

Inverurie District Model Flying Club	IDMFC Flying Field Safety Rules		Page 1 of 13	
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Prepared by: <i>M.Henderson</i>			Rev: 1.02	
Authorised by:	Proposed Review Date 01-12-07	Issue date 01-01-07	COPY	

IDMFC considers itself as a club that believes safety must be the primary concern of all members at our flying field. Copies of these Safety Rules are issued to each member of the club, and are also available in the club caravan. These rules are intended to ensure the safety of everyone at the field, whether they are a member, visitor or spectator.

We must remember that these rules are not written to reduce the enjoyment that can be gained from flying your model aircraft; they are written to ensure that at the end of each flying day everyone goes home without incident or injury.

IDMFC Flying section follows wherever practicable the SAA Safety Code, therefore throughout these safety rules there will be references to the appropriate section of the SAA Safety Code for further reading.

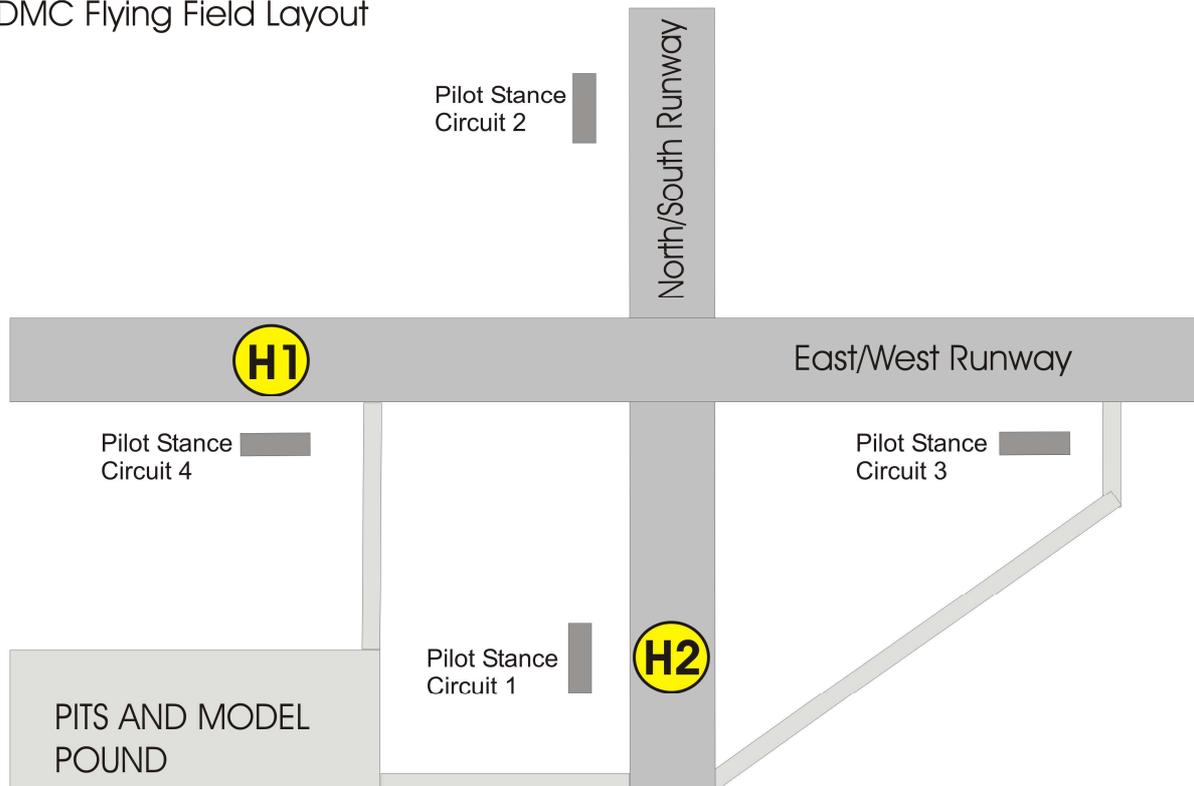
REMEMBER: You are responsible for the safety of yourself and everyone else at the field.

