

HAYLING HELI'S RULES

THE COMMITTEE RESERVES THE RIGHT TO AMEND THESE RULES IF THE NEED ARISES.

Any amendments will be classed as temporary until adopted or rejected at the club AGM. Amendments will be made available to all members. Any member wishing to add or change a rule should raise this and any other concerns at the AGM. You may fly at the field ONLY when you have read and understood these rules. **If there is something you do not understand then please contact a committee member.**

Hayling Heli's is a BMFA affiliated club. BMFA insurance can be obtained through the club or directly from the BMFA via www.BMFA.org or on 0116 244 0028.

IT IS YOUR RESPONSIBILITY TO ENSURE YOU HAVE READ AND UNDERSTAND THE LATEST SET OF RULES

Site

We are using a field which belongs to Fleet Farm with the kind permission of the landowner. The conditions of use mean that strict rules apply. Please observe the **5 MPH speed limit** while driving through the site! Any member reported for a breach of this will have their permit to fly suspended pending investigation.

1. GATE

The gate at the entrance to the field must be left how you found it on arrival. If it is locked then once you are in the fields with your equipment, re-lock it behind you. If it is open then close it but do not lock it. Keys are available if required for a deposit of £5. Please contact a committee member for more information.

2. PERMIT

You must have a valid permit and insurance to fly at the site. We reserve the right to review and/or withdraw a permit if your conduct breaches these rules or brings the club into disrepute.

3. GUESTS

Guests may only fly at the site if they have a current BMFA Insurance certificate with them and are accompanied at all times by a representative (member) of Hayling Heli's. The same guest may only fly once a month and no more than four times a year with the exception of official events. **Where possible** guest details need to be notified to the club in advance. If this is not possible then the details to be notified ASAP but no longer than **24** hours after flying at the club. The following information is required Name, BMFA number, Car registration, date of visit, whose guest they are. The details should be emailed to haylinghelis@hotmail.co.uk.

Flying guests must be made aware of our rules and agree to abide by them. Guests are required to bring with them a **peg clearly displaying their frequency** and placed next to the path for the patch.

4. CHILDREN AND ANIMALS

No animals to be brought to the field. Children must be supervised at all times and **MUST NOT** be allowed to play in the PIT, FLYING ZONES or where the residential caravans are parked. You may not park in the field if the ground is wet and damage could be caused to the grass.

Flying

5. FLYING DAYS AND TIMES

Summer Time 1st May to 1st Oct:-

Saturdays and Sundays NO FLYING from 13.00 – 15.00 (*this gives a break of 2 hrs*)

Saturdays and Sunday NO FLYING after 6.00pm (*this reduces the days flying by 3 hours*)

Note all Heli's must be on the ground at 13.00 and no engines running in the pits between the designated dates. The only exception to this rule is electric 450 sized Heli's.

Bank Holiday Mondays – **NO FLYING**

For the rest of the year you may fly 7 days a week between 10.00am and 9.00pm daily, provide visibility is good and wind conditions etc are suitable. You must only fly during day light hours.

6. PERSONAL SAFETY

As much as is reasonably practical all members are responsible for their own safety as well as those around them. It is **everyone's** responsibility to promote safe practices and discourage unsafe behaviour. Unsafe behaviour or practices should be reported to the person involved and committee if further action is required. Due to the risks involved it is **not recommended** that any member should fly unaccompanied.

7. FLYING and pit AREA's

You may only fly in the areas shown on the map, the pit areas are also shown. Do not fly in the same field as the horses/ponies. If horses/ponies are in both fields then you should use whichever field has the least. Do not

intentionally fly over **livestock or people**. If however it becomes necessary, do so as quickly and safely as possible. If a horse & rider approach you should land immediately and wait until they are a safe distance before continuing.

Members of the public and/or spectators should be kept clear of the fly patch. They may however be allowed in the pit area at your discretion.

- **Helicopter rotors are not to be run up in the pit area.**
- **No flying towards the caravans or boat yard, a minimum of 250M must be kept at all times.**
- **Only one helicopter per patch at anytime. (Only 2 Heli's in the air at any time)**
- **No Taxing to or from the patch.**
- **The training patch is for learning, hovering and gentle manoeuvres only. (Not figure 8s)**
- **No flying towards the Main or Training patch if they are in use.**

8. UNDER NO CIRCUMSTANCES Should a model engine be run up unless the receiver and the transmitter are SWITCHED ON and working correctly – WITH THE CORRECT MODEL MEMORY SELECTED!

New, inexperienced or uncertified pilots may not fly until their model has been checked by a competent pilot with an "A" or "B" BMFA Certificate.

Experienced pilots (certified with either A or B for helicopters) may however fly immediately, however Hayling Heli's representatives reserve the right to check any model, at any time whilst at the flying site. Always remember to thoroughly check your model on arrive at site in case of transit damage.

If you encounter a glitch or unusual behaviour while flying, then land your model immediately and do not take off again until you are satisfied that your equipment is performing correctly. If the problem persists then please inform a committee member and **DO NOT** fly again until the cause has been established and rectified.

The committee have the right to suspend any or all flying at any time if the need arises.

9. RECIEVERS

Fail Safe

All receivers incorporating a failsafe system must be set so that the throttle is reduced to idle on signal failure.

10. FREQUENCIES

All members have their own frequency and may NOT use another frequency, even temporarily. **NEW MEMBERS** will be allocated a frequency on joining.

Caution is recommended if visitors are flying please see rule 3

11. PEG BOARD

We have a peg board which should be used if a large number of guests turn up. This is kept in a locked container in the hedge. But as everyone has their own frequency, it is not necessary to use the peg board most of the time; your own judgment is required.

12. DAMAGE CAUSED TO OTHER MEMBERS MODELS / PROPERTY

If a member causes damage to another members model or equipment then he/she must pay to re-instate that model/equipment to its original condition, or if repairs are not possible then to pay for the current value prior to the damage. **This includes using the wrong frequency.**

Exception – If another member asks for help and you damage their model / equipment then this rule does not apply unless it is caused intentionally or as a result of reckless behaviour. Do not fly someone else's model if you suspect it is not airworthy, it is unsafe, or you are not experienced enough. This includes mode 2 pilots test flying a mode 1 model.

If another member or Guest asks you to fly their model, you should always remind them of this rule. Ensuring they know it is AT THEIR OWN RISK.

If you require help or advice you should contact A Dodds or seek advice from an experienced pilot.

13. NOISE

All engines must be silenced such that they comply with the latest BMFA/DOE code of practice. This states that "no model should be operated which gives a noise measurement at 7 metres of more than 82 dB (A)". **You need a noise compliance test before you may fly.** To arrange this contact a committee member.

Spot noise checks will be made throughout the year to ensure compliance. If your model does not comply you will be reported to the committee and further action may be taken. As a result of the noise testing completed during 2007, it was noted standard Hirobo and Thunder tiger exhausts are unlikely to comply with these standards and hence should not be used.

14. WEIGHT

All aircraft of 7kgs and over must comply with the rules laid down by the CAA.