



Colchester Model Aircraft Club Rules

30. Where several flyers are using the same frequency, an average time of 15 minutes for holding the peg is permissible. Note this is not 15 minutes "flying time", but 15 minutes actual time.

31. Committee officer's instructions must be obeyed at all times and flying must cease if instructed by a committee member for whatever reason given.

32. CMAC instructors will be appointed on an annual basis by the training officer.

33. All dogs must be tethered at all times while on Club Sites.

34. *Any child of 15 years or under must be supervised by their parent / guardian (or person nominated by their parent of guardian) whilst attending club functions or on club sites. If the nominated person wished to fly a model then specific arrangements for supervision must be agreed with another adult for the duration of the flight. Any member wishing to report their concerns regarding abuse of children or vulnerable adults at club events to CMAC should raise the issue in confidence with the Club secretary.

35. With the exception of Club BBQ's, No fires allowed on club sites. ²

36. No offensive language to be used on club sites.

37. All members, where able, are to partake in grass cutting / rolling.

38. Club sites will only be available for flying during times and periods as listed in the Flying Schedule in the current Club Newsletter. Do not assume - check first. Any changes to the schedule will be announced at club nights.

39. Club flying sites will not be used by any member for commercial gain without prior permission of the committee.

40. All flying members need to be registered with the CAA and have passed the CAA/BMFA Competency test or be exempt through qualification. ⁵

Members must carry their Club cards at all times when attending flying sites, and show them on request to any club member or site owner/owners agent. Any person not carrying a club card will be asked to cease flying, until such time as verification of membership has been obtained.

¹ Amended AGM December 2009

² Amended AGM December 2009

³ Amended AGM December 2012

⁴ Amended AGM December 2017

⁵ Added AGM December 2019

All members must comply with the club rules as set down by the committee. It should be noted, that the committee retains the right to amend, change or add any rule(s) as they see fit. Should this occur, the Secretary will notify all members of such rule changes. Members agree to comply with these rules as a condition of their membership to the club.

Whilst club rules are described below, each member should also familiarise themselves with the BMFA Handbook, and further comply with the rules laid down in that document.

Members found to be consistently abusing the rules will be disciplined as defined in the club constitution. (* indicates change to rules from last issue)

1. All members have a responsibility to ensure that our sites are operated in a safe manner. If any member observes unsafe flying practices they should bring it to the attention of the offending member. If any member continues to fly in an unsafe manner they are to be instructed to stop flying immediately by any committee member or if no committee members are present then by any 2 club members.
2. Failure to fly in a safe manner may result in the committee banning the member from flying.
3. Members will not fly in such a manner as to be considered dangerous to property, or persons.
4. All pilots must ensure that their model does not fly in prohibited airspace such as over the Public, Spectators, Model Park, Houses, Roads, Car Parks, Built up areas or the prohibited areas as defined on CMAC maps which all members must ensure they have received.
5. Any member involved in an accident whilst using a club site which causes damage to property or injury to any person including self, or if their model is lost or lands off site must report the incident to a committee member within 24 hours. (See constitution). This includes flying and non flying accidents.
6. All pilots must be in possession of a BMFA. "BPC" or an "A" certificate for the type of model being own before they fly without supervision (solo) by a recommended Club Instructor on any club site. ^{1, 4}
7. All pilots are responsible for the good condition and air-worthiness of their models. If a model is suspected of not complying with this rule, it may be grounded by any member of the committee or if no committee members are present then by any 2 club members.
8. All members will ensure their models are restrained mechanically or by a third party when starting up their aircraft.

