

# MSRM General Site Safety Requirements

All members must familiarise themselves with the BMFA Handbook dated 2010 and addendum's dated Dec 2011 and May 2013. This document is the foundation of the advice and guidance to fly radio controlled aircraft.

The MSRM committee strongly advise all members to fully acquaint themselves with its contents.

It also contains some very useful technical information, and by being familiar with its contents it will seriously improve a successful outcome should the member submits themselves for the BMFA A certificate.

Only club members are authorised to fly at our site, guests are welcome by invitation only (one visit per guest unless authorised by the committee). Guests must familiarise themselves with the MSRM & BMFA requirements and guidance, and an instructor or member of the committee must deem the guest's model airworthy before flight.

These requirements are for yours and your fellow flyers safety as well as to comply with our planning conditions.

## **Guidance requirements for Stoke Ash site:**

1. Only RC I/C, electric and glider aircraft are to be flown on site. No turbine jets, control line or free flight aircraft permitted.
2. All aircraft must comply with Department of Environment (DOE) noise code as per BMFA handbook. All I/C aircraft must be tested. It must not exceed 82Db. Any IC aircraft that exceed 82db may not be flown until it meets this requirement. The Committee reserves the right to carry out any random noise testing. Please ask any available member of the committee to have your aircraft tested.
3. No more than five (5) aircraft can be flown at any one time. Only three (3) IC aircraft can be flown at any one time.
4. Flying times are: Monday To Friday Electric 09:00 TO 21:00 I/C 09:00 TO 20:30 Saturday Sunday and Bank Holidays Electric 09:00 TO 20:00 I/C 10:00 TO 18:30
5. All members are expected to take on the role of safety while at the field, therefore expected to support other members and discuss any breach of the club or BMFA requirements. Committee members will take precedence if in attendance.
6. Prior preparation of your aircraft, range check and fail safe check to be carried out as per the BMFA handbook, before each flying session, is recommended. Fail-safe if available must be programmed on your TX/RX and checked. The requirement as set out in CAP658 stipulates that where a fail-safe facility is available (and it is on

pretty much any modern R/C set) the fail-safe must be utilised whatever the weight of the aircraft. For models weighing over 7kg and for those powered by a gas turbine it is an absolute requirement (the original requirement as originally set out a number of years ago related only to models over 7kg).

7. Any pilot not able to have reasonable control of their aircraft must be accompanied by a club approved instructor on the flight line or be on a buddy box.
8. All 35 MHz users are to have a peg on the peg board with their channel clearly displayed. No 35 MHz user is to fly/turn on transmitter without prior consent of all flyers present.
9. All aircraft to be suitably restrained when starting/running up. Electric powered planes should only be connected/made live when safe to do so and treated with utmost care until deactivated and restrained where practical. Please take into consideration the softness of the ground and size of restrain being used, the size and power of the engine and the strength of the tail structure.
10. All aircraft are to be carried (ideally by a third party) or wheeled to the active flying area. They must not be taxied under Radio Control in the pits or the walkway to the flying area.
11. No aircraft should be started pointing towards other members in the pits, all aircraft should face the flying field.
12. Clear verbal instructions are to be used while flying, i.e. "taking off", "landing", "on the patch" and most importantly "dead stick". Upon hearing "dead stick" other flyer's should clear the runway immediately as a dead stick has priority in landing.
13. Flying only to take place in designated areas as laid out in the Stoke Ash site map (attached). The current box will be a multi purpose one to handle the runway parallel to the crop.
14. Consideration/consultation of learner pilots training. Ask permission of the learner pilot and instructor to fly at the same time. Remember learner pilots are unlikely to have as fast reaction time's and therefore unable to avoid you in the sky. No more than one (1) learner pilot to fly at any one time.
15. Members must brief observers of safety and remain either in car park or social pits, they must not be on the flying patch. No Dogs are permitted at the Stoke Ash site.
16. Any incident involving a third party or another member must be reported to the safety officer or any committee member as soon as feasible.
17. Please keep the site clean and tidy, remove any personal rubbish after each visit, including all debris resulting from an unfortunate crash of a model, as it could damage the lawn mower.
18. During the winter months when parking is by the container the route to the pits/social area will be via the edge of the field by the tree's, and not across the landing/take off area or across the runway. Signs will be in place to indicate the route.
19. If you have any concerns or wish to speak to the Safety, Officer Kevin Fairgrieve

can be contacted on 07974518844.

### Personal Safety Stoke Ash site:

It is recommended that you fly with a spotter at every flight. Those flying whether alone or with a spotter, please ensure you have a mobile phone (not on the flight line) and a personal 1st aid kit. Should you require assistance please use the following information for someone to attend to you:

### STOKE ASH – Deadman’s Lane, IP23 7EX.

For those flying at Stoke Ash there is a 1st aid kit in the toilet building. The code for which you will be advised.

### Stoke Ash Site:

