



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.

Where a “crosswind” situation exists, pilots should still agree a “standing” point, which gives a good view of the track and which allows models to take off and land beyond the pilot stand. Models should not take off and land between the pilots and the pits area.
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. Models to be prepared and flown generally in accordance with the up to date version of the BMFA handbook. It is recommended that a range check is carried out for each model at each flying session and members are reminded that where a failsafe system is fitted to the transmitter, it must be functioning and correctly set.
 - 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 in 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. (See note above regarding cross-wind siting)

7. 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.
8. 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.
9. Instruction. A list of RADMAC nominated instructors who have been registered as such with the BMFA will be held by the club secretary. Anyone who holds a current "A" certificate may ask the committee to consider his or her addition to this list.

MODEL FLYING

1. Flying Times. RADMAC members may fly internal combustion or gas turbine powered model aircraft from the flying field at the following times:

- a. April to October. (During British Summer Time)

Monday to Saturday 10:00 am to sunset

Sundays 10:00 am to 1:00 pm, electric and silent flight is permitted until sunset.

- b. November to March.

Daily 10:00am to sunset.

2. During the summer season, variations to the above permitted flying time for Open meetings must be agreed with the landlord prior to each and every occasion.

3. Frequency Control for 27/35MHz. Whenever there are more than two members flying models on 27 or 35 MHz, the frequency control board, which is located in the pit area must be used by models using these frequencies. Before any model pilot switches on their transmitter, for any reason, they must first ensure the peg relating to their transmitter frequency is on the pegboard Then, and only then, is the transmitter to be switched "ON" to fly a model or carry out any other activity requiring their transmitter to be operated.

- a. When a member has finished with a frequency, they should remove it immediately from the pegboard to release the frequency for the use of others.
- b. All 27 or 35 MHz transmitters must carry a frequency pennant clearly showing the operating frequency of the transmitter.

4. Frequency Control for 2.4 GHz Spread Spectrum Radio Control Equipment. With the introduction of 2.4 GHz R/C equipment, the main characteristic is that no frequency control is required.

Noise Awareness. Whilst the sound of a powerful model engine may be music to a modeller's ears, to others it can be an unbearable nuisance and cause for complaint. To preserve the Club flying site we must keep engine noise to a minimum, therefore, ALL model engines must be silenced. Whilst there is no formal noise measurement of models using the site, if it appears to other members that a particular model is excessively noisy the owner will be requested, through the committee if necessary, to silence their engine more effectively. Remember that some silencers supplied with an engine, especially the older ones, may not be adequate. Noise considerations apply to all models including electric powered models.

5. Flying. All model flying must be carried out in a safe and considerate manner and must comply, at all times, with the guidelines set out in the BMFA Members Handbook, and in compliance with legal requirements. The instructions with respect to model flying at Raydon contained in this document must be read in conjunction with the Constitution and will be maintained by the committee.

For any pilot to fly a model solo at RADMAC flying site, they MUST hold at least, the BMFA achievement scheme "A" certificate for that discipline of aircraft intended to fly (i.e. either Fixed wing or Helicopter)

The BMFA achievement scheme 'A' Certificate, is promoted by the BMFA as the level at which a pilot is deemed safe to fly solo, and equates to a basic standard of safety and flying competence.

Pilots without a BMFA "A" certificate must ensure that they are accompanied by a member with that qualification who is competent to fly the model should the need arise.

Due to recent developments in the size of gas turbine engines with the increased noise generated by them, it has become necessary to limit the size of units used in "pure" jets at this site to 100 N (10kg) thrust. This is the maximum power output of the turbine and not the restricted/limited power output which can be configured by the electronic controller. (This is the maximum total power allowed in a fixed wing aircraft, so a twin with 2 x 50N (5kg) motors is within the rules.)

The increased size of these models also means that they are flown higher and further out. We have now received complaints regarding jet noise from local residents and with further residential development planned on the airfield edge, we must do what we can to protect the site for the majority of the members.

6. Standing Crops. The flying field is bounded by agricultural land therefore, at certain times of the year, members must be aware that standing crops impose some restraints on our activities as follows:

(1) Novice pilots and early solo pilots should be accompanied by an experienced flyer during the period May to August in an attempt to limit inadvertent landings in the crops.

(2) If a model lands in short crops and can be seen, enter the field from the edge and walk along, never across, the tram lines.

(3) If a model lands in tall crops and cannot be seen, inform Mr J Peacock of the approximate position of the model and he will decide whether recovery can be attempted before the crop is harvested.

(4) Before arrangements for a private aircraft to over fly the site to search for a model lost in the long crops is made, permission must be obtained from the landlord for the over flight and any subsequent landing.

(5) Likewise the use of any camera "search" drone to be flown from any area of farmland which is not part of the main RADMAC flying field must be checked with the landlord first.eg –where a vehicle will be taken to a different part of the farm beforehand.

(6) The pilot of any model must ensure that it is flown and operated in a safe manner so as not to cause injury or damage to persons and property. In the case of possible fire damage to standing crops the committee requires club members and their guests to consider very carefully whether it is safe to fly any model that represents a significant risk of starting a fire when crops adjacent to the flying site are 'ripe' and particularly dry, for example, during the harvesting. Pilots must have regard to the type of model they are flying, the proximity of crops, dryness and potential to catch fire in the event of a crash or other accident/situation.

In addition the Chairman will notify club members by reminder email asking for them to refrain from flying Gas Turbine Powered Models during the Summer until the harvest is complete. The timing of this reminder will vary as the crops may ripen at differing times each season but it is likely to be for a limited time during the late Summer.