9. Members will not walk through the pits area with their aircraft engines running. The pits should never exceed two rows of people deep. Members in the rear row of the pits should walk along behind the back row and around the outside of the pits when carrying aircraft with running engines. If members cannot be accommodated within two rows in the pits, a separate defined 'start-up' area will be used.
10. Helicopter pilots capable of flying circuits may fly together with fixed wing aircraft. For helicopter pilots at the hovering stage a helicopter ONLY slot should be allocated during the flying session (if required) to avoid the possibility of fixed wing aircraft colliding with a hovering helicopter during take off or landing.
11. No more than 4 (four) I.C. powered aircraft to be airborne at any one time. No I.C. powered aircraft must be own unless it has been certified as being less than 82 d.b. at 7 metres at full throttle as defined in the BMFA handbook and measured by the C.M.A.C. noise metre. Aircraft that are unable to meet this noise limit may be own individually only if each separate flight is approved by a committee member who will observe the flight.
12. When several flyers are flying, all shall agree to fly either left hand or right hand circuits, approach and departure paths before taking off.
13. When a model is landing, the pilot must call out to the other flyers his intentions e.g. "dead stick" or "Landing". Once a model has landed, the transmitter must be left, switched on, with the group of other flyers until the model is recovered. I.E. do not carry your transmitter switched on to your model.
14. No fast low-level flight patterns close to the flight line. No low, down-wind flying over the strip.
15. All members should comply with the new (Aug 2016) Air Navigation Order (ANO) see BMFA handbook. An exemption certificate is no longer required for models up to 20 Kg and the onus for the safe state of the model, airframe and radio installation and safe flying of the model is the responsibility of the pilot.
16. Members must park their cars in the designated areas.
17. No mobile phones to be switched on within 10 metres of flight line or pits.
18. No litter or aircraft parts are to be left on Club sites (livestock can be injured by litter, rubber bands or other parts).
19. Flight lines must be established according to wind direction before commencement of flying. Changes in wind direction means the flight line must be altered to suit. The flight line should be established at a 45 degree angle to the wind direction. Flight lines must be established so as not to endanger other members and/or the public.
20. Pilots should try and group themselves so those users of the same frequency are adjacent in the pits area. Where pilots are using the same frequency they must positively confirm with each other before switching on, and when switching off their transmitters in addition to using the peg board control.
21. When pilots are flying, they should be grouped in such a manner so as to keep the transmitter aerials adjacent.
22. The use of 27MHz A.M. is allowed for flying but extreme care must be taken if more than 1 pilot is using 27 Mhz. as the club frequency control only monitors 35 MHz. Pilots must check their frequency is free before switching on a transmitter.
23. Removed – channel 72 no longer used as training channel.
24. Any pilot using PCM receivers will set their transmitters so that in the event of loss of signal the receiver 'fails safe' to minimum throttle. This condition applies to I/C and also electric motors. Members will be required to demonstrate this condition has been correctly implemented to any committee member if asked.
25. The Club operates a 'peg on' system of frequency control. Before turning on a transmitter a flyer MUST check that the frequency on the peg board is free i.e. NO other peg on that frequency marker on the board. He / She should then place his / her peg on that frequency marker before switching on their transmitter. Under no circumstances will any other member on the same frequency be allowed to switch on their transmitter until the frequency becomes free for their use. Where a frequency monitor is in use the flyer should check the frequency monitor correctly registers that their frequency is soon as the transmitter is switched on.
26. Frequency control pegs should be clearly marked with the frequency and the name of the member. When not in use the peg should be placed on the throttle stick on the transmitter.
27. Removed – Stakes no longer used. However members must ensure that the frequency they are using is clearly displayed on their transmitter aerial.
28. No transmitter testing is allowed unless the frequency has been allocated via the peg control board. Where testing is being carried out the transmitter must remain adjacent to the flight line to avoid interference with models in flight. No testing of models with transmitter away from pits or flight line e.g. in car park.
29. Aircraft engines will not be run for more than 2 minutes in the pits area. Members needing to run their engines for a longer period (e.g. to rectify a fault) will complete this activity outside of the pits area without the use of a transmitter (see rule 25). This does not apply if a 2.4 Ghz transmitter is being used. ³