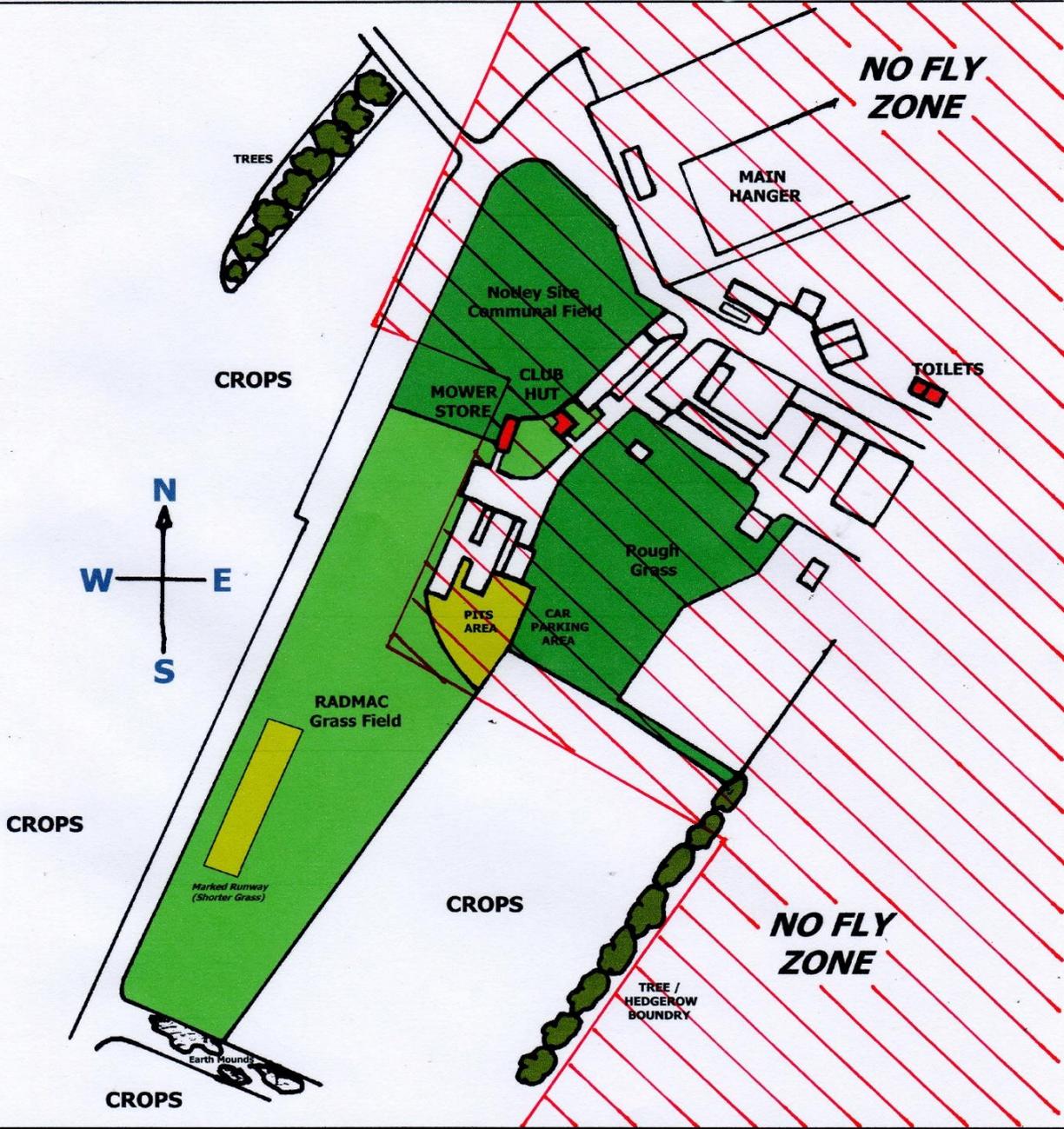


RADMAC OPERATING INSTRUCTIONS.

1. The purpose of the Raydon and District Model Aircraft Club (RADMAC) Operating instructions is to identify site specific safety rules and site guidance, in accordance with the BMFA handbook which specifies that.....
 - a. **“Clubs should take care to keep their field flying rules separate from their Club Constitution. This will enable them to regularly review their operating procedures to ensure that, if any additional safety measures are needed, they are recognised and implemented.”**
2. This document will be maintained by the RADMAC committee.
 - a. Referring to the Map of RADMAC Flying Field attached to document. (This is also located in the entrance way notice board of the main hut.)
3. Pits Area. The Pits area where models are to be parked whilst not flying, is at the south end of Building “Hanger 53”. The Pits Area is clearly marked on the RADMAC flying site layout map. On site this is identified by the marked line in the grass area.
4. Pilot Stand. The pilots should all be standing together out on the field, south of the pits area, around the areas marked further down the flying field. This is to ensure a better view of cars approaching from the roadway especially the hanger end.
5. Car Parking. The grass parking area near the pits is clearly marked on the RADMAC flying site layout map. This is a “rough grass” area and communal land. At no time should a vehicle be parked in the marked pits area, or access way to the parking area. Also members must not park in the area in front of Hanger 53 or those units either side thereof.
6. General.
 - a. A maximum of 4 airborne at any one time is permitted.
 - b. Where practical (Pilot choice) there should be two people out on the flight line, so one can act as a spotter for traffic and to give additional perspective to the “No Fly Zones”
 - c. Taxing under power into the marked pits area is not permitted under any circumstances.
 - d. Under no circumstances should a pilot take off from just outside the marked pits area, they must move away down the field / to the pilot area before taking off.
7. Helicopters. To reduce the possibility of collision when helicopters are flown with fixed wing aircraft, all models should fly the same circuit pattern as dictated by the prevailing wind direction. If a helicopter pilot wishes to carry out extended periods of hovering they should agree with those members present a suitable slot time when helicopters can fly alone thereby avoiding conflict with fixed wing flyers.
8. Events. The Event Organiser, Chairman & Safety Officer are to agree Landing/ Take off rules/ direction, Circuits and extent of “No Fly Zones” for each specific event. If no agreement is made, the standard club rules apply.

9. Pre Flying Session Model Checks. For each model for every flying session, on arrival at the flying site. Carry out a range check, and failsafe check and make sure it does what you expect.
10. Disabled people. The club wishes to accommodate disabled people where we are able to do so and members will be asked to help facilitate and aid disabled members and guests with their flying.
 - a. Where a member or guest pilot is registered disabled, they may fly using a wheelchair or mobility scooter at the pilot flight-line point in use for flying that day. (Wind direction dictates where)
 - b. The wheelchair or scooter must be returned to the pit area after the flight.
 - c. Our club meeting room is already provided with a ramp, so wheelchair access is possible and therefore the club facilities of charging points and the bar are available.



**RADMAC Flying Site Layout
(Notley Enterprise Park)
Suffolk**

Updated
AUGUST 2017

---END---