



Club Rules

Date	Version	Summary of Change	Author
05/12/14	1.00	Rules now separate from Application from and Constitution. Secretary and Treasurer details removed.	P Brown
06/05/2015	2.00	Comprehensive review and publication of GAC rules	G Hunter
05/03/2017	3.10	Section 6.3 & 6.11 inclusion of 5m statement.	G Hunter
2019-06-17	4.01	Document clean-up and changes to pits area.	Neil Gillies
2020-02-06	5.00	Operator ID marking required. Visitor arrangements changed.	Peter Brown
2021-03-11	6.00	Redraft to align with Article 16	Peter Brown
6/12/2024	7.00	Change to reflect current club operation Draft	B Widley

1 Membership

- 1.1 Proof of valid SAA or BMFA insurance must be shown to a committee member if asked.
- 1.2 Should any member have an incident with a model involving a third party, property, or a full-size aircraft it must be reported to the club secretary and a Mandatory reporting form must be filled in and returned to the SAA or BMFA whichever organisation the member is insured by. This must all be done without delay and on no account should liability be admitted. This should be done as approved by current regulations and as defined by the SAA/BMFA under their CAA authority.

2 Safety

- 2.1 Members must observe GAC rules and that of the SAA /BMFA safety code and current CAA regulations and article 16 authorisations
- 2.2 Pilots require to have the appropriate qualification in their discipline to fly solo (SAA Bronze or BMFA A.) Students require a qualified pilot to supervise them flying.
- 2.3 Members should be aware that runways may be active and always take care.
- 2.4 Pilots flying should ensure the runway is clear when landing. If not, even in an emergency avoiding action must be taken to maintain safety.
- 2.5 If a full-size aircraft is in the flying area, members must immediately reduce height and fly away to a safe area or land if required, other member should advise pilots of aircrafts presence all as per CAA /SAA/BMFA regulations.
- 2.6 Models must not be flown over farm workers without their permission. The CAA rules regarding flying over uninvolved people must be observed. Should anyone witness unsafe conduct or misconduct (member, visitor, or member of the public), then it should be drawn to the attention of the other party without delay and, if appropriate, brought to the attention of a committee member as soon as possible.
- 2.6 Dogs must be kept under control when flying or models are present.
- 2.7 Because the area currently used for drone flying may be dual /multiple use of also control line, helicopter, and drones, it should be allocated for use on a first come use basis. All disciplines wanting to use this area must co-operate with each other.

3 Models

- 3.1 Models with forward-facing motors having bare crank or motor shafts should not be flown.
- 3.2 Noise emissions should not exceed the standards set by the **Code of Practice on Noise from Model Aircraft 1982** or any revision thereof.
- 3.3 Members must observe maximum flying heights as outlined by the SAA or BMFA article 16 authorisation and models over 7.5kg can only be flown greater than 400ft if the club has an

authorisation from the SAA for its members and/or the BMFA for its members plus a current Notam is in place. Models over 25kg are not allowed to be flown as this is controlled by the LMA.

- 3.4 Members require valid CAA flyer/operator ID is required with models marked appropriately.

4 Transmitter Control

- 4.1 3.5Mhz transmitters are rare but if to be used member must ensure others are on a different frequency or not present before switching on.

5 Model Pits & Starting Benches

- 5.1 The pits area is defined as being back behind the starting benches on other side of the tarmac.
- 5.2 Models must be started on benches provided or secured on ground in line with benches pointing directly away from pits.
- 5.3 Electric models must not be made live in the pits. Use Electric benches or on the ground in the starting area with model facing away from pits.
- 5.4 Helicopters (hovering), Control Line and Drones shall use and remain the area shown on the site map.

6 Flying Protocol

- 6.1 The **Main Runway** is **East West**, and a subsidiary of it runs **East Northwest** which is to be used when warning system is not working **for take offs**. Landings should be as **normal** provided it is safe to and from the west on the **Main Runway**.
- 6.2 When landing from the east members should avoid going behind the trees as this could cause signal loss.
- 6.3 All pilots should use the central pilots box with take-off east or west starting in front of pilots box unless the runway length is insufficient, when the pilot should ask for permission from other pilot to extend the take-off run or wait until pilots box is free and then the pilot may stand at either end of the runway if required.
- 6.4 Hand launched models should be done five or six meters in front of the pilot's box for safety.
- 6.5 The normal flying line is along the field perimeter and not over the runway. Low passes or flights over the runway should be announced to other pilots before commencing and not done when there is any danger due to persons or models in the runway area. These shall be no flying behind the safety line or in the no-fly areas as defined in fig 1 map of the flying site.
- 6.6 All pilots should stand beside each other in the pilot's box with a maximum of six pilots at one time.
- 6.7 Models must never be taxied within fifteen metres of anyone.

- 6.8 Dead-stick approaches have priority use of the landing area. Note para-2.4.
- 6.10 Pilots should communicate clearly with each other when flying and when making calls and requests such as clear to take off, clear to land, dead-stick, low pass, retrieving or emergency.
- 6.11 The direction of the wind should determine the take-off and landing direction. In the event of crosswinds, a consensus of those flying should be taken and observed.
- 6.12 If the use and control of the flying site is given over for competition or events then it is the duty of the organisers of these to ensure safety in maintained and controlled for all participants and any uninvolved persons or property.

7 Flying Times

- 7.1 Powered models can be flown daily from 9.00am to 9.00pm.
- 7.2 Silent models have no restrictions on flying hours.
- 7.3 When field maintenance is taking place, model flying may continue with the agreement of the field maintenance operator, provided this can be conducted safely.

8 Visitors

- 8.1 Visitors and potential new members can fly at the club up to three times before joining the club, excluding if attending an event/fly-in at the club. All visitors must fly under supervision or be able to show proof of competency and have valid insurance.

9 Display Pilots

- 9.1 Display pilots will be at the committee's invitation.

10 Finally

- 10.1 All members and visitors must adhere to the current SAA/BMFA and CAA regulations in force and observe the Glenrothes Aeromodelling Club Rules.

