

Brentwood Model Flying Club

Supplementary Rules 2014

For Brocks farm Airfield

A1/Flying Regulations

1/All models to be flown from the West end flight line and beyond. It is marked by the flight cones. Pilots should stand along this line for safety, and communication. Flying is straight across the runway and beyond. Refer to marked boundaries on site map.

2/All flying to be carried out in front of you, as per the BMFA rules and not behind the flight line. This is regarded as a dead area. You may however use part of this airspace, with your engine set at **IDLE**, when landing from that direction, if wind dictates. These approaches must however be very tight and never close to the wind sock.

3/**NO** Flying beyond/close to the wind sock is allowed.

4/ A maximum number of aircraft and a noise limit of 82db as per BMFC/BMFA rules is set.

5/ Remember, this is an active airfield! Therefore special consideration is needed.

1a/ You **must** give way to any full size aircraft wishing to land or take off. If an aircraft is seen flying low and looking at the field, assume it wants to land. Stand down.

2a/ Remove all items from the runway, return and retreat behind the barrier within the pits. **Do not stand airside!**

6/ Helicopters flying in circuit must fly as per fixed wing from the flight line.

7/ No dangerous or low flying over animals, people, cars or the flight line.

8/ Aerobatics are to be performed at a safe distance from the flight line. (This is currently set to 30 meters for models under 7 kilos and a distance of 50 meters for models over 7 kilos and any gas turbine by the BMFA). This includes Aircraft prop hanging and Helicopters flying inverted.

9/ Announce loudly and clearly when you are about to land.

10/ Announce loudly and clearly when you are about to cross the landing area, and check that no model is about to land.

11/ Announce loudly and clearly if you intend to do a low pass.

12/ Any committee member may assume the authority to act as flight/safety control officer. Safe flying is incumbent on all members.

13/ On a day when other field users are active. A committee member or safety officer has absolute control on whether it is safe to fly and may end the session if it is deemed dangerous to continue.

14/ Any model damaged and repaired during a flying session must be inspected by a safety officer prior to being reflown.

15/ No lone flying is permitted, another person must be present (this is for your own safety).

A2/Trainees/Non "A" certificate holders

1/All training is offered free of charge. But it is the trainee's responsibility to ensure that a suitable approved club Instructor will be present on the day they wish to visit.

2/All trainees (where possible) are to use a buddy system.

3/A suitable model is required for training. A high wing electric or nitro trainer is considered ideal. Not weighing under 1kilo without fuel (nitro/battery) or a low powered helicopter with training gear.

4/Instructors have the right to refuse training, if the radio/model is deemed unsuitable.

5/All models are flown at owner's risk, whilst every effort will be made to safely fly the model, accidents sometimes happen. Neither the BMFC, or any of its club Instructors, will accept any responsibility in the event of a model loss.

6/Any Non "A" certificate holder that is safe to fly solo, must have an "A" certificate holder or an Instructor present with them whilst flying. This is until they hold their own "A" certificate.

B/Field regulations

1/ Full size aircraft always have complete right of way.

2/All members equipment to be contained within the pits area. A minimum amount of equipment is to be taken on to the runway.

3/ No animals to be taken onto the field.

4/All members will be held responsible for clearing away their own litter i.e. empty bottles, fuel cans, or picnic waste.

5/ For the comfort of non smoking members and fire safety, No Smoking in pits area. All used butts are to be removed and not discarded onto the field.

6/ Any person that is unsure of the site layout, no fly zones etc, should speak to a committee member or safety officer prior to flying.

C/Flying times

Saturday	10.00 until 16.00
Sunday	10.00 until 16.00 <u>Electric only all day</u>
Monday	10.00 until 17.00 <u>Then Electric only until 20.00</u>
Tuesday	10.00 until 17.00
Wednesday	10.00 until 20.00 <u>Electric only all day</u>
Thursday	10.00 until 17.00
Friday	10.00 until 17.00 <u>Then Electric only until 20.00</u>

Note: Electric ducted fan is classed as an IC engine.

