

Dewsbury and District Model Aero Club (DDMAC) Flying Field Rules

(Amended 16th January 2021)

1. As of 31/12/2020, DDMAC members will fly at the club flying site, situated at Sands Lane, Dewsbury, under the rules of Article 16, issued under the Air Navigation Order (ANO) 2016 and Civil Aviation Publication (CAP) 722 (amended 31/12/2020).
2. DDMAC members **must read and understand Article 16**, keep up to date and comply with all the current legislation, applicable to the flying of unmanned aircraft.
3. Members must be able to produce proof of competency under Article 16 and proof of a current CAA Operator Number on request (if applicable), to any committee member.
4. All club members must be fully paid-up members of the BMFA before using the flying field and a valid DDMAC membership card must be available for inspection when flying.
5. All members must achieve a minimum of a BMFA 'A' certificate for the discipline they want to fly (**fixed wing, helicopter or multi rotor**) before flying solo, preferably within 6 months of joining the club. Until they do so, they must be accompanied by an approved 'Club Instructor' or 'Flight Supervisor' (see item 6 below), whilst flying. Members who hold a BMFA 'A' helicopter certificate, will be allowed to fly multi rotor models, solo, without taking the separate multi rotor test.
6. A club committee member or an approved club instructor, may authorise, another club member, to act as a 'Flight Supervisor' to supervise the flight of a member who is undergoing instruction or training. The 'Flight Supervisor', must hold a minimum BMFA 'A' certificate, for the type of aircraft being flown. A 'Flight Supervisor' who holds a BMFA 'A' helicopter certificate, will be allowed to supervise the flying of multi rotor models, without taking the separate multi rotor test.
7. Vehicles must be parked in the designated car parking area (at their owners' risk). Disabled or aged members are allowed to use their vehicles to drop equipment off at the side of the pits area but must then immediately return their vehicles to the car park and must at all times keep their vehicles off the main mown grass areas.
8. Permitted flying hours for **ALL** aircraft are:
 10.30 am – 8.30 pm weekdays with a short non-flying period 4.30-5.00 pm
 11.00 am – 8.30 pm Saturday and Sunday with a non-flying period 5.00 pm to 6.00 pm
No models to be flown outside these hours. Flying hours may infrequently be limited further by special functions on nearby playing fields. Members must use

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their own discretion in this situation, remembering that good flying fields are hard to find.

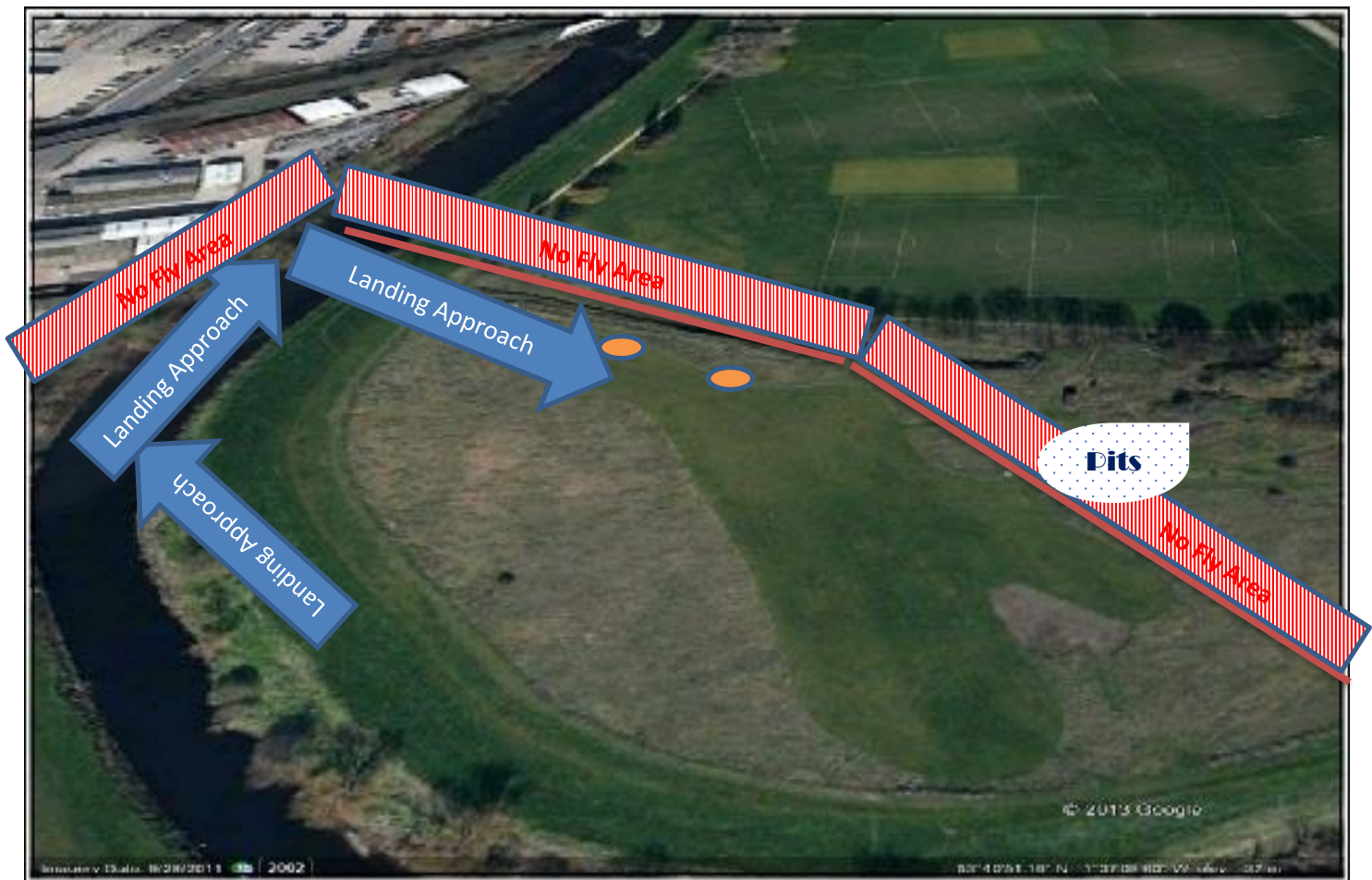
As of 8/12/2016 the flying of 'ultra-quiet electric models' will be permitted 24/7 without any breaks or restrictions, on the flying times. The committee reserve the right to withdraw this facility at any time for any reason. Typical permitted 'ultra-quiet electric models' are stock '3 cell Foamee Wot 4's and 3 cell Max Thrust Riots' and no more than 3 cell 450 size (or smaller) helicopters. All models must be considered acceptable for noise by 2 committee members or instructors before they can be flown in the 'quiet only' times. The flying times for all other models apart from the models defined as 'ultra-quiet electric models' will remain unchanged.


