

East Devon Radio Control Club

CLUB RULES

(Issue

3/054/09)

The following rules shall apply to all members of EDRCC and to their use of the Woodbury Common flying site.

1. General Safety Rules

- 1.1 When flying is taking place a lone flyer must be accompanied by a responsible person. When 2 or more members are present a Safety Marshal must be nominated. In the interests of safety, all members and visitors shall, without delay, obey the instructions of the Safety Marshal. The Safety Marshal's responsibilities and duties are detailed in the Appendix to the Rules and are to be considered a part of these Rules.
- 1.2 Consideration shall be given to the public at all times in order to avoid potentially dangerous situations. The Safety Marshal shall guide members of the public into safe positions and will prevent any person from moving into lines of take-off or landing.
- 1.3 Flying shall not take place, or shall be curtailed if visibility or weather conditions or any other environmental factors are such that flying may be unsafe.
- 1.4 No fires of any description shall be lit on the flying site at any time.
- 1.5 Members must ensure that all items of equipment and rubbish are removed from the flying site at the end of each day's activities.
- 1.6 Any incident or accident which has, in the opinion of any member, compromised the safety of a member of the public or of the club, must be reported to the Club Chairman at the earliest opportunity with as much detail as possible including the names of witnesses. All members witnessing the event must report their observations.
- 1.7 Prior to flying, pilots shall ensure that they can maintain full transmitter control of their engine whilst it is running, and shall ensure that electric motors remain disconnected from their batteries unless the model is properly restrained. Engines must be adjusted so as to stop running when required by use of the transmitter.

2. Frequency Control

- 2.1 Flying shall be controlled using available channels in the 35MHz and 27MHz bands. The 40 MHz band may be used only for surface models.
- 2.2 A frequency pennant shall be attached to the transmitter so that its channel number can be identified without disturbing the concentration of the pilot. It is recommended that the channel number is shown:
 - in white or black on an orange background for 35MHz,
 - in black on a white background for 27MHz,
 - in white on a green background for 40MHz.
- 2.3 Transmitters shall not be switched on in the car park. No transmitter shall be switched on whilst another on the same channel is in use. All pilots shall strictly observe whatever frequency control system is in operation at the flying site, or otherwise ensure that their transmitter's frequency channel is free before every occasion it is switched on. A transmitter pound may be in operation during busy periods. The Safety Marshal is responsible for the supervision of the frequency control system, and shall enforce the rules of its operation.
- 2.4 The club normally operates a "Peg On" system of frequency control. This requires that:
 - all pilots provide themselves with a peg clearly labelled with their name and transmitter channel number (recommended colours as for the pennant),
 - a pilot's transmitter is only ever switched on whilst the corresponding peg is displayed on the

pegboard/mast,

- no peg shall be added to the pegboard/mast (and the corresponding transmitter switched on), which has the same channel number as a peg already displayed there,
- ~~where there is another pilot on site using the same frequency a pilot should remove his peg from the pegboard/mast on completion of a flight and after the corresponding transmitter has been switched off. the peg must be removed from the pegboard/mast as soon as possible after the completion of a flight and after the corresponding transmitter has been switched off.~~

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It is recommended that whilst a transmitter is switched off its peg is displayed in the vicinity of the model or flight box in the pits area for the convenience of other pilots.

- 2.5 Pilots intending to use adjacent channels concurrently must check before flying that their transmitters do not interfere with each other. Whilst flying, they must stand close together (less than 20 ft apart).

3. Airside Discipline

- 3.1 Models shall only be flown in front (airside) of the flight line except for gliders flying above 200ft. In the event of a change of wind direction the flight line shall be moved accordingly.
- 3.2 No pilot shall fly over the car park.
- 3.3 Flying low over the strip in a downwind direction requires the consent of other pilots.
- 3.4 Whilst flying, all pilots must stand close together in a group (in so far as is consistent with safely controlling any helicopter in the hovering box), and directly behind the flight line. Standing airside of the flight line is not permitted. Transmitters shall not be taken airside without the prior agreement of other pilots flying.
- 3.5 Before crossing the flight line from the pits to airside all persons shall call out their intention to do so, and shall act on any response given, e.g. by a pilot already flying.
- 3.6 Before take-off pilots shall check that it is safe to do so. They shall signal their imminent intention to take off by calling "TAKING OFF", and shall act on any warnings given, e.g. by a pilot already flying.
- 3.7 Before landing pilots shall check that it is safe to do so. Whilst on the downwind leg they shall signal their intention to land by calling "LANDING", and shall act on any warnings given, e.g. by a pilot already flying. As soon as the model is settled on its final approach other aircraft should keep clear.
- 3.8 The pilot of a model suffering an engine stoppage in flight shall call "DEAD STICK" or "LANDING DEAD STICK" and must be given priority for landing. All other aircraft should keep clear. Wherever possible those already on approach should abort their landing and rejoin the circuit.
- 3.9 When a landed model has stopped moving the pilot should stop the engine and leave the transmitter behind the flight line before crossing airside to recover the model.

