

## Reading and District Model Aircraft Club Flying Field Rules

1. The BMFA code for aero model flying shall be observed at all times.
2. As from February 23<sup>rd</sup> 2020, members who actively fly models within scope of the CAA registration requirement must be registered with the CAA and hold either an Operator I.D. or, if a junior member under 18 years old, hold a Flyer I.D. Each model that is within scope of the CAA registration requirement must have an Operator I.D. displayed in an easily accessible location on or within that model.
3. For 35MHz users, a frequency control system shall be used at all times when flying is in progress. A Peg On system is used, requiring members to display their name and channel number on a peg supplied by them. The peg shall be placed on an official pegboard before the TX is turned on. Said peg should be removed from the peg board as soon as the TX is turned off.
4. All persons wishing to use the club's flying site(s) for the operation of model aircraft must be a current Reading & District Club member, evidence of which must be produced at the request of another club member or at the request of TVP security staff.
5. Flyers of models with a maximum take-off mass of between 250g and 7.5Kg must not fly within 30 meters of an uninvolved person. This distance is reduced to 15 meters for take-off and landing. Models in excess of 7.5KG are not permitted.
6. Radio flyers must not fly models without the supervision of an experienced pilot, until they have passed the BMFA "A" test.
7. No 'lone flying' - flying is not permitted unless the pilot is accompanied by at least one other responsible person, who should act as look-out for members of the general public approaching/crossing the landing strip.
8. Club members in the pits are responsible for warning members of the public if they approach the runway while models are airborne, and for advising pilots of the approaching public.
9. If a landing is prevented due to members of the public on the landing approach/landing strip, the pilot must go-around again until the hazard clears. If the hazard does not clear, the pilot may have to land in a clear area away from the landing strip.
10. A pilot may only take-off if the runway and immediate area beyond and in-line with the runway are clear of members of the public. If members of the public are crossing that area, the pilot must wait for them to clear the area.
11. No flying is permitted behind the flying strip i.e. on the pits side of the strip: for safety reasons this is dead air space and under no circumstances can be over flown.
12. Models should not regularly be flown over the River Thames. Any overflying should only occur at an altitude that ensures a safe return.
13. Flying below approximately 15 meters is reserved for take-off and landing circuits (article 16) and a common circuit procedure will prevail at this altitude. Aerobatics and common fun flying shall be conducted well clear of this circuit unless advised and agreed with other fliers at the flight line.
14. Models must be tested before their maiden flight to confirm that their model does go into failsafe mode in the event of them losing the transmitter signal. Models must also undergo a receiver range check before their maiden flight.
15. Helicopters should normally use the designated hovering area or alternate with fixed wing aircraft in the use of the strip.
16. When flying all pilots must stand together at a pre-agreed place. The only exception being helicopter pilots, whilst carrying out hovering manoeuvres over a prepared and agreed place. As soon as they join the "circuit" they must move and stand with the other pilots.

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17. Model boxes and other equipment must be kept well clear of the runway. Members are responsible for the removal of all their own rubbish from the flying site. Open fires of any type are not permitted but barbeques are permitted occasionally if kept clear of the ground.
18. The safety of members and the general public in and around the pits area is paramount. To maintain this safety, models powered by i.c. engines must be restrained by the use of an appropriate mechanical restraint *before* they are started. Where possible, electric models must also be restrained *before* they are armed in the pits. Alternatively, if the battery is fitted in the pits without the use of a model restraint, the model *must not be armed* until at the flight line. When arming at the flight line, the safety of members at the flight line must not be compromised. Model engines being run and tested for a protracted period shall be taken to a safe area away from the pit area and other persons and should be suitably restrained and supervised.
19. All incidents are to be reported to the Club Chairman. Any incident involving injury to a member of the general public must be reported to the TVP Security Office immediately. Any incident involving serious injury to a member of the general public, or a fatality, must be reported to the Air Accident Investigation Board as required under Article 16.
20. Flying of models must be in accordance with the current operating times as agreed in the TVP licence and published on the club web site at [www.rdmac.bmfa.org](http://www.rdmac.bmfa.org)
21. Flyers should place their models and field equipment in an orderly manner in the pit area. When flying, they should stand at least 4 metres back from the runway except when taking off or landing.
22. Members will be responsible for the safe and proper behaviour of their guests and pets. In the pit area dogs must be kept on a lead and young children must be supervised at all times.
23. No more than five models should be airborne at the same time (TVP licence).
24. No landing of models outside the designated space or flying of models over land outside of the permitted flying range as far as practicable (TVP licence).
25. Members may invite guests to use the club's flying site(s) provided that:
  - The guest has a valid BMFA membership card and proof of insurance.
  - The guest has a BMFA 'A' qualification for the aircraft type they propose to fly, or uses a "buddy lead".
  - The guest is registered with the CAA and they have an Operator I.D. displayed in an easily accessible location on or within their model.
  - A guest may only visit on three occasions per year. Further visits must be sanctioned by the committee.
  - The member must accompany their guest at all times.
  - A committee member, safety officer, club examiner, club instructor or an appointed club member should supervise the guest's first flight.
26. No model should be operated which gives a noise measurement at 7 metres of more than 82 dB(A).
27. Any FPV flying must be in full compliance with the BMFA rules. Any such flight must not leave the club flying airspace and it is the responsibility of the person in charge to ensure that the model remains in this airspace.