9. Engine noise must be restricted to 82 decibels, measured at 7 metres or within any future DOE requirements. Test meter available on request from committee members. Models exceeding this noise limit must not be flown at any time.
10. 35 Meg. Radio equipment must be operated on **odd** frequencies only.
11. **RADIO CONTROL FAILSAFE'S** – Any powered models flown with a radio control failsafe device (2.4 Gig. or 35 Meg.) must have that device set so that its operation brings the engine/motor to run at its lowest speed (stopped in the case of electric models) and specifically **not to hold** the last position of the engine/motor control. It is the responsibility of the pilot to ensure that the failsafe is operating correctly before each flying session and he/she may be asked to demonstrate this by a club official.
12. No model should exceed 7.5 kg. Any model exceeding this weight is not permitted to fly at DDMAC.
13. The maximum number of models in the air at any one time is limited to four.
14. Flight times/possession of frequency pegs are limited to 15 minutes when the field is busy.
15. Visitors and members are required to obey instructions always given by club officials.
16. Members wishing to allow visitors to fly at the club field may do so provided that prior permission is received from a club official and that the visitor can show proof of a valid A certificate and current BMFA insurance. All guests must be made fully aware of and abide by the club rules. Visitors can fly on three separate occasions in any 12-month period. If they wish to fly on a fourth occasion, within the 12-month period, they must apply and be accepted as a full club member and pay the requisite club subscription.

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17. Junior members must be accompanied by adults at all times.
18. ALL FLYING MUST BE WITHIN THE DEFINED BOUNDARIES OF THE SITE PLAN as below:
19. The 2 orange windsocks, which are stored in the club cabin, must be utilised and positioned in their designated locations, at the playing field end of the flying field, whenever any organised activities (i.e. football/cricket matches), are taking place on the playing fields. Members are encouraged to make use of the windsocks at all times, especially when the wind direction dictates landing from the right.



-  Orange Windsock Location at marked points on the field (keep to the left of the windsocks when landing from the right).

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20. All new club members and any old members re-joining the club, **must have a briefing**, at the flying field, by a committee member, outlining the current CAA model aircraft flying legislation/guidelines, safety requirements, field rules and protocols, before they can fly. A copy of the club rules and club constitution are on the club website (a paper copy will be provided on request).

21. Helicopter & Multi Rotor Hovering Circle

A small circle has been made off the main field to enable the setup, initial flight tests and hovering, for helicopters and multi rotor aircraft. This area is for low level hovering and aircraft should not be flown outside the perimeter of the circle, or at a height of more than 12 feet. This area will be indicated to you, during your initial field rules and protocols briefing.