4. Pits Discipline

- 4.1 When starting and ground running an engine the pilot shall ensure that the model is:
- physically restrained, and
 - at least 10ft from the edge of the gorse, and
 - positioned so that no person, model or equipment is directly behind in the propwash.
- Anyone positioned in front of, or in the arc of the propeller should be asked to move before the engine is started.
- 4.2 No pilot shall taxi an unrestrained model anywhere behind the flight line. Pilots shall ensure that models with running engines are physically restrained whilst they remain behind the flight line.
- 4.3 Any extended high speed engine running shall take place well away from the pits area.

5. Flying Restrictions

- 5.1 The number of aircraft (including helicopters) being flown at any one time shall not exceed:

- ~~□ Four-four~~ of any type,
- ~~□ Plus-plus~~ 2 electric gliders,
- ~~□ Plus-plus~~ 1 helicopter hovering in the hovering box.

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- 5.2 Flying is permitted only:
- on Saturdays and Bank Holidays between 1000hrs and 1400hrs,
 - on other days between 1000hrs and dusk.
- Electric powered models may be flown from 0800hrs.

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- 5.3 All pilots shall have valid public liability insurance cover. Whilst attending the site for flying or other club purposes members shall wear a current EDRCC personal identification badge.
- 5.4 All pilots flying helicopters shall have previously provided the committee with an appropriate signed declaration.
- 5.5 Members shall ensure that any visitor who intends to fly holds valid public liability insurance and is prepared to produce proof on request.
Note that first time visitors will be deemed to meet this condition for the purpose of trial flights on up to 3 days per visitor, provided such flights are made under the supervision of a committee approved member as provided for under the “First Time Inexperienced Flyer” provision of the BMFA insurance scheme.
- 5.6 Pilots of aircraft weighing more than 7kg must hold a Certificate of Achievement at ‘B’ level. Models that exceed 10kg in weight may be flown subject to agreeing satisfactory safety procedures. Gas turbine engined models or space models shall not be flown.
- 5.7 Members shall ensure that their models are silenced in accordance with BMFA recommendations. Models that fail to meet the standard set by the BMFA, when tested by the Club’s noise meter, shall not be flown.

Appendix to the Rules
Responsibilities & Duties of the Safety Marshal

The Safety Marshal is responsible for monitoring the safety of all persons at the flying site and ensuring that members and their visitors comply with the BMFA and club rules concerning the use of the Woodbury Common flying site.

It is the responsibility of every club member to comply with decisions made by the Safety Marshal.

Having regard to the CAA Air Navigation Order (ANO) articles ~~64-74~~ ~~& 63~~, ~~73~~ & ~~98~~ the Safety Marshal shall consider the safety of the public and of club members to be the prime criterion to be used in forming judgments and arriving at decisions.

The Committee hereby appoints all who from time to time are senior members of the club to the role of Safety Marshal. At every flying session senior club members present who are not in the process of operating their models are required to take their turn to serve as duty Safety Marshal (Junior members are not eligible). The responsibility may be passed among the members present provided only that the duty is manned continuously during flying operations at the site. It is every member's obligation to ensure that they are familiar with ANO articles ~~64-74~~, ~~73~~ & ~~98~~, ~~& 63~~, BMFA safety recommendations and the club rules, in order to be competent to act as Safety Marshal.

The Safety Marshal shall report to the Safety Officer.

The club Committee delegates to the duty Safety Marshal its full authority to require that members and visiting flyers:

- comply with the rules,
- act in other ways to eliminate potential or actual danger,
- in extreme or repeated cases of non-compliance with his instructions, leave the site.

The decision of the Safety Marshal shall be final.

In cases of dismissal from the site, the committee shall consider reports from the Safety Marshal and the Safety Officer, in addition to any other representations concerning the incident. Until this consideration is complete the individual dismissed will remain banned from flying at the site.

Appeals against decisions made by the Safety Marshal may be made after the event to the Safety Officer. The Safety Officer may decide that an appeal merits referral to the Committee for decision.

Decisions by the Safety Marshal on site shall be upheld by the Safety Officer and the Committee unless there is evidence that some substantial injustice has arisen therefrom or that they were not made in good faith.

The Safety Marshal's duties are:

1. To make repeated risk assessments of current visibility, weather, ground and other operating conditions (including flying operations), and accordingly determine whether or not flying may proceed.
2. To supervise the layout of the flying site, ensuring that it is arranged in the style of the attached diagram, and that it is rearranged to suit any significant change in wind direction.
3. To marshal members of the public into safe areas and to prevent anyone from straying into the line of take-off or landing.
4. To alert pilots who are flying their models (e.g. by called warnings) to the presence of members of the public who are in the line of take-off or landing, are at risk of be overflowed, or are approaching or crossing the site. Also, to inform pilots when such dangers have been cleared.
5. To supervise the correct operation of the frequency control system in operation at the site.
6. To liaise with troops on or near the site to ensure that Ministry of Defence personnel have priority and that club activities do not interfere in any way with MoD training.

Woodbury Common Model Flying Site Layout