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Runway Layout.

This shows the layout of the two main runways at IDMFC, there are also four dedicated pilot stances of which the use is dictated by wind direction. Pilot stances are the only place a pilot may stand while flying a model, Pilot Stance 1 & 4 being used by Helicopter pilots while using the hovering areas.

IDMC Flying Field Layout



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Pit Area and Starting Area Layout.

This shows the layout of the non-flying area.

Model pound: Pilots can use this area to ‘park’ their model while not in use. This area is also considered safe for visitors to the field. Engines are not allowed to be started in this area.

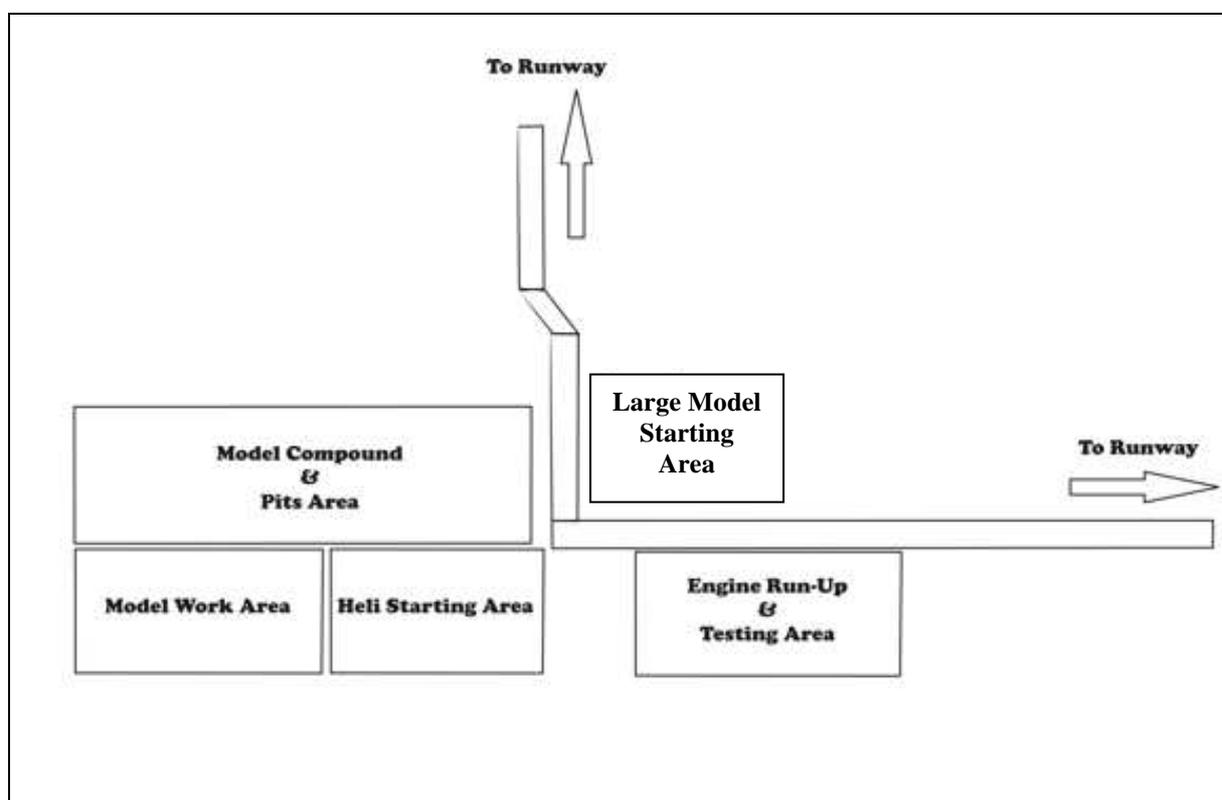
Model Work Area: There are several purpose built tables for pilots to work on or refuel their model. No engines can be started in this area.

Heli Starting Area: Benches are supplied in this area for exclusive use by the Helicopter pilots. Helicopter engines may be started in this area.

