

Elmbridge Model Club

Air Section **GENERAL RULES**

Revision History

23-Feb-02	G Macfarlane	Reformatted and presented in draft electronic form for temporary issue, pending completion of ongoing rules review
10-Mar-02	G Macfarlane	Cover sheet added, with revision history
15-Mar-02	G Macfarlane	Draft approved by committee meeting 13-Mar-02; "Draft" wording removed
12-Sep-02	G Macfarlane	Layout revised to occupy fewer pages when printed, consistent with other rule books
25-Mar-18	R D Prince	Complete overhaul of Section Rules
21-Sep-18	R D Prince	Revision to General Rule 17 and Chapel Farm Rule 7
06-Jan-19	R D Prince	Insert New General Rule 3 -TX/RX Mix and Match
11-Jan-19	R D Prince	Move Chapel Farm Rules 2, 3 & 4 to General Rules 3, 4 & 5
19-Mar-19	R D Prince	General Rule 19 added
13-Feb-20	R D Prince	Inserted New General Rule 29 - Take-off trajectory

Elmbridge Model Club: Air Section
GENERAL RULES

1. Elmbridge Model Club (EMC) operates a Zero Tolerance of Verbal and Physical violence by Members. Any incidence of such behaviour will result in that Member being instructed to leave the site with immediate effect. The incident shall be reported to the Section Secretary, who will make a final decision on the course of action to be followed.
2. All members must follow the BMFA Safety Code and Operational Guide as laid down in the current BMFA Members Handbook.
3. First Person View (FPV) and autonomous guidance of models using Global Positioning Technology are banned from use at all Elmbridge Model Club (EMC) flying sites.
 - a) The only exception to this is; if a pilot wishes to gain experience in FPV then they **MUST** have a co-pilot operating a Buddy-Box system. No Buddy-Box no FPV.
4. Multi-Rotor models are banned from all EMC flying sites.
 - a) The term Multi-Rotor is taken to mean any model that uses three or more Rotors.
5. As of 1st April 2017, all Helicopter flyers will need to hold a BMFA 'A' Certificate for Helicopters for Solo Flying.
 - a) ALL Helicopter learners **MUST** have an 'A' Certificated Helicopter Pilot standing with them whilst flying
6. All Receivers **must** be from the same manufacturer as the TX being used. I.e. Futaba TX may only use a Futaba RX, Spectrum TX may only use a Spectrum RX etc. Random checks will be carried out by the Duty Officers and/or Key Holders. Any model found contravening this rule will be grounded with immediate effect, until rectified.
7. The use of 27 MHz band R/C equipment is not permitted for model aircraft at any club site.
8. Every **35MHz** transmitter must have a pennant showing the crystal fitted.
9. Before transmitting, members must place a peg marked with their name, on the corresponding channel of the frequency board. Members must also call out their 35MHz channel number before switching on. If two or more members are sharing the same 35MHz frequency, each must remove his peg immediately on clearing the channel. No member may remove another member's peg unless the owner either clearly gives his consent or is not present.
10. 2.4GHz transmitters do not require a pennant and a peg is not needed to be placed on the peg-board.
11. Transmitters must only be operated in the immediate vicinity of the pits or landing strip and never in the car park or out on the field, for example when retrieving a model.
12. Members must alert other pilots and satisfy themselves that it is safe and considerate to take off or walk onto the strip. Pilots must call out 'dead stick', 'landing' or 'low pass' as a clear warning. 'Low pass' must be accompanied by the direction of the pass i.e. 'Left to Right'. Pilots calling 'dead stick' have priority. Members must vacate the strip as quickly and safely as possible after take-off and after landing. Pilots are advised to stand close together in the pilot box, so that they are able to easily communicate their intentions to fellow pilots.
13. Members are reminded that all models must be restrained when starting i/c or 'arming' electric. Whenever possible, electric models should be armed and/or disarmed at the appointed arming bench, adjacent to the Pilot Box.
14. ALL i/c models **MUST** have the engines stopped on the strip and not carried back to the pits areas with engines running. Electric models should, wherever practicable, be disarmed at the appointed 'Arming' bench, before returning to the pits areas.
15. All electric models must be disarmed whilst parked and unattended in the Pits Areas.
16. Flying can only take place when a Duty Officer or Key Holder is present.
17. The Duty Officer or Key Holder will be responsible for safety, noise and for compliance with these codes of practice. **Their** word shall be final on these matters. If the weather is unsuitable for flying the Duty Officer or Key holder may close the field.
18. No one may fly unaccompanied under any circumstances.