Contact telephone numbers:

John Peacock (Landlord) 01473-311864

Chairman and Secretary Refer to the contact sheet on the noticeboard by the front door inside the club house (unit 67)

(7) For safety's sake, do not allow any children to enter crops to assist in the recovery of a model.

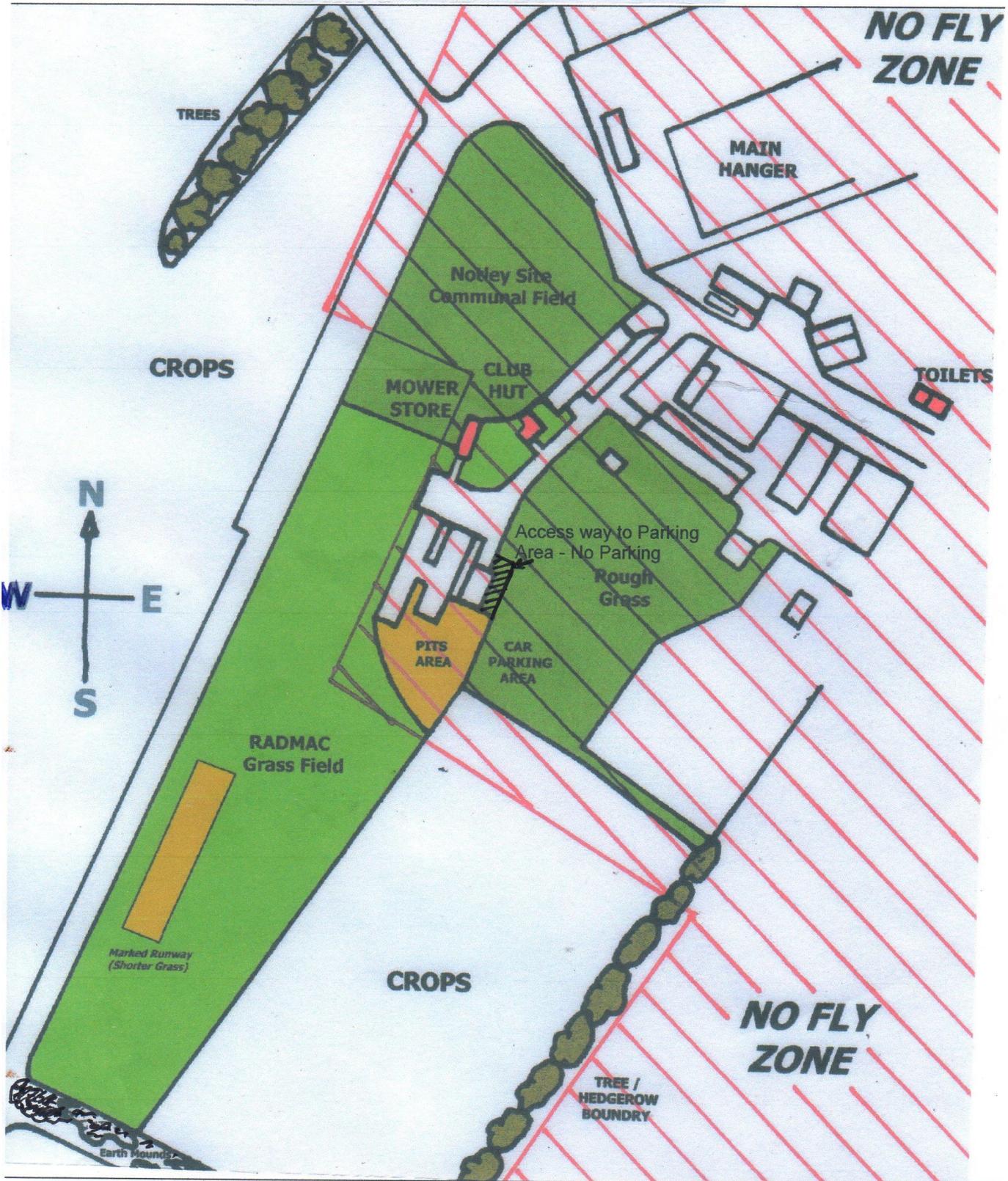
8. Member's Guests. Any Full (Flying) member can invite a single guest (when the member is on site) to fly models with them at the RADMAC field. The guest flyer must hold BMFA model flying insurance and CAA registration. Each individual guest may only fly at Raydon on three occasions each calendar year, and it is the member's responsibility to ensure that this limit is not exceeded, and to ensure that the "Guest Signing in Log Book" is completed before the guest is allowed to fly. **Further, a member may only invite any flying guest to the field on three occasions per year. This means that a member may invite the same person three times to fly or up to 3 different people just once, but 3 guest member visits is the limit. As stated, the guests must be BMFA members unless they are within the BMFA trial flight arrangement and are flying with a buddy box system under the supervision of the member. In this case it is the member's insurance and BMFA membership which is active. The 3 visit limit still applies and the Guest log must be completed on all occasions before flying.**

A guest's conduct is the responsibility of the member who invited them to the field and they can only come to site and remain on site whilst under the member's direct supervision. Model flyers must not consider flying as a guest of RADMAC as an alternative to club membership. The RADMAC field and facilities cannot be used for commercial purposes at any time.

9. Children. For their safety, unsupervised children are not to be permitted on the flying field at any time models are being flown and they should never be allowed to retrieve a model from the active flying field on their own. Similarly, for the model's safety, children should not be allowed to wander unsupervised around the models parked in the pits. In addition, children must remain within the Club's designated area and under no circumstances be allowed onto the industrial units on the site.

10. Dogs. Dogs should be kept on a leash at all times and not permitted to foul the flying field.

RADMAC Flying Site Layout (Notley Enterprise Park) Suffolk



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