Starting Table: Fixed wing pilots may start their aircraft at this point before moving out to the active runway.

Run-up & Test Area: A purpose built fenced off area for starting and running engines. Pilots may also use this area to run in and/or setup new or difficult engines.

Large Model Area: Models which are larger than the supplied starting tables can be started in this designated space. Propellers and turbine exhausts are to be directed away from the model pound.



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1. Transmitter control.

A dual pegboard system will operate at the site. **YOU MUST** place your current SAA/BMFA or current membership card on the board and attach the corresponding frequency tag to your transmitter before switching on any radio equipment. If this procedure is not complied with and a "shoot-down" occurs the person at fault will be liable for the repair or replacement of the aircraft shot down. Visitors to the club or members who are not in possession of their card can be issued with a temporary card, but only after definite proof of Insurance. Temporary cards are located in the club caravan and can be issued by any club member.

All pilots regardless of frequency must use the pegboard. In the case of 2.4GHz sets there are several pegs allocated to this frequency range and any 2.4GHz can be used. This avoids the confusion and dangers that transmitters not part of frequency control can cause.

(SAA safety code page 12)

2. Insurance.

Everyone who wishes to fly at the field must be in possession of recognised insurance. Ideally this should be SAA or BMFA membership. The only exception to this is in the case of visitors to the club who are being given an experience flight by one of the clubs approved instructors using the buddy box system.

3. Novice Flying

Novice pilots must be accompanied by one of the clubs approved instructors until they have been approved for solo flight in their chosen discipline. . The club expects that all pilots once cleared for solo flight will be striving to achieve their first safety award. *(SAA safety code page 14)*

4. Solo Levels

Before a pilot can be allowed to fly solo, he/she must have been passed as Solo by one of the club instructors, or be in the possession of an appropriate safety award.

4.1 Fixed Wing – SOLO

Fixed wing pilots have a single solo level which they must be able to demonstrate to one of the club approved instructors. The schedule to be used as the solo test shall consist only of flying manoeuvres, all other safety aspects such as range checks should already have been covered as part of the pilots training. Before the novice is allowed to progress to solo flying

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the instructors should ensure that the pilot understands and follows the pre-flight checks as per the SAA training manual. The solo test should be undertaken using the buddy box system.

A Pilot holding the SAA Fixed Wing Bronze or equivalent is automatically given the status of Fixed Wing SOLO.

The Schedule should include the following as a minimum

- Take off on the correct runway and the correct direction,
- A minimum of three right hand circuits at constant height.
- A minimum of three left hand circuits at constant height.
- A minimum of three figures of eights at constant height.
- A stall and safe recovery of the aircraft.
- Recovery of the aircraft from an unusual position, decided by the instructor.
- A landing on the correct runway in the correct direction.
- Demonstrate three consecutive take off's and landing, the pilot is allowed to fly several circuits during each flight.

These manoeuvres need not be carried out during a single flight; the pilot can opt to carry out the solo testing over a few flights on the same day as long as all the manoeuvres are carried out safely to the instructor's satisfaction.

During the flight, other aircraft may take off and land, the pilot is expected to deal with this in the same manner as the other pilots by applying the same level of pilot etiquette that the other pilots would show to him or her.

4.2 Helicopters – SOLO1

Due to the nature of helicopter flight, there are two solo levels to be achieved. SOLO1 allows the Helicopter Pilot to carry out basic hovering manoeuvres in one of the Hovering Areas without being accompanied by an Instructor. The schedule used for SOLO1 consists of hovering manoeuvres only, all other safety aspects such as range checks should already have been covered as part of the pilots training. Before the novice is allowed to progress to solo flying the instructors should ensure that the pilot understands and follows the pre-flight checks as per the SAA training manual. The solo test should be undertaken using the buddy box system.

A Pilot holding the SAA Heli Hovering Competency or SAA Bronze or equivalent is automatically given the status of Heli SOLO1.

