

WALTHAM CHASE AEROMODELLERS

CLUB RULES

Revision February 2017

0. THERE IS TO BE NO LONE FLYING AT TVF.

A minimum of two persons must be present for flying to take place.

1. GENERAL

- 1.1 All members are to achieve and maintain a thorough knowledge of the Club Rules and to operate in compliance with them. Ignorance of the rules is not a defence.
- 1.2 Furthermore all members are required to comply with the Air Navigation Order (ANO), the guidelines for safe flying laid down in the current BMFA/SMAE handbook, and the guidelines contained in CAP 658.

CAP 658 is available on the CAA SRG website (www.caa.co.uk/docs/33/CAP658.PDF). The BMFA Handbook is available on the BMFA website (www.bmfa.org/handbook/Handbook2012.pdf). Both are available as free downloads in PDF format, or may be purchased in printed form.
- 1.3 Any member observing a breach of the Rules shall immediately inform the safety co-ordinator who will take action to ensure compliance and safety.
- 1.4 Knowledge of the Rules may be checked from time to time by a member of the committee.
- 1.5 Failure to comply with the Rules may result in withdrawal of flying privileges, or in severe cases, withdrawal of membership. (See Rule 5.15).
- 1.6 Members are reminded that they must fly on club sites only on the specified dates and times as shown in the Newsletter. Power flying must stop by 1.00 p.m. on Sundays at Tangier Farm unless a special event has been organised.
- 1.7 For the purposes of these rules, electric-powered, hand-launched gliders shall be considered gliders. Other electric-powered models shall be considered power models.

2. GROUND RULES

- 2.1 All models are to comply with BMFA safety requirements as per the current SMAE/BMFA handbook.
- 2.2 A safety co-ordinator **MUST** be appointed at the beginning of each flying session, prior to any flights taking place. This person will deputise when flying or is otherwise engaged. The duties of the safety co-ordinator include:
 - 2.2.1 Maintaining a general observation of the sky and surrounding area.
 - 2.2.2 Giving/shouting warnings of any low flying full-size craft that are approaching our flying area.
 - 2.2.3 Alerting flyers to the approach of members of the public, especially walkers on the footpath.
 - 2.2.4 Ensuring safety rules are complied with.
 - 2.2.5 Taking any other action considered necessary to ensure safety.
- 2.3 Any model deemed unairworthy by a committee member will be grounded.
- 2.4 Pilots are responsible for ensuring that they start and run engines pointing away from other people, with the model pointing towards the flight-line and using the restraints provided where appropriate.

- 2.5 All spectators and pilots are to stand behind the flight-line, except when launching or retrieving a model. See later note.
- 2.6 Persons venturing onto the landing or take-off strip must make sure it is safe to do so and as a warning to others SHOUT "**Man on strip**" and wait until all pilots have signified their agreement. Occupation of this area must be as brief as possible.
- 2.7 GPS systems / return to home functions must be armed in a safe place away from the pilot box or pits.

3. RADIO CONTROL

- 3.1 A frequency board must be used at all times when more than two transmitters are present.
- 3.2 Frequency pegs shall be used in accordance with current club practice.
- 3.3 As the club utilises a "peg off system" as a means of frequency control, frequency flags are to be flown on the transmitter aerial and must display the correct frequency.
- 3.4 A ground range check in accordance with guidelines in the BMFA Handbook, with & without the engine running, is essential on new or repaired models/equipment or following a heavy landing or a period of non-use.

