



West Calder Aeromodellers



Club Safety Protocols

Introduction

This document has been in continuous development since September 1999 and is aimed at protecting you and the club from harm. Please read it and ask any questions as it will form part of your overall training program when you join the club.

The term "General Public" has been replaced with "Uninvolved People" by the CAA. Uninvolved People become Involved People when they enter the flying site and engage any of the members in discussion.

Legal

All pilots will comply with the CAA Article 16 regulations:

<https://www.caa.co.uk/Consumers/Unmanned-aircraft/Model-aircraft/>

Currently the SAA does not have article 16 compliance so all club members who are not BMFA or LMA registered are restricted to a maximum flying height of 400 feet.

Currently the club does not have the relevant site license so all models weighing more than 7.5kg are restricted to a maximum flying height of to 400 feet. Separate restrictions apply to models weighing over 25kg so please speak to a committee member if this affects you.

Site Use

Only paid up members of the Club, and visitors accompanied by a member, may fly from the Club site. All visitors must provide evidence of valid insurance cover.

On scheduled event days (Fly-Ins and Competitions) these rules may be adjusted. A Safety Advisor will be appointed and their direction must be explicitly adhered to.

Any young person under 18, or a vulnerable adult, must be supervised by a parent or guardian at all times

Every member of this club is a safety officer.

Site Issues

Our planning permission requires that the Club is a NON-SMOKING SITE. In a car is OK. (Vape style e-cigarettes included)

Please ensure that you lock the padlock on to one gate and scramble the combination of the gate padlock even while flying alone on site. The gate does not need to be locked but it must closed to ensure livestock does not get onto the road.

All lipo battery charging must be done at the charging table provided by the club. There will be NO charging in/at cars without exception.

Electric models will only have their batteries connected and armed and disconnected and disarmed at the table in line with the i.c. powered model start tables.

Mobile phones should only be used in the car park or spectator areas, and should not be used within 10 ft of a computerised transmitter (BMFA advice). Please disable WiFi/Bluetooth



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If a member's model crashes a long distance away it is VERY IMPORTANT that all crash debris is collected and NOT left to endanger livestock.

All members are responsible for site cleanliness. Please remove and dispose of any litter or crash debris. This includes; broken propellers, balsa etc. If you bring it to the field, can you also remove it from the field.

If any livestock are present at the site on arrival, please ensure that the top gate is kept closed while flying.

If any member has difficulty locking the site padlock securing the gate or the clubhouse container, please contact a member of the committee immediately. (phone)

All dogs must be kept on a lead and supervised at all times

Motorised site maintenance equipment is to be used by trained and authorised club members only. Volunteers will receive tuition on the use of club equipment if requested.

Please adhere to common rules of courtesy, particularly when children are present

Frequency Control

IMPORTANT: For 35mhz operation we use a PEG OFF - CARD ON system.

BEFORE SWITCHING ON YOU MUST ATTACH THE FREQUENCY PEG TO YOUR TRANSMITTER AND REPLACE IT WITH YOUR INSURANCE OR MEMBERSHIP CARD. To avoid confusion, DO NOT replace a frequency peg with another peg e.g. a personal peg

This is not required for 2.4Ghz transmitters.

Engine Starting

Flyers and helpers are the only authorised people allowed into the pits and beyond. The car park, picnic tables and clubhouse are suitable areas for spectators and other non flying visitors. Visitors may be given a tour of the flying field as long as they are accompanied by a club member.

Engines must only be started and run up on the starting tables and NOT in the pits. (Please don't take more than 5 minutes when others are waiting).

Novices (i.e. anyone who has not achieved SAA "Bronze" / BMFA "A" status) should not start, attempt to start, or arm a plane unsupervised. An Instructor MUST be directly supervising, (IC or Electric).

It is the responsibility of the pilot to ensure no one is standing in the disk of a rotating propeller

Engine maintenance and tuning should be conducted at the run-in table behind the car park. Running in and/or tuning/tweaking MUST be done at the designated area/table, behind the car park. If unsure, please ask.

Flying

Persons must fly with strict regard to safety and with due regard to their flying ability. Flyers should hold an SAA Bronze Certificate or BMFA A certificate before flying unsupervised, or have been granted permission from at least 2 club instructors to fly solo with the aim of Passing an SAA bronze / "A" in as timely a manner as possible.



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The areas directly over the pits, the car park, the spectator areas and behind the pilots stance are designated no fly areas i.e. fly to the north of the active runway.

A main road borders the east of the site so fly appropriately. In particular, take care not to alarm horses on the main road, allowing them a wide berth if airborne, or delaying take off until they are at a safe distance. Take-offs towards the road, and landings from that side should be conducted where possible when the road is clear of cars, cyclists and pedestrians.

The pilot stance is limited to active flyers, training buddy, callers or 'spotter' ONLY. Maximum, of four flyers, i.e., models airborne. Additional people at the pilot's stance can only be an accompanying trainer, caller or 'spotter'. To be clear, the 'spotter' is the second person specifically spotting for an active FPV flyer.