The Schedule should include the following as a minimum. All hovering to take place at least 9 metres from the pilot stance. A stable hover is defined as the ability of the pilot to keep the helicopter in an area defined by the instructor not exceeded 2 metres diameter. The pilot is not expected to hover any orientation other than tail-in.

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The schedule should include the following as a minimum.

- Start and carry the Helicopter safely to the hovering area.
- Spool the blades up to speed in a controlled manner.
- Achieve a stable hover with the skids above head height for at least 30 seconds.
- Demonstrate the ability to alter the height of the helicopter in a controlled manner
- Demonstrate the ability to move the helicopter several metres to the left, right, forward and backwards, keeping a constant height, then returning to the defined area.
- Land the helicopter in the defined area. The landing should be slow without bouncing.
- To finish the test the pilot should demonstrate a further three take off's, stable hovers and landings.

All the manoeuvres should be carried out in a single session, only stopping to refuel if required.

4.3 Helicopters - SOLO2

This second level is the required minimum competence before a Helicopter pilot can be considered safe to fly on the main runway alongside pilots. Before a pilot can even be considered for Solo2 he/she must have passed either SOLO1 or be in possession of an SAA Bronze or equivalent. IDMFC does not consider the SAA Bronze as an indication of the pilots ability to fly circuits safely with other aircraft. Any pilot holding an SAA Silver or equivalent is considered to be at Helicopter SOLO2 level.

A Heli Pilot may opt to never fly alongside other aircraft and so is only able to use the main runway without other pilots being present, and will remain at Heli Solo1 level.

Obviously the pilot requires access to the main runway during solo2 training, and the following criteria apply in this case.

- If other pilots are using the main runway then the instructor must gain agreement to carry out helicopter circuit training from these pilots.
- If the main runway is clear, then the intention to start circuit training must be made clear to the other pilots. In this case the student can be supervised from the pits or accompanied to the flight line by the instructor, this is based on his level of experience as agreed by his/her instructor.

During Solo2 training it is advantageous that the pilot experiences other aircraft in the air at the same time. The instructor can obtain the assistance of other competent pilots to fly their aircraft at the same time during training.

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The schedule to be used as the solo2 test only consist of flying manoeuvres, all other safety aspects such as range checks should already have been covered as part of the pilots training. Before the novice is allowed to progress to solo2 flying the instructors should ensure that the pilot understands and follows the pre-flight checks as per the SAA training manual.

4.3.1 SOLO2 assessment.

The assessment must be carried out with other aircraft in the air. The recommendation is that the other aircraft should be fixed wing, but another SOLO2 helicopter pilot can be used. The instructor must check that the other pilots are happy to take part in the assessment before starting. In any case there must be active aircraft during the assessment.

The schedule should include the following as a minimum.

- The pilot should carry out the usual pilot etiquette before approaching the runway and placing the helicopter in the centre of the runway.
- The Helicopter should be brought to a stable hover only for as long as required to ensure that there are no problems with it. Remembering to ensure that skids are kept above head height.
- As soon as possible the Helicopter should join the other aircraft in the circuit. The climb out should not be straight up, but at 45deg or less. This will not be low level, high speed figures of eight, but will be manoeuvres carried out at a height of at least 50 feet. Turns should be well away from the pilots' stance.
- The pilot is then expected to carry out a minimum of ten circuits. These can be left or right handed or even in a figure of eight pattern, but they must be at a height greater than 50 feet and remain in forward flight at all times. Consideration for other pilots must be shown, so the pilot should alter direction and height as required.
- Once the ten circuits are complete the instructor will then ask the pilot to land the helicopter. At this time there may be another aircraft landing, so the pilot is expected to keep his Helicopter in the circuit until the runway is called clear.
- The Helicopter should then be landed, this should be an angled approach of 45deg or less, the helicopter brought into a stable hover then landed as soon as possible. The engine to be cut as soon as possible and the helicopter retrieved.

The object of the flight is to ensure that the helicopter pilots flying is not affected by the other aircraft flying, and that his/her flying is of a standard which does not affect the safety of the other pilots or their aircraft.

