

ENFIELD MODEL FLYING CLUB RULES

1. Any breach of these rules for whatever reason will invoke Clause 7.1a) of the Club's Constitution.

2. Members must at all times fly with consideration for other members, flyers, spectators and members of the general public. **All members must abide by the Safety Officer's interpretation of the Club safety and noise regulations.**

3. All new applicants for membership for whatever reason shall be subject to a six-month probationary period. New applicants shall be sponsored by an existing member and must disclose membership of other model flying clubs, current or within the past five years. **All members will be required to make themselves aware of the Club's safety rules.**

4. Every I.C. powered model may be required to be submitted for noise test. If, in the subjective judgement of the Safety Officer and/or any committee members on site, it is felt that a model is unduly noisy, then the pilot concerned will be advised that the model may not be flown until it has passed a noise test. The BMFA recommendations are that at peak revs. and 1-2 metres from the ground, four readings at 7 metres using a dBA meter, will be taken at set positions downwind from the model, at a maximum wind speed of 3ms-1 (force 2). If the average of the four readings exceeds the maximum of 80 dBA, or the statutory limit currently in force, then that member shall be banned from flying that particular model until it is rectified.

5. GLIDERS

Bungee cords must not pass within 50 metres of the powered model pound.

6. DISCIPLINE

a) If the Safety Officer determines that a pilot is flying in a dangerous, reckless or hazardous manner, he should make his concern known to the pilot. If the unacceptable style of flying then continues, referral to the committee must be made (in writing). (See Section 7.1(a) of the Constitution)

b) Safety Officers shall report offences to the relevant Club and will have the right to be heard in any subsequent disciplinary proceedings.

The following rules apply to Chingford Plain but the spirit of these rules should be applied to any other site at which the Club is authorised to fly insofar as they do not conflict with local rules and are compatible with the layout of the site:

7. Permits to fly at Chingford and Club Membership Cards should be carried by all members using the flying site. They must be shown to the Safety Officer or any other member who so requests or an Officer of the Epping Forest Conservators' Department as an aid to identification.

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8. PERMITS

- a) Enfield MFC include Chingford Plain Permits in their membership fee, renewable annually on 1 January.
- b)
 - i) The Safety Officers have authority at their discretion to issue Day Permits to bona fide visitors who can show they are members of BMFA affiliated clubs and hold appropriate insurance.
 - ii) No more than three one-day permits shall be issued to any one visitor in any one year.
- c) It is recommended that laminated photographs be included in membership cards.

9. TRAINING/PERMISSION TO FLY SOLO

No-one should fly solo until shown to be competent. Ideally all Club members should be encouraged to progress through the BMFA Proficiency Scheme: Clubs will seek to promote progression through the Scheme.

10. SAFETY OFFICERS

- a) Every member is a safety officer in the absence of a Safety Officer of either Club.
- b) Both Enfield MFC and Chingford MFC shall appoint Safety Officers. When Safety Officers are present from both Clubs, the first Safety Officer on site acts as Duty Officer until or unless he relinquishes that role.
- c) The Safety Officers shall be provided with means to check frequencies and noise levels which shall be properly maintained.

11. PEGS

- a) A proper peg board will be maintained and members must use a peg showing their name and frequency. Photos on pegs are an option which should be considered. The Clubs will supply the first peg for each new member.
 - b) Frequency pennants must be visible on transmitters.
 - c) Pegs must be placed in the board before any equipment is switched on and relinquished no later than thirty minutes after (earlier if the member has finished flying or as directed by the Duty Safety Officer).
 - d) If you wish to fly and a peg is in the board, you must find the owner and negotiate use of that channel.
 - e) The Safety Officer has the discretion to establish a transmitter pound if in his opinion this is advisable for safe flying.
- NOTE: In practice, this is unlikely other than on Club Nights, Fly-Ins, Vintage Days and the like.

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12. FREQUENCIES

- a) There can be problems of interference between adjacent frequencies and you **MUST** ensure that your equipment does not interfere with or react to equipment at the site on adjacent frequencies. **IF IN DOUBT**, do not switch on.
- b) Problems can arise between equipment of different manufacturers. Users are required to check compatibility. A frequency checker will be held by the Safety Officer.
 - c) Equipment **MUST** be specified for UK use.
 - d) The use of equipment operating on 27MHz is forbidden at any of the sites operated by or shared by the club.

13. SAFETY/INTEGRITY OF THE MODEL

- a) The owner/operator of the model is responsible for checking that the model, its engine(s) and radio equipment are properly constructed and set up for flying.
- b) Fail Safes (if fitted - all PCM transmitters have them)
Throttles **MUST** be set to idle.
The Safety Officer(s) is entitled to check these requirements and Club members are encouraged to help those new to the hobby.
- c) The owner/operator of the model must carry out appropriate pre- and post-flight checks as specified by the BMFA Handbook.
- d) No member should attempt to fly if the state of their health interferes with their capacity to fly safely.
- e) Where a 'HAL' is fitted to the model, the appropriate failsafe must also be fitted and operative.
- f) Members retrieving models from the field after a flight **must** stop the engine and leave the transmitter on the flight line, ie it should not be taken on to the field with you.
Helicopter pilots moving to the hovering area should, however, do so with the aerial extended.

14. FLYING AREA

- a) Is bounded by tree line to the East and the bridle path to the West and the stream to the South.
No flying allowed beyond these boundaries.
- b) Flyers should remember that this is a public area and respect the rights of other users in this area.

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- c) It is wrong and does the Clubs no good to cause offence to other users. Be particularly careful where
 - i) horses are concerned: they react unpredictably to noise and sudden movement;
 - ii) those engrossed in their own hobbies, eg kite flying;
 - iii) children (and adults) who are ignorant of the dangers.
- d) Flying should never take place behind the established flight line. Safety Officers and Club Committees will deal severely with wilful offenders.

15. PITS

a) The pits area is established behind the flight line. Members are reminded of the BMFA recommendations and rules regarding taxiing (banned) and mobile phones (leave in car).

b) Engines should not be run in the pits longer than is necessary and in no circumstances should engines be "run-in" at the pits. This should only be done well away from the pits area at a place designated by the Safety Officer.

16. CAR PARKING AND DISABLED ACCESS

a) Members should park in the public car park in Bury Road.

b) i) The Corporation of the City of London issues to a limited number of people with disabilities, keys and permits to allow closer access to the flying site for the purposes of flying model aircraft only.

ii) Cars brought to the site for this purpose should unloaded at the rear of the pits area and should then be parked adjacent to the ride behind the pits area UNLESS the nature of the disability makes it necessary for the user to park closer. In no circumstances must cars be left in the pits.

iii) The Corporation of the City of London prefers that no more than four cars be parked adjacent to the flying site. In the event that more than four permit holders turn up with cars, every reasonable effort should be made to reduce that number by means of ferrying to/from the public car park.

c) Restrictions on parking at the flying site may be amended for Club Nights and other special events, in which case parking for those without disabilities will be adjacent to the ride behind the pits.

17. PAID TUITION

Is only allowed within the framework of the BMFA rules and after obtaining the agreement of the Club concerned. (At this time, no-one has permission for paid tuition)