TRAINING

19. Unless a suitable Buddy Box system is in place, Instructors may only teach or assist students who fly the same mode
20. All learners must be accompanied and assisted by a member who holds an "A" or "B" BMFA proficiency certificate for the same class of model (e.g. fixed-wing, helicopter).
21. "A" and "B" certificate holders, by nature of their competence, may fly at any time without other flyers being present provided that they are accompanied. The accompanying person does NOT have to be a flyer, but must be a **responsible person able to summon help if necessary.**
22. No model may be flown which produces a noise level, in any direction, exceeding 80dBA measured at 7 metres using the procedure laid down in the BMFA Handbook.
Noise shall be self-policing by all section members. If a section member feels that a model is too noisy, then they should either: a) approach the pilot in a friendly manner and suggest that the model sounds too noisy or b) approach the Duty Officer or Key-holder and point out which model they feel is too noisy.
23. A current E M C membership card must be worn, or carried upon the person and be produced when asked for by a Duty Officer or Key Holder, as proof of entitlement to fly.
24. A member bringing guests to the field is personally responsible for their control and safety awareness. Guests may only fly at the Duty Officer or Key Holder's discretion.

25. No flying is allowed while mowing, etc. is in progress on the strip or the field, without the permission of the person working.
26. Tow or bungee launching may only take place at the Duty Officer or Key Holder's discretion. Launching can take place from the most suitable position, clear of the power aircraft pits. All power flying must stop. The launch point becomes the new operating area.
27. When starting and running up motors, members must ensure that the propeller faces outwards from the pits and, preferably, away from the flight line. Never let a propeller point at another person while it is running. An electric model must be handled as if it is at full power whenever its flight battery is connected.
28. Models, including hand-launched models, must not be flown or taxied into or out of the pits and must only be released on the strip. Helicopter rotors must not be run up in the pits.
29. To ensure the safety of all pilots, all models shall take off on a trajectory going away from the pilot's box
30. All new flyers must ensure that they have a safety briefing from a member of the Sub-committee, before they do any flying.
31. Members must not leave rubbish or litter in the field and are each responsible for keeping the field clean and tidy.
32. Any member who breaks these codes of practice will be disciplined by the Sub-committee which has the power to impose a flying ban.
33. No pets are allowed in the pits and/or strip area.
34. **Mobile phones must not be used in the pit area.**

These Rules may be amended, or added to from time to time, and the decision of the Committee as to their application and Interpretation is final.

RULES FOR CHAPEL FARM, RIPLEY

1. Chapel Farm Model Centre, Ripley is Elmbridge Model Club property. Every member has a duty to protect and respect this asset. Flyers in particular must ensure that their activities do not risk losing the use of the site for our chosen sport, by flying safely, quietly and with consideration to others at all times..
2. Members may fly I.C. Powered models on:

