

# 1 Dean Model Flying Club (DMFC) Health & Safety Rules

The following safety rules are specific to the Dean Model Flying Club and flying site at Trow Green. DMFC is affiliated to the BMFA and operates with insurance cover from the BMFA for the club itself and the committee members. This is in addition to the cover provided to all individual members of the BMFA. The BMFA expects affiliated clubs and members to operate within the framework laid down in the BMFA handbook. In addition DMFC have a duty of care for the members of the club and in terms of Health & Safety the committee have decided to formalise a set of H&S rules which must be followed by DMFC members.

DMFC has a relatively small membership in keeping with the size of the amenities at our flying site so the committee has developed a minimum set of specific rules to keep our activities safe.

## **All members must abide by these rules .**

In addition As a BMFA member you should be aware of and operate within the safety guidelines laid out in the members handbook. ( <https://handbook.bmfa.uk/13-general-model-safety> ). Only those deemed mandatory for the Dean Model Flying Club are repeated in this document.

## **Ground Operations**

- Model assembly and spectating is confined to the car parking/pits area ( see site map)
- Prolonged ground running of **ALL** motors and the starting of IC engines must only take place in the designated safe area to the south of the car parking. ( see site plan for detail).
- When running or starting I.C. engines make sure that the model is restrained and pointed directly away from the car parking ( i.e. downhill towards the southern Field boundary) and cannot move forward. Restraint is best done by either a helper or by some mechanical means.
- It is strongly recommended that members should carry a suitable fire extinguisher.
- No smoking is allowed when refuelling or defuelling IC models.
- It is recommended that all members should carry a small first aid kit and be aware of the site address for directing emergency services if required. ( Trowgreen Farm, Trow Green, St. Briavels, Lydney, GL15 6QP or with what3words : sweeter.continued.choppers)
- Models which a member considers too large and hence unsafe to carry to the flying strip for takeoff can be taxied to the strip along the mown walkway adjacent to the car parking and the start box. When there are any other persons on site this **MUST** be undertaken with a second person providing a restraint for the model .  
**'Restrained taxiing' is not allowed while the pilot's box is occupied.** A clear

verbal warning should be provided to anyone else in the vicinity.

Never put yourself in a position where your face is in line with a turning propeller. A broken propeller will fly out and forward so make all engine adjustments from the rear if possible. A broken propeller will also be a danger to anyone standing nearby so take care that no-one is in line with it when starting your engine.

### **Pre Flying Session Model Checks**

These are well covered in the BMFA handbook ( same link as before) but you **should** give special emphasis to :

- Any aspect of the RC equipment that has been changed since a previous flight and certainly for a new model installation.
- Carrying out a range and fail safe check . An adequate and operating failsafe is mandatory and as minimum should return the throttle to idle ( IC) or cut off ( electric)

### **Radio frequency Management**

- Operation of a frequency control system necessary for the safe operation of the older 35/27 Mhz radio sets is not practicable at DMFC.
- Only 2.4Ghz radio control is to be used.

### **Flying Operations**

- A maximum of 2 models are allowed to fly simultaneously.
- To fly, Pilots **MUST** be in the designated pilot box adjacent to the strip.(see site map)
- Aside from a helper (Taxi/model recovery/lookout) no other persons are allowed in the pilots box.
- You **MUST** be aware of and adhere to the NO FLY Zones shown on the site map. Essentially these are over any of the adjacent farm buildings and anywhere east of the flying strip i.e. between the strip and the car parking.
- Flying over Noxon pond to the south of the site should be avoided except on landing circuit and undertaken with reduced noise if possible.
- Be aware that the strip is on a relatively steep slope and optimum circuit direction in light winds may not be obvious. Always check with other pilots already flying as to the circuit in operation so as to avoid conflict.
- **Do not** taxi in or out of the pilots area. Wheel or carry your model well clear of the pits before commencing taxiing and stop the model well clear when taxiing back after landing. Do not put other flyers at risk.

- Pilots about to take off should inform people already flying. Pilots landing should have priority but must call out their intentions 'loud and clear' but must never assume that they have been heard. A pilot going out to take off may not hear a call over the noise of his model's engine.
- NEVER assume that the landing area is clear even if you have called landing. In emergency situations call for help from your fellow flyers and always be prepared to land in a safe place off the landing area if necessary. **In ALL cases, the safety of people is paramount.**

## Dean Model Flying Club : Trow Green Site Layout