During the flight, other aircraft may take off and land, the helicopter pilot is expected to deal with this in the same manner as the other pilots by applying the same level of pilot etiquette that other pilots would show to him or her.

5. Junior Members.

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IDMFC has a Young Persons and Vulnerable Adults Policy which must be followed at all times. All members will have been issued with a copy, and copies are available on request. (SAA safety code page 15)

6. Starting of Models & Engine Tests:

6.1 Vertical Engine Checks.

The practice of holding the aircraft vertical to check engine tuning is not to be carried out near the pit area, but should be carried out at one of the starting tables, ideally you should carry out your engine tests at the starting tables enclosed by the wire safety fence.

6.2 Full Power Tests

If you need to carry out full power checks, then this may be carried out on the Starting table or Engine Test tables. Any last minute tests of the engine must be carried out at least 5 metres away from the pilots, in this case you must warn the pilots before carrying out the run-up test.

6.3 Starting your engine.

No fixed wing aircraft engine/motor is to be run in the pits, and this includes electric models. The club has supplied several starting tables outside the pit area and this is the only place that fixed wing aircraft may run their engines/motors.

6.4 Helicopter Engine Starting

Helicopters can be started in the pit area, remembering that the rotor head must be held securely at all times. It is advised that the throttle hold switch is enabled during start-up and while carrying the heli from the pits to the flight line. Never hover your helicopter to and from the flight line.

7. Radio Equipment

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7.1 Failsafe Systems.

If your model is fitted with a failsafe system then you must ensure that on activation of the system your model Fails Safe. Essentially this means that the throttle servo should be set to idle the engine on activation of failsafe. Helicopters with the addition of an Electronic Governor System should take extra care to ensure that the additional Failsafe settings within the Governor are also set correctly. On no account should fail safe settings for the Throttle Channel be set to HOLD. If in doubt, find an experienced club member to assist with the correct settings. (*SAA safety code page 14*)

7.2 Autopilots.

Pilots using an autopilot system should ensure that it is operating correctly before each flight. Systems utilising visible light sensors should be checked to ensure that the sensors are clean before each flight.

7.3 Radio Equipment & Range Checks.

Ensure that you carry out a range check of your radio equipment before your first flight of the day, and again if you experience a hard landing. Additionally you should also be checking your equipment for correct operation of all controls. (*SAA safety code page 14*)

8. Flight line Conduct.

8.1 Pilot Stances

There are four dedicated pilot stances. The stance in use will be dictated by which runway is deemed to be the active runway and wind direction. These pilot stances are the only position that pilots may stand while flying their model.

8.2 Pilot Intentions.

It is important that pilots already at the flight line are aware of your intentions. Therefore you must ensure that everyone on the flight line is aware that you are about to go on the runway, you should announce your takeoff, announce when you are landing (give plenty warning), and announce when you are clear of the runway. Always be aware that the other pilots are concentrating on their own aircraft and will not be aware of your arrival at the flight line. Additionally aircraft must always be carried, not taxied back towards the pits. It is acceptable to taxi your aircraft out to the active runway.

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8.3 Dead stick.

A "dead stick " aircraft shall have landing priority over all other aircraft. A shout of "***Dead stick***" or "***Auto rotating***" should always be made to alert the other pilots on the flightline.

8.4 Take off procedure.

Taking off should always be into the wind and your first turn must be away from the pits.

8.5 Behind the line

The line of the active runway is considered to extend to the horizon in each direction. Pilots should avoid flying behind this imaginary line. Aircraft which fly behind the line can be a distraction to the other pilots as they will hear an aircraft coming from an unexpected direction. Additionally, flying behind the line may conflict with activities in the Hovering Areas.

8.6 No flying towards the pits or over the pits

At no time during your flight should you be flying towards or over the pits. Radio gear can fail or go into failsafe and the safety of those in the 'Safe Area' must be ensured.

8.7 Over flying the active runway & trial approaches

You must be flying into the wind whenever you over fly the active runway.