Please communicate your intentions to other pilots. In particular:
Call "Ok to Take off?" and wait for acknowledgement before entering the active runway
Call "Take Off" before starting your take-off run
Call "Landing" before starting your landing approach
Call "Crossing" before crossing the active runway to retrieve your model
Call "Clear" when you have exited the runway
Call "Low Pass" (and direction) – before performing a high speed low pass.
Call "Dead-Stick" in an emergency
Call "Full Size" in the event that a full size aircraft approaches the flying area

Upon calling landing or dead-stick the pilot should step forward from the pilot's stance to the line in front of the pilots stance to give other flyers a visible safety alert.

Flyers who declare an emergency automatically have priority of the runway. All other flyers should endeavour to take their aircraft away from the aircraft with the emergency (e.g. increasing height, altering their pattern to give as much clear sky to the aircraft in difficulty)

If "Full Size" is called, all aircraft in the air should go into a rectangular circuit at as low a height as the pilots are happy with.

Do not get engrossed performing a pre flight engine test on the runway as you cannot hear a call of dead stick made from the pilot stance, or see that a pilot has stepped forward.

Once landed a pilot should retrieve their aircraft and clear the runway as quickly and safely as possible

Flying jet, gas/fuelled engines including pulse jets is strictly prohibited. EDF (electric) is permitted. The forestry protection risk needs to be adhered to.

DLG and Glider Flying

By its nature, DLG and electric glider flying does not lend itself to using the normal fixed wing pilot's stance so DLG pilots may launch from the grass runways.

DLG pilots are expected to restrict their "slot" to the normal 10 minutes

DLG and powered fixed-wing power aircraft should not operate in a mixed slot.

DLG and electric gliders may share the same slot as long as suitable verbal communication can be maintained.

Drones / Quad or Multi rotor copters:

Standard Drones:

Standard drones/quadcopters will adhere to the same protocols as Helicopters.



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Drone flyers will be subject to 'flying ability' approval in relation to competency, ie, novice, solo, flying competency award, required/expected, similar to current Fixed Wing & Heli guidelines. (committee to decide approval by an existing competent flyer or invitation of a competent/recognised flyer or instructor).

ALL drone flyers will be expected to attain a standard competency award (bronze equivalent, for example)

Approved visitors and guests are required to provide proof of competency & insurance.

Racing Drones: (FPV and/or 'line of sight' racing drones):

As per drone regulation/guideline ORS4 N01168

Racing Drone flyers will be subject to 'flying ability' approval in relation to competency, ie, novice, solo, flying competency award, required/expected, similar to current Fixed Wing & Heli guidelines. (committee/approved trainers, to decide approval by an existing competent flyer or invitation of a competent/recognised flyer or instructor).

There are recognised drone trainers/examiners within the SAA who may be consulted if a pilot's competence is in question.

Key points:

- ALL drone flyers will be expected to attain a standard competency award (bronze equivalent, for example)
- Approved visitors/guests are required to provide proof of competency & insurance
- Drone pilots will use the existing Pilot's Stance
The designated flying area is anywhere north of the tarmac runway and at least 50 meters from the car park. Any flying closer is only permitted for take offs & landings.
- General flying along the runway is not permitted
- FPV pilots MUST be assisted by a 'line of sight 'spotter'.
- A 'spotter' MUST be an established flier (Bronze / "A" certified as a minimum).

Common Sense Guide

After take-off aircraft must be turned away from the pits and spectator areas.

Always practice new manoeuvres at a safe height to allow a margin of error. Always think through a new manoeuvre on the ground before attempting it in the air.

It is not recommended to fly alone. If one chooses to fly alone, it is advised to let someone know where you are and your expected time of arrival back home and leave a contact mobile phone number.

Please be considerate to other members waiting for your frequency peg - no more than 30 minutes.

All aircraft must be in an airworthy condition and no doubt must exist over the reliability of radio equipment.

Always range check a new model or one which has been out of service for some time. Give consideration to range checking your models at the start of every flying outing.

Check your receiver battery voltage after every flight.

No pilot should endanger others while taxiing their model near other flyers

If we all communicate with each other, this will make our day at the flying field a SAFE and HAPPY one.



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It is recommended that the pits entry gate is kept closed if a member is flying on their own to dissuade visitors entering the pits and flying area.

Visitors

The flying visitors process is defined in the club Constitution.

The Visitor's Book must be filled in by the host.

During the Covid pandemic any member of the public should be asked for their details for the Track & Trace system. Members of the public should be asked to remain in their car unless they are looking to join the club.

Accidents

The Accident Book is in the container and need to be completed in the event of any accident. The club secretary should be advised of any accidents. Section 13 here explains the reporting requirements under Article 16: <https://rcc.bmfa.uk/article-16>

First Aid

There is a First Aid kit in the container but during the Covid pandemic you are advised to have your own at all times.

Rev	Date	Details
5.6	02/08/2021	Explanation of Uninvolved People added to the Introduction. Recommendation to keep pits area gate closed if flying on your own added to Common Sense section.
5.5		Intro section added. Legal section added DLG and Glider Flying section added Visitors section added Accidents section added First Aid section added
5.4	1/12/2017	Addition to section: Flying propellers – Engine Starting No novices (i.e., not achieved bronze status) should not start, attempt to start, or arm a plane unsupervised. Instructor MUST be directly supervising, (IC or Electric).
5.3		Section headed as 'The pilot stance' clarifies the pilot stance and quantity/allowable flyers New section headed as <u>Drones / Quad or Multi rotor copters:</u> Non Smoking policy: (Vape style e-cigarettes included)