 – fixed wing pits, starting areas, Pilots stance and the access methods

4. **Helicopter and Drones**

The helicopter and drone 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 platform.

1. All helicopter students practising to hover must be accompanied by an experienced helicopter pilot until they have passed the S.A.A Hovering Competence test.
2. All helicopter students practising general flight must be accompanied by an experienced helicopter pilot until they have passed the S.A.A. Bronze test.
3. Helicopter heads must be held securely at all times during start up.
4. Drone / Multirotor flying should only take place in the designated helicopter/drone/control line area outside of the entrance gate.
5. During use of the Helicopter and drone area it may be necessary at busy periods to provide a barrier to the active area outside the gate.

Figure 4 – Helicopter and Drone Flying area

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/Drone 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 4. 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 periods a safety barrier (barrier tape is suitable) should be placed outside the outside safety circles to prevent spectators entering the flying area.

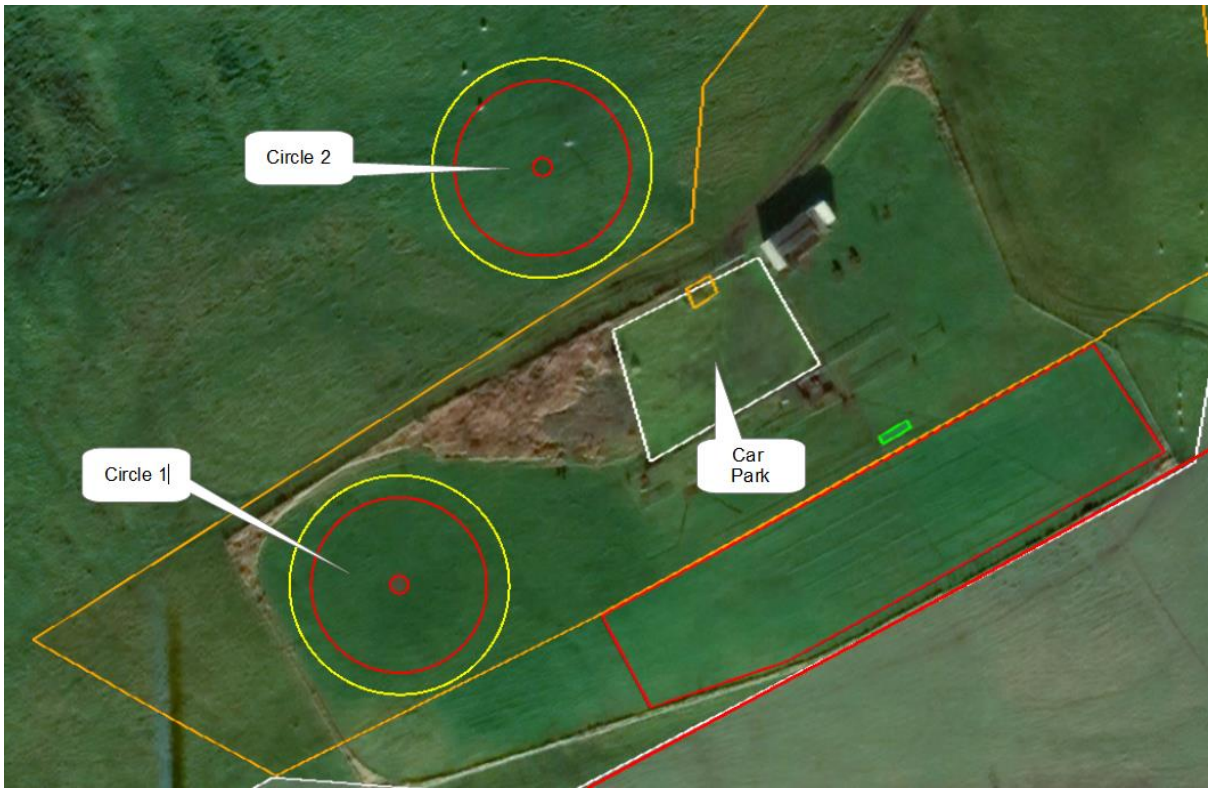

Figure 5 – Control line circles