

Davidstow Model Flying Club Safety at the Flying Field

1. The pit / vehicle parking area are in the second roundel and vehicles must only be parked in this area and not on the grass.
2. If when leaving the main road and reaching the end of the runway aircraft are in the air, members should stop in the vehicle, put on the hazard lights and wait to be beckoned to the pit /parking area by either the safety officer, safety officers assistant or by a club member who has assumed the role of safety officer. If only one member is on site and flying please wait until the member has landed or given clear visual instruction to proceed to the pit area.
3. The flying area is north of the tarmac runway, facing Davidstow Creamery; 3D helicopter and 3D multi bladed helicopters pilots must stand at least 30 paces off the main runway towards the Creamery and should not take-off if other aircraft are airborne. The areas to the south which are either side of the Pit area can be overflowed for take-off and landings from and to the runway if wind direction dictates it, these areas should not be used for general flying.
The two areas above can also be used for bungee launches and for helicopter pilots, who are learning the basic hover, they must ensure the area chosen is not the one being used on the day as the take-off or landing flyover area and they must stand at least ten paces away from the helicopter. The two areas will be designated by the Safety Officers in the first instance.

The pit area will not be overflowed in any circumstances.

4. The Safety Officer may, if he considers necessary, co-opt an assistant for the day. If the safety officer or his deputy is not present at the flying field then at least one member should assume the safety officer role as long as they are on site.
5. Part of our agreement state that no aircraft shall be flown higher than 500 feet for models under 7Kgs; current legislation limits this to a maximum 400 feet for any multi- rota / propeller / drone aircraft and any single rota or fixed wing model aircraft over 7Kgs.
6. Priority must be given to Micro lights.
7. Frequency control will be by a pegboard that will be a PEG ON system. A peg board must be used and be visible when 3 or more transmitters are used on 35 MHz, below this number verbal frequency confirmation can be used. A peg board need not be used for 2.4 GHz but the users should inform others of use of that band. Your peg will have your vehicle registration marked on it. Transmitters will not be switched on until a peg is on the board. Please use common sense and do not leave peg on the board if you are not using the channel.
8. At the start of each days flying session a range check for each model must be performed on site, this applies to all frequency bands.
If the TX/RX system being used has a fail-safe option the operation of this function must be verified at the same time the range check is performed. The throttle setting must move to an idle position and not a hold last used position, electric powered models should move throttle to off position. Most of the 35 MHz equipment does not have a fail- safe option built in but the equipment can still be used at the flying field. If a TX/RX needs to be configured / bound the pilot must ensure no other TX/RX users are switched on or flying before starting the procedure.
Electric aircraft that do not have a separate RX battery and use a BEC must restrain the aircraft during the range check, electric helicopters must NOT perform a range check in the pit area but either do the range check with the helicopter being placed in the helicopter hover area or on the runway providing no member is flying at the time.
Note: - Random checks will be made by safety officers asking members to demonstrate a range check followed by fail safe operation if Rx/TX has the capabilities.
9. Mobile phones will not be carried to the flight line they should remain in vehicles and if need to be answered the user must stay in the vehicle. Many of the new “smart phones” have excellent cameras, a reminder that if any phone wants to be used in camera mode away from a vehicle the phone should be configured so it is not connected to the mobile network, the “flight” mode option removes the phone from the network so it cannot receive or send any data or poll the network.
10. All Aircraft must be placed approximately 20 foot away from vehicles on the grass area surrounding the parking area and must be restrained in such a manner as to be pointing away from cars, pilots and helpers. When starting and tuning engines please ensure no one is standing in line with the propeller.

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11. Aircraft must not be taxied in the pit or parking area, they should be carried safely to the tarmac take off area, when airborne the pilot should retire to the pilot box with the other pilots at the edge of the runway that has been decided on the day to suit prevailing and changing wind / sun direction..
12. Before take-off a final check of control surfaces should be carried out, and if others are in the air they must be made aware of your intentions. When landing others should be made aware again of your intention by calling out LANDING.
13. When an aircraft has landed with other aircraft in the air the pilot should get permission from the other pilots before retrieving the landed aircraft, the transmitter should be left on the flight line with a helper if possible and not carried out to the landed aircraft. The transmitter must only be switched off after the receiver has been switched off in the aircraft, this is very important for electric powered aircraft.
14. No more than four aircraft will be flying at the same time
15. Notice must be given in writing to the secretary detailing any aircraft weighing in excess of 7kg without fuel or in case of electric powered including batteries. Pilots should make themselves aware of the CAA rules regarding aircraft weighing more than 7Kg and their responsibilities.
16. Any aircraft equipped with the capability of data acquisition / video must ensure it is disabled. FPV aircraft can only be flown with a buddy box set up, the master controller must be in the hands of the person with unobstructed view of the aircraft, and the flight data can only be viewed via the headset and not via any other equipment.
17. Please remember to take any debris home for disposal and any other aircraft related rubbish you may find even if it is not your own.
18. In an emergency the Grid Reference for the flying site is **SX 156 847** this is centred on the pit roundel.