4. PROFICIENCY

- 4.1 For a novice pilot to go "WCA Club solo" he/she must be passed by two recognised Club Instructors, a Club Examiner or Area Chief Examiner. This check will assess his/her knowledge of Club Rules as well as his/her flying proficiency.
- 4.2 The proficiency of all members and their knowledge of the Rules may be checked from time to time by a member of the committee

5. FLYING

- 5.1 A committee member, recognised club instructor or proficient flyer must be in attendance before flying can take place.
- 5.2 All members are to show due consideration for other flyers when operating their aircraft.
- 5.3 New members may be required to take a flying test to ascertain their level of proficiency and knowledge of Club Rules within the probationary three-month period.
- 5.4 Before taking off the pilot is responsible for ensuring that the take-off area is clear and that no model aircraft is on a landing approach.
- 5.5 When hand-launching powered models, this must be done from a position well up-wind of other fliers and in a direction away from the flight-line. A loud, clear call of "hand-launching!" is to be made.
- 5.6 Direction of takeoff must not be towards the flight line and the first turn must be away from the flight line.
- 5.7 No model shall be flown over or behind the flight line, with the exception of gliders or other small, light models at the discretion of the safety co-ordinator.
- 5.8 Pilots are to familiarise themselves with and respect the "no-fly zone". No power models are to be flown in the no-fly zone. The no-fly zone is depicted in Appendix A to these Rules.
- 5.9 Full-size aircraft have priority at all times. Model flyers are to ensure that their models remain well clear of full-size aircraft and their projected flight-path.

- 5.10 Particular care must be taken to avoid flying over spectators, parked cars, buildings and roads.
- 5.11 All landings must be called clearly to warn other flyers.
- 5.12 Taxying to within 5 metres of the flight line or directly towards the flight line is not permitted.
- 5.13 When take-offs and landings are being executed parallel to the flight line a minimum distance of 10 metres between model and flight line must be maintained.
- 5.14 Damage to persons or property must be avoided even at the expense of the model.
- 5.15 Any flying considered dangerous by the committee, either witnessed or reported, may be deemed a breach of the safety rules and could result in loss of flying privileges or even termination of membership.

6. LOW PASSES

- 6.1 Low passes (lower than 5 metres) are to be executed parallel to the flight line.
- 6.2 No low passes are to be executed within 10 metres of the flight line, a minimum of 25 metres from the flight-line is preferred.
- 6.3 Fast, low passes are to be called before execution, the call to include the direction of the pass.

7. GLIDERS (INCLUDING ELECTRIC GLIDERS)

- 7.1 Glider pilots are subject to the same rules when flying at the same time as pilots of powered models, except flight line procedures are different to suit the launching of the model. It is mandatory, however, that the glider pilot joins the flight line as soon as possible after launching. Gliders must be launched from a position up-wind of other flyers, and in a direction away from the flight-line.
- 7.2 If gliders and powered models are flying together the safety co-ordinator **MUST** give his/her permission prior to the glider being launched.
- 7.3 Glider pilots must indicate when about to launch by calling "glider launching".
- 7.4 Glider pilots are subject to SMAE/BMFA safety codes and models must comply with the safety regulations as set out in the current member's handbook.

8. HELICOPTERS

- 8.1 Helicopter flying will take place during designated time slots, to be agreed on the day with at least one committee member and by the helicopter pilots. During this time **NO** fixed wing flying will take place.
- 8.2 Helicopter pilots are to fly their machines from the centre of the strip approximately 25metres forward of the flight line.

9. ELECTRIC POWERED MULTI ROTORS

- 9.1 Electric powered multi rotors with a mass **NOT** exceeding 2.0 kg including batteries may be flown with fixed wing models aircraft or in designated multi rotor slots.
- 9.2 Electric powered multi rotors with a mass exceeding 2.0 kg including batteries shall be flown in designated multi rotor slots unless specific exception is granted by a committee member.

- 9.3 When mixed multi rotor and fixed wing flying is taking place all multi rotors shall join the landing circuit on the base leg and approach to land into wind in the direction adopted by fixed wing aircraft
- 9.4 When mixed multi rotor and fixed wing flying is taking place hovering over the strip shall be clearly called.
- 9.5 Multi rotor flight systems must be powered up in the start up area.
- 9.6 Multi rotors must take off and land on the strip. Aircraft must not be flown behind the flight line.

10. FIRST PERSON VIEW (FPV)

The following applies to all FPV flying, Multi Rotor, Fixed Wing and Rotary Wing.

- 10.1 Pilots flying First Person View (FPV) are to comply with ANO 166, exemption E4049, ANO167, OFCOM IR 2030 “UK Interface Requirements 2030 Licence Exempt Short Range Devices”, CAP 658 and CAP722. Make particular note of the requirement that pilots intending to fly FPV must nominate a competent observer prior to undertaking the flight.
- 10.2 A frequency control board must be used at all times when more than one video transmitter is present. Pilots intending to fly FPV **MUST** ensure the channel is clear before transmitting.
In the interim until the peg board is implemented regular FPV fliers are to be allocated a frequency by Officers of WCA. Fliers must not deviate from this frequency while at TVF. New fliers without an allotted frequency shall be given an ad hock frequency on the day.

Officers of WCA may check that the allotted frequencies are in use and that illegal frequencies are not in use at any time through the use of a frequency scanner
- 10.3 When flying in a group all pilots are to power up video transmitters and check for interference before take-off. Pilots wishing to join the group flight must only power up when all aircraft are on the ground. FPV transmitters must be powered up in the start-up area a minimum of 10m from the pilot box.

11. NOISE

- 11.1 Engine noise levels will be subject to random checks by the committee. All models must endeavour to meet the level of 82 dB(A) as measured in accordance with the method specified in the SMAE/BMFA members handbook. It is the aim of the Committee to have all Club members' models within 82 dB(A) at 7 metres. New members will be given a grace period, if requested, of up to but not exceeding three months to achieve compliance at Tangier Farm. Excessively noisy models will not be permitted to fly. The Club possesses a noise meter and models may be tested on request.
- 11.2 Flyers are not to operate their models in a manner that would cause unnecessary noise nuisance, e.g. prolonged prop- hanging or close, low aerobatics.

12. LARGE MODELS AND CONTROL-LINE MODELS

- 12.1 All large models (over 7kg) are governed by the specific rules set out by the Civil Aviation Authority.
- 12.2 Control line models are to be flown on the mown strip with the agreement of all other flyers present, or in a designated area away from the flight line.
- 12.3 No radio controlled models are to be flown when control-line flying is taking place on the mown strip.

13. SITE MANAGEMENT

- 13.1 All litter, cigarette ends and debris must be removed from the flying site at the end of each session.

- 13.2 All Club equipment that has been used must be returned to its proper place and be correctly stowed at the end of every flying session. Personal belongings are to be removed from the site.
- 13.3 Those members making use of the Club batteries are responsible for familiarising themselves with the operation of the generators and maintaining the batteries in a charged state.

14. COMPETITIONS

- 14.1 Organisers of Club competitions or events may temporarily modify some of the club rules to facilitate that competition or event. This will only be done in such a way that safety is not compromised. Any such changes will be notified to all those present, especially those taking part.

15. INCIDENTS AND ACCIDENTS

- 15.1 Any damage to persons or property shall be reported IMMEDIATELY to a committee member.

16. AMENDMENTS TO THE RULES

- 16.1 The committee has the right to amend these Rules as considered necessary.
- 16.2 Members may suggest amendments to the Rules at any time. Any such suggestions should be made in writing to the Committee. Proposals will then be considered at a scheduled committee meeting. In cases where prompt action is required for safety reasons, the Committee may make temporary amendments pending the next committee meeting.
- 16.3 The Rules will be reviewed and amended periodically by the Committee to ensure compliance with current legislation and guidelines.
- 16.4 Any amendments to the Rules will be communicated to all members as soon as practical.

MEMBERS ARE REMINDED THAT THEY MUST COMPLY WITH THE A.N.O., WITH CAA AND BMFA RULES AND GUIDELINES AS WELL AS WITH W.C.A. CLUB RULES (SEE 1.2 ABOVE)

SAFETY IS NO ACCIDENT!

WCA Tangier Farm Flying Site