8.8 Helicopters using the main runway.

For Helicopter and Fixed Wing Pilots to coexist at the same flying field and retain our high safety level, the following rules must be observed.

- Helicopter pilots who have achieved IDMFC SOLO1 Level may wish to move on to circuit training on the main runway. A Helicopter Pilot who wishes to move into circuit training will only be able to use the main runway for training when no other aircraft are present, or when he/she is accompanied by one of the IDMFC Approved Helicopter Instructors.
- Before a Helicopter pilot can use the main runway and join fixed wing pilots in 'The Circuit' he/she must be at IDMFC HELI SOLO2 Level, or be in possession of an SAA Silver or BMFA 'B' Award.

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- When fixed wing aircraft are in the circuit, hovering before moving into the circuit must be kept to minimum, and the same applies to landing.
- It is recognised that there are some fixed wing pilots who cannot or will not fly at the same time as a Helicopter Pilot and vice versa. It is the responsibility of the pilots present on the day to ensure that everyone who is competent to fly off the main runway is given adequate access to it.

8.9 Hovering Area Use

Hovering Areas are used by pilots who are engaged in basic hovering manoeuvres. Activities in these areas should be limited to the type of Hovering manoeuvres listed in the SAA Safety Awards.

Hovering Area H1 can support two pilots as a maximum. Additionally, when fixed wing pilots are present at Pilot Stance 2, no helicopter can be allowed to stray to the east of Pilot Stance 4. Generally this hovering area support a maximum of two Helicopters at the same time, but this is reduced to a single Helicopter if Safety Award Hovering Manoeuvres are being carried out.

Hovering Area H2 can support only a single pilot at any one time. The pilot must take extra care when fixed wing pilots are at Pilot Stance 3 and it is recommended in this case all hovering activities should be confined to the far south of the Hovering Area.

8.10 Maiden flight

Any aircraft on its maiden flight is to be given exclusive use of the main runway. No other pilots are permitted in the air during the maiden flight.

9. Mobile Telephones.

On no account should a mobile telephone be switched on while in the pits, starting area or the flight line. Mobile Telephones may cause a failure of your radio equipment, and if used while flying your model will reduce your concentration to a level where you are a danger to yourself and those around you.

10. Smoking.

Due to the mess from cigarette butts and the risk of fire, the site is a "No Smoking" area. You may of course smoke in the comfort of your own car.

11. Noise.

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Noise is a major concern. As aircraft fly quite high, noise will travel; it is the responsibility of each member to ensure that the local residents are not inconvenienced by noise arising from the models. Any model considered too noisy must not be operated again until suitably silenced. Any inconsiderate flying could lead to dismissal from the club, without refund of membership fees.

12. Spectators & the Public.

It isn't unusual for visitors to arrive at the field without an invitation. It is the responsibility of every member to approach anyone they are unsure of. As members we are all aware of the dangers our models present, but visitors to the field will be unaware of these dangers and will be at great risk if left to wander around unattended.

Remember to approach strangers, find out their intentions, ensure that everyone else at the field is aware of their presence, and then explain the safe area to them (pits and caravan) where they can view the models.

The Young Persons and Vulnerable Adults Policy also applies to visitors.

13. Flying Alone.

The club does not encourage solo flying while at the IDMFC Flying Field. If you find yourself alone at the field you should follow the guidelines below.

- a) Ensure someone knows where you are and when to expect you back.
- b) Avoid situations which could cause self-inflicted injury as no one will be at hand to assist you and/or drive you to the hospital. The consequences of an injury could be severe.
- c) If you must practice hovering by yourself, ensure that the Helicopter comes no closer than 10metres and is kept above 2metres as this significantly reduces the risk to yourself.
- d) Ensure that you have a mobile telephone with you to call for assistance, remembering of course to leave it either in the Caravan or your car.
- e) Refer to the Young Persons and Vulnerable Adults Policy if you find yourself alone at the field with someone who falls into that category.

14. Keep the field tidy

No one likes to see our facility untidy, so remember to take your litter home with you. In some cases it can be unsafe, but mostly it gives visitors to the club the wrong impression.