

# CHEDWORTH RADIO CONTROL FLYING CLUB: AIRFIELD RULES

## GENERAL INFORMATION

- 1) All members must have current BMFA, CAA registration and Chedworth RC Flying Club Membership.
- 2) All members must observe field discipline and comply with the current CAA Air Navigation Order and all relevant BMFA safety codes as contained within the BMFA Members' handbook.
- 3) Only radio-controlled models are allowed to fly. Ducted fans (except electric ducted fans), bungee launches, or free flight models are not allowed.
- 4) Gas turbine powered models have a separate set of operating rules at Chedworth. Users must make themselves familiar with these rules before attempting to fly a gas turbine model. Specifically note that there are periods during the year when gas turbine models may be banned temporarily from flying due to the presence of dry crops.
- 5) Visiting fliers may fly at the Club's airfield on no more than 4 days in any one calendar year, not counting events where other clubs are invited. Visiting fliers must have current BMFA insurance, CAA registration and a minimum of a BMFA "A" certificate. Visitors will be required to provide proof of such information before they fly. Visiting fliers must be invited onto and accompanied at all times on the airfield by a current club member. The host member is responsible for the conduct of the visitor and ensuring that all the Club rules are complied with.
- 6) Any pilot not holding a minimum of a BMFA "A" Certificate or equivalent for the type of aircraft they are flying must not fly without being supervised. Supervised means a pilot with at least an "A" certificate standing with you in the pilots' box and supervising your flight safety.
- 7) Note that the jet rules require a minimum of a BMFA "B" certificate, for pilots of jets.
- 8) You must be aware of the legal requirement for mandatory reporting of certain "occurrences" to the CAA and/or to the Air Accident Investigation Branch. An "occurrence" is any safety-related event which endangers or which, if not corrected or addressed, could endanger an aircraft, its occupants, or any other person. Full details are at <https://rcc.bmfa.uk/art16-occurrence-reporting>

## LANDOWNER'S RULES

- 9) Vehicular access to the flying site is by way of the car park only. No vehicles are allowed out on to the runway except where specific permission is granted for disabled users to unload. The outer gate must be securely chained and padlocked when the entrance is not being used. The gate must be locked after entering as well as exiting the car park. Failure to comply may result in the disciplinary process being applied. The inner gate can be left unlocked while the airfield is in use, the last person to leave must lock it. At your discretion you may choose to lock the inner gate whilst you are on the airfield. The inner gate should be closed after passing through to prevent any stray deer or cattle from entering the car park. Vehicles may be driven through the inner gate and along the perimeter road but stop short of the runway, for brief loading and unloading only, and must then be returned to the car park. The car park is halfway along the perimeter road as shown on the map below, and its limit is marked by the painted fence posts on either side of the road. No car must be parked closer to the runway than the painted posts.
- 10) Pedestrian access is to and from the flying site runway only. All other areas are out of bounds. Hand launched models should land back on the runway.
- 11) There must be no flying on certain days as specified by our landowner and notified to you by the Club newsletter.

- 12) You must have your membership card with you when on site, the Landowner has the right to exclude any member who fails to produce a current membership card on request.
- 13) No pets are allowed on the airfield.
- 14) The flying site and car park are to be kept free of litter at all times.
- 15) Emergency landings in a field: take care to avoid damage to standing crops, follow the tractor tracks if possible. Beware of the electric fences.

## FLIGHT SAFETY

- 16) The pits and pilot boxes are on the West (car park) side of the runway only. Pits and pilot boxes are at each end of the runway, to be chosen depending on wind direction, the pits at the downwind end of the runway is to be used. Only one end may be used at any time. Pitting on the East side is forbidden. See map below.
- 17) 35MHz: Fly off the peg board, your name and frequency on a peg, with 2 channel separation unless in agreement to fly adjacent channels with another flyer. Check before switching on the transmitter. Do not switch on 35MHz in the car park under any circumstances. Your 35MHz transmitter aerial must carry an orange pennant showing your channel number.
- 18) All pilots to stand in or as close as room allows to the marked pilots' box whilst flying to allow communication with each other regarding intended manoeuvres. They are to call "take-off", "landing", "dead-stick", "on runway to retrieve", "runway clear", and so on.
- 19) All flying must take place over the field to the East of the runway. Flying on the car park side of the runway is forbidden.
- 20) No flying is allowed over the runway except for take-off, landing, and touch and goes, which must be no closer than the runway centre line. Models with tailwheels must start their take-off from the upwind end of the pit line in case they swing.
- 21) Do not taxi into or out of the pits.
- 22) To avoid nuisance and distraction, and to allow communication between pilots, keep engine tuning to a minimum. Running-in done on the ground must only be started when no others are flying, and should be done at the far end of the pits. Inform others so that they know your intentions.
- 23) Those who are not flying should keep a watch out for walkers or others approaching, and warn pilots of anyone on the runway or at the runway cross or otherwise under the flightpath.
- 24) All models must be able to comply with the relevant Department of Environment noise test in accordance with BMFA guidance. Therefore if your model has already failed a noise meter test at another site then you cannot fly it at Chedworth. Club Officers will noise test any model if it is considered to be too noisy.
- 25) Any person wishing to enter or cross the runway must seek clearance from pilots flying before doing so.
- 26) Any spectators are to be under the control of the member who is hosting them and they must obey club rules and stay behind the flight line. Children should be closely supervised and not allowed to run around.
- 27) Before starting an engine or connecting power supply batteries the model should be suitably restrained by a tether or an assistant. In the interest of safety assistance should be sought when running up engines and taking models to the runway.
- 28) Any incident that causes a fire or a fuel spill outside of the model runway should be reported to a Committee member as soon as possible so that they may inform the landlord

for remedial work if necessary as the farm is “organic” and fuel spills may show up in their soil testing.

## FLYING TIMES

29) The club has access to the site all year except certain dates specified by the Landlord for other events. These will be notified to members in advance.

30) The Club operates a flying time limit to reduce the risk of complaints from noise:

Sunday - no flying of any type of model before 10am

If you want to fly internal combustion engined models after 5pm on any day we ask that you consider if there is a time earlier in the day when you could do so instead, but there is no restriction on flying them after 5pm.

