



Burnley & Pendle Aeromodellers.

Affiliated

2014, CLUB RULES AND GUIDE LINES.

GENERAL.

1. These rules shall apply whilst using the facilities of the Burnley & Pendle Aero Modellers Flying Club. Other supplementary rules apply to each specific flying site. It is each member's responsibility to familiarise him or herself with the Club rules and to abide by them at all times.
2. All members shall abide by the BMFA rules as published in their member handbook.
3. A current Club Membership Card must be carried at all times as proof of identity and, insurance must be produced on request.
4. The Committee may reject any application to join or rejoin the Club without explanation.
5. The Committee at its discretion has the authority to amend, vary or add to these rules according to prevailing circumstances at the time. This is in an endeavour to protect our flying sites, to respect the landowners and local residents. Revisions may be explained at the next club meeting.
6. Cars must be parked in proper designated car parks.
7. Dogs are not allowed onto the flying field.
8. Never leave any litter, cigarette ends etc., and model wreckage on the field. **Take it home.**

MODELS.

9. Members fly mainly, i/c, electric fixed wing sport, and helicopter. Facilities are limited on our Small Field and we must be noise conscious at all times. **The club is therefore, unable to accommodate large i/c or petrol fixed wing models; petrol (gassers) or turbine powered helicopter and 3D flying which, for Safety necessitates solo flying and a separate strip for such flying.**
10. It is the responsibility of every member to ensure prior to flying that models operated on club flying sites are within the maximum permitted noise emission level of 82db at 7 metres and a noise record card obtained. Models must be re-checked if any alterations to engine, propeller or silencer are undertaken. Models must not be flown at any club site without a noise check. Remember NOISY MODELS cause Complaints and Complaints loose flying sites. Noise checks can be conducted on sites, preferably by arrangement to ensure noise meter is available. Supplementary rules apply at Towneley. eg;- **every** model's noise emission must be below 78db at 7 metres. Flying outside permitted times agreed with the Council is **not aloud.**
11. It is the responsibility of every member to ensure that their model is airworthy. Any model which appears to be in a dangerous condition will not be permitted to fly. Please ensure that any field repairs are structurally sound before attempting to fly a repaired model. **Any member flouting these rules may have their membership terminated. (New Sites are difficult to find).**

FLYING CONDUCT.



Burnley and Pendle Aero Modellers

12. Notification to the Treasurer must be made of any incident or accident however small where a third party and or property is involved with all the details (date time nature) of the incident and the names of witnesses.
13. All new members must obtain the BMFA 'A' Certificate before flying a model solo.
14. Takeoff and Landing areas will be designated with circuit directions fixed at each session. Members must check and confirm these before flying. Before takeoff, pilots must make sure that the strip is clear of members of the public and other modellers. This must include the area immediately beyond the takeoff strip.
15. On takeoff, the initial turn must be away from the pit area, away from car parks and spectators. All flying must take place in front of the pits in the designated area.
Dead Zones and Boundaries must be observed. (pto)
16. Strict transmitter control must be observed, either by our peg on system and by checking with other flyers. A current transmitter frequency flag must be displayed at all times on transmitters with the exception of 2.4MHz. transmitter's. **Transmitters must not be switched on under any circumstances until the pilot has completed this transmitter control.**
17. When flying, all transmitters must be operated from the designated flight line at all times (including gliders). Transmitter aerial must not be extended in the pits area. When retrieving a model after landing the transmitter must be left in the pits area or on the flight line.
18. Priority must be given to models landing. Pilots must call '**landing**' to warn others of intention. Help should be given by those not flying by giving warning of any danger. In the event of engine failure, pilots must call '**landing dead stick**', to indicate emergency. After landing remove model as quickly as possible from the landing strip. Check with anyone flying that it is safe to go on the strip. Whilst on the strip be especially aware of what is going on around you such as models landing.
19. **Models must not be taxied into or out of the pits area.** Take model clear of the pits and stop well-clear of the pits area clear when returning.
20. All models must be operated with due care and consideration to members of the public, animals, other modellers and the environment.
21. On sight of a low flying full size aircraft, all models in flight must descend to a safe level low altitude.
22. Dangerous flying is unacceptable and will be strongly dealt with by the committee.

RADIO CONTROL EQUIPMENT.

23. Only 35MHz. type approved radio equipment will be allowed on club sites to operate on 'ODD' number frequencies, and 2.4MHz equipment may also be used.
24. Range-check any new or crashed installations, any doubts don't fly, ask for advice.
25. Members are responsible for keeping their equipment in good working order. Do not clean aerials with WD40 use a propriety switch cleaner. Do not assume battery is fully charged after an over night charge. Use a battery checker before flying.
26. Radios operating on P.C.M. (35MHz and 2.4MHz) system must be set so that in the event of a loss of signal the failsafe is set for Low Throttle for i/c, models and Motor Stop for electric. In the light of recent experience electric models must also be restrained for safety when armed.
27. Please do not use mobile phones in the pits or flight lines



28. Any Member who contravenes these rules will be disciplined at the discretion of the committee. This may be, a) verbal warning, b) written warning, c) suspension or expulsion by the Committee. A Member has the right to appeal against such rulings.

Model flying must not only **BE** safe--- It must be **Seen** to be safe.

REMEMBER! SAFETY, PIT AND FLIGHT LINE CONDUCT ARE THE RESPONSIBILITY OF EVERY MEMBER, NOT JUST THE COMMITTEE. EVERY MEMBER IS RESPONSIBLE FOR APPLYING THESE RULES ALONG WITH THE BMFA SAFETY CODES.

Failure to do so could invalidate your Insurance.

IF YOU HAVE ANY DOUBTS ABOUT A MODEL'S AIRWORTHINESS DO NOT FLY.
REMEMBER TAKE OFF'S ARE OPTIONAL, LANDINGS ARE COMPULSORY.