



GRANTHAM AND DISTRICT MODEL AIRCRAFT SOCIETY

FULBECK AIRFIELD FLYING RULES

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General Flying Rules

- 1) Grantham and District Model Aircraft Society (GDMAS), also referred to as 'the Club' in this document, is an Affiliated member of the British Model Flying Association (BMFA), and as such operates in accordance with the UK Civil Aviation publication [\(CAP\) 722](#), the [BMFA's Article 16 Authorisation](#), and the [BMFA Members' Handbook](#).
- 2) When flying gas turbine powered aircraft, club members must also operate in accordance with the [GTBA/JMA Code of Practice](#).
- 3) In addition to understanding and complying with the above rules, all the Club members must also understand and comply with the following site-specific rules when visiting and flying from our Fulbeck site.



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- 4) The Club Rules should be read in conjunction with the Club Constitution.
- 5) By paying the club's annual membership fee, members are confirming they have read, understand, and will comply with the requirements of all documents listed in paragraphs 1) to 5), as listed above.

Membership and Identification Requirements

- 6) All members must have full membership of the BMFA and ensure they carry identification and proof of BMFA and club membership when onsite at Fulbeck. The land is privately owned, and other site entrances are open for other users daily, so the landowner may challenge people who they do not personally know or recognise.
- 7) All members must also have a CAA Flyer ID and carry evidence of said ID when flying at Fulbeck. All members must also have a CAA Operator ID and ensure all their aircraft are clearly marked with said ID and in accordance with CAA requirements.

Site Access and Layout

- 8) Access to the flying site is via the crash gate on Stragglethorpe Lane at grid reference: SK 90993 51532, and what three words: vies.moons.meaty. The combination code for the gate lock can be obtained from the club or membership secretaries, and please do not share the combination code with anyone else. For security and safety reasons, please ensure you relock the gate behind you, when entering or leaving the site, and ensure the chain is always secured below the gate lock box per the picture below.





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- 9) Ensure you comply with the access, parking, and restricted area details in the map shown below. As we must minimise occurrences of damage to the surrounding and actively farmed arable land, and as the surrounding land also has other users, including seasonal hunting/shooting, do ensure you only use the areas marked in the map below, unless retrieving an aircraft from an off-runway arrival.
- 10) All members, and their guests who intend to fly, must sign in and out at each visit using the signing-in book located in the cabinet.
- 11) It is recommended that flying alone is avoided to ensure help is available from fellow flyers if you are injured or become ill. If you do fly alone, take a mobile phone with you to summon assistance if needed.



Figure 1- Access, Parking, and Flight Line Details

Flying Times and Aircraft Types

- 12) Access to the flying site is available 365 days of the year, but the following flying type and time restrictions must be observed:
 - 12.1) Monday thru Sunday - 09.00 - 19.00 - Any silent flight, electric, or other RC model aircraft that passes the DEFRA noise test can fly.
 - 12.2) Wednesday, Thursday, Saturday, Sunday - 09.00 - 19.00 - Any RC model aircraft (including glow, petrol, jet) can be flown.
 - 12.3) After 19.00 each day until dusk - Only electric or silent flight RC model aircraft can be flown.
- 13) No pulse jet powered or free flight aircraft are to be operated from the Club's Fulbeck site.

Certification of Pilots and Aircraft.



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- 14) All pilots must hold at least the BMFA Basic Competency Certificate or Achievement Scheme "A" certificate appropriate to the aircraft type before being permitted to fly solo. Before gaining said certificates, trainee pilots may only fly under direct supervision of a competent member, i.e. one that holds at least an "A" certificate for the type of aircraft flown.
- 15) Pilots of gas turbine powered aircraft and aircraft of over 7.5 Kg must hold a BMFA Achievement Scheme "B" certificate appropriate to the aircraft type before being permitted to fly solo. Before gaining the "B" certificate, pilots may only fly under direct supervision of a competent member, i.e. one that holds a "B" certificate for the type of aircraft flown.
- 16) Over 25 Kg models may be flown provided the pilot holds a CAA Certificate of Exemption for the aircraft and is the named pilot. The Certificate must be produced if requested.

Flying Site Setup

- 17) Ideally, the site should be organised (as applicable to the aircraft type being operated) so that in order of priority:
 - 17.1) No persons, roads, parked cars or the pits are overflowed.
 - 17.2) There is at least 30 metres separation from the pits and the flight line, and the pits are positioned so that aircraft are not taking off towards them.
 - 17.3) Aircraft are taking off as close to into wind as possible.
 - 17.4) The sun is in a position not to blind the pilots.
 - 17.5) Aircraft must never be launched or take off from behind or downwind of another flyer.
- 18) Permitted flying areas are shown below in Figure 2, and dependent on which runway is in use. Please liaise with other flying disciplines to accommodate all users' requirements. Safety is paramount.

