

## **DEWSBURY AND DISTRICT MODEL AERO CLUB(DDMAC)**

### **Flying Field Rules (amended 3rd June 2023)**

1. DDMAC members will fly at the club flying site, situated at Sands Road, Dewsbury, under the rules of the BMFA article 16 agreement issued under the Air Navigation Order (ANO) 2016 and Civil Aviation Publication (CAP) 722.
2. Members and guests must be able to produce proof of competency under Article 16 and proof of current CAA Operator Number on request (if applicable) to any committee member.
3. All flying club members must be fully paid up members of the BMFA before using the flying field.
4. 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. Until they do so they must be accompanied by an approved club instructor of 'Flight Supervisor'(see item 5 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.
5. 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 model 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.
6. Members vehicles must be parked in the club car park area or in the parking space bays within the flying field complex. The inner parking bays are intended for use by disabled members or members with health/mobility problems. Priority must always be given to these members to use these bay's. Members can use their vehicles to drop off or pick up equipment at the side of the pits area and then return their vehicle to the main car park area. Vehicles must not be driven in the pits or main flying field areas. All vehicles parked at the owners risk.
7. Quiet electric powered aircraft can be flown at any time. A quiet electric model is defined as any aircraft that in general terms, it's motor noise cannot be heard from the club car park area. Internal combustion powered aircraft can be flown daily between the hours of 1030 & 2030. The exception being between 1700 & 1800 at weekends when IC powered aircraft are not allowed to operate.
8. Engine noise must be restricted to 82 decibels, measured at 7 meters or within any future DOE requirements. A test meter can be made available on request from committee members. Models exceeding this noise limit must not be flown at any time. The committee retain the right to restrict the flying of any aircraft that they deem to be excessively noisy.
9. 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.
10. No model should exceed 7.5 kg Maximum Take Off Mass(MTOM). Any model exceeding this weight is not permitted to fly at DDMAC.
11. The maximum number of models in the air at any one time is limited to four.
12. In the interests of safety and field management visitors and members are expected to comply with any instructions issued by club officials. Junior members and visitors children must be

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supervised at all times by a responsible adult to ensure their safety and the general operation of the flying field facility.

13. Aircraft propulsion systems must only be started, run or activated within the pits area or helicopter circle before the start of your flight. Aircraft must be adequately restrained.
14. Aircraft must not be taxied or flown in the pits area.
15. ALL FLYING MUST BE WITHIN THE DEFINED BOUNDARIES OF THE SITE PLAN as detailed below:



16. 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 as well as in the flying field club cabin (a paper copy will be provided on request).

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**17. 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.

18. The DDMAC committee, in the interests of safety, can change or amend any club flying site rules at any time. The temporary rule change will only remain in force for as long as necessary to satisfy the safety issue. If the rule change is deemed necessary to become permanent it must be discussed and ratified at the next available EGM or AGM.
19. Members wishing to take visitors to fly at the club field may do so provided that prior permission is received from a club committee member and that the visitor can show proof of a valid BMFA A certificate for the discipline they are flying. The guest must comply with current 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.