WEDNESDAYS & FRIDAYS	10:00-19:00
SATURDAYS	10:00-17:00
SUNDAYS	10:00-16:00

 Weather permitting and safety is not compromised.
3. Any members wishing to fly a PETROL I.C. powered model must supply their own Fire Extinguisher as part of their flying kit. Under no circumstances shall they 'borrow' one from The Chapel.
4. Members may fly gliders or electric powered models from 08:00 until Dusk Monday to Friday and 09:00 until Dusk on Saturday and Sunday, weather permitting and safety is not compromised.
All applicable rules apply
5. Attendance times for Duty Officers:
 - a) Duty Officers will be in attendance on Saturdays from 10:00 until 17:00
 - b) Duty Officers will be in attendance on Sundays from 10:00 until 16:00
 - c) If members wish to fly Electric Powered models outside these hours, then they must arrange for either a Duty Officer or Key Holder to be present. If a Duty Officer or Key Holder is not available, then the field will be shut until the Duty Officer of the day commences their duty, or when the Duty Officer of the day finishes their duty.
 - d) If a Duty Officer wishes/needs to start later or leave earlier than the designated time, then they must arrange with another Duty Officer or a Key Holder to cover that period of time.
 - e) From 1st April to 31st October, all Duty Officers must attend the site, on their allocated Duty Day, until 13:00, regardless of weather conditions. The field may then be closed, if the weather conditions still prevent flying from taking place.
 - f) From 1st November to 31st March, all Duty Officers must attend the site, on their allocated Duty Day, until 12:00, regardless of weather conditions. The field may then be closed, if the weather conditions still prevent flying from taking place.
6. Attendance time for Key Holders:
 - a) There are no set times for attendance of Key Holders, as they are a voluntary group of members who, for whatever reason, do not wish to be full Duty Officers, but have the required skills to become one.
 - b) Key Holders are normally only in charge of the field during the weekdays.

7. Parking is allowed only in the area designated on the plan.
 - a) Duty Officers/Key Holders of the day may park at the Chapel, as long as there is sufficient space.
 - b) Members who have mobility problems may park at the Chapel, as long as there is sufficient space.
 - c) Members unloading models may drive to the Chapel, as long as there is sufficient space. Their vehicles must be removed to the main car parking area as soon as they have been unloaded.
8. The pits are designated by a mown area, within a square concreted walkway and positioned, as shown on the plan. Under exceptional wind directions they may be moved by the Duty Officer or Key Holder. Only one pit area may be used. All pilots should still stand in the pilot box.
9. All flying must take place within the airspace above the area as shown on the plan. This area ensures safety over the entrance, car park and pits and avoids disturbance to our neighbours. Over-flying bordering roads and properties must be avoided. The airspace may be further restricted by the Duty Officer or Key Holder according to conditions or circumstances on the day.
10. **Only frequency channels 60-85 on the 35 MHz band may be used** Frequencies 55-59 and 86-90 are not to be used at this site under any circumstances, as agreed with another private club a few miles away.
11. A pilot, however experienced, must adjust his flight pattern if requested by the Duty Officer or Key Holder. Instructors of trainee pilots must be particularly vigilant to prevent models wandering outside the permitted zone.
12. If a model has to be retrieved from neighbouring land, this must be done as quickly as practical and the permission of the landowner must be sought whenever possible. Such incidents must be reported to the Duty Officer or a Sub-committee member.
13. Members must minimise any damage to crops or hay and keep to paths whenever practical.
14. Before taking off, pilots must ensure that they will not cause the following limits of airborne models to be exceeded:
 - a) A maximum of **FOUR** fixed wing aircraft, with a MAXIMUM of three i/c, **OR**, up to THREE helicopters may be in the air at any one time, as long as safety is not compromised. Fixed Wing aircraft and Helicopters are not permitted in the air together.
 - b) These limits may be reduced (**but not increased**) at the discretion of the Duty Officer.
15. In the event of heavy mist, drizzle, rain or snow etc. all flying activities must cease. Any models in the air, at the time, must be landed in a safe manner as soon as possible. The more experienced pilots should give priority, if necessary, to less experienced pilots to land first, as long as Safety is not compromised.
16. A decision to allow or disallow flying, based on wind strength and direction shall be down to the discretion of the Duty Officer/Key Holder of the day.
17. All ordinary members must leave via Rose Lane.
18. **DISCIPLINARY PROCEDURES**

If any member breaks any section rules, the duty man will give that member one gentle warning, followed by a serious warning that on the third transgression, in that day, they will be stopped from flying for the day. Should anybody need the second warning, the air section secretary will be informed. The Section Secretary will keep a record and should it occur a second time, within three months, the member will be temporarily suspended pending a sub-committee meeting where suitable action will be discussed. The member will be invited to attend this meeting.
19. Matters of general discipline are the concern of the main Committee. The Subcommittee may, at its discretion, also refer any offence, particularly serious offences, to the Main Committee.
20. **This disciplinary procedure shall apply to all members.**