

## **WHMFC Field Safety Rules – July 2022 (Please also refer to Flying Field Site diagram)**

*These rules apply largely to flying from the main field at Willy Howe, but many are also relevant to indoor flying.*

*Safety is the responsibility of everyone present at the field/hall. If anyone sees what they believe to be unsafe activity, this should be raised with the member concerned, or a committee member.*

### **General**

- *Good communication is essential for the safety of all, e.g. advising existing fliers of the intention to take off, land, or retrieve a model. This is even more important if flying from the alternate location at the North of the field, as it is not possible to use the safety fence.*
- *Types, and size/weight, of models should fly by agreement - priority is always to airborne models.*
- *Due consideration should be given at all times to current pilots; especially novice or trainee pilots who may be impacted by activities more experienced fliers would ignore, e.g. running engines in the pits area over and above readying for flight, close-in circuits above the runway.*
- *All fliers must observe field discipline and comply with current Air Navigation Orders, BMFA Safety Codes contained within the current BMFA member's handbook, and relevant CAA regulations, including, but not limited to, the requirement for an easily located, current CAA Operator ID of appropriate size and format affixed to models of 250 grammes or more.*
- *All radio controlled models of any type, must be fitted with an operational failsafe.*
- *Intimidating flying of any kind is not permitted.*
- *Mobile phones should be turned off / not taken into the Pilot's Box areas as, although rare, mobile signals have been known to disrupt Tx signals, and cause models to crash.*
- *No smoking is permitted in the pits area or Pilot's Box.*
- *Children must be closely supervised at all times and must not be allowed to run around the pit area, flight line or runway.*
- *Dogs must be kept on a lead / securely tethered. Dogs are not allowed in the pits area or the Pilot's box.*

### **Flying Location**

- *All vehicles are to be parked in the designated area per Flying Field Site Diagram.*
- *Except where dangerous to do, pilots should use the pits area, and 'pilot's box' to the South of the main runway. An example would be summer evenings where the sun would be in pilot's eyes if the primary pilot's box and pits area were to be used.*
- *Should a pilot wish to use the alternative pits area (near the caravan), this must be with the agreement of all pilots, and all cars must be moved to the alternate location before flying commences. If the windsock and safety fence have been erected, these should be removed before flying commences. Flying from the alternate location should only be undertaken if it would be more dangerous to fly from the primary location.*
- *Pilots should always fly from the agreed location. All pilots must be together once airborne - in the Pilot's Box, or an agreed location.*
- *Non flyers should remain outside the pits areas, and pilots box.*

- *All flying is to be undertaken in front of the agreed flight line/pits area; that area may not be crossed. An exception is made for low speed thermal gliders which may make use of lift areas - at height - to the side and rear of the flight line/pits area, provided prohibited areas listed below are not infringed.*
- *The prohibited overflying areas for all flights is indicated in red as the NO FLY ZONES on the Flying Field Site diagram. This includes the pits areas and the parking areas (note that the zones are dependent on the pilot & pits area in use).*

### **Field Etiquette**

- *The first arrivals at the field should put out the windsock, agree the runway in use and erect the netting/safety fencing.*
- *Any member or visitor wishing to enter or cross the runway/flying area must seek clearance from pilots flying at the time before doing so. Cars should not be driven to the caravan area if aircraft are in the air.*
- *BMFA Membership Cards are to be carried and used. This is especially relevant for 'guest' flyers so that proof of insurance is possible. It is suggested these (or a copy) be kept in flight boxes / Transmitter boxes.*
- *Members flying any frequency other than 2.4GHz, e.g. 35MHz must employ the old 'Peg Board', which is located in the caravan, along with the safety fence and windsocks, if there are multiple users of this frequency band present.*
- *Transmitters with 'long' ariels (e.g. 35MHz) should not be taken away from the flight line when retrieving models, unless the aerial is collapsed.*
- *Models and transmitters together are regarded as a single entity and should undergo a pre-flight check - including failsafe - at every flying session in accordance with BMFA guidelines.*

### **Flight**

- *Prior to, and post flying, engines/motors should only be run in the pits area.*
- *In the pits area, models should face outwards (towards the safety fence heading 'out' of pits area).*
- *Engines should not be set up/tuned in the immediate vicinity of the pilots flying at the time.*
- *All powered models should have a means of stopping the engine/motor remotely.*
- *All powered models should, where possible, have a means of preventing unintended throttle operation.*
- *Electric models should only be armed in the pits area, and disarmed before removal from the pits area.*
- *When flying powered models, it is mandatory for a suitable Fire Extinguisher to be ready at hand in the case of a fire – this applies irrespective of the power source. Please note, this is to allow control of small fires within the flying field only – personal safety is the primary concern.*
- *Before starting an internal combustion engine, the model must be suitably restrained by either a tether or an assistant.*
- *Models having their i.c. engines run in on the ground must be suitably restrained and must not be left unattended. Only the person starting the engine may be in front of the propeller.*
- *Ground running of any motor/engine should not be undertaken away from the pits area.*
- *I.c. engines should only be started in the pits area.*

## **Issues**

- *Should a model become out of control the first priority is the safety of persons, and second the avoidance of damage to property. A warning is to be shouted by the pilot, which should be acknowledged by other members.*
- *If a model alights out of control, the BMFA guidance re reporting to the CAA should be examined. If this results in a reportable incident, an email should be submitted to [WHMFC@hotmail.co.uk](mailto:WHMFC@hotmail.co.uk) before submission to the CAA.*
- *Any accident to a member or non-member must be reported to the Safety Officer, or a committee member.*
- *The site owner has requested that only one person should retrieve models from adjacent land. Retrieval must follow the guidelines provided by the land-owner – e.g. use existing tractor tracks to get as close to a model as possible. Damage to crops must be kept to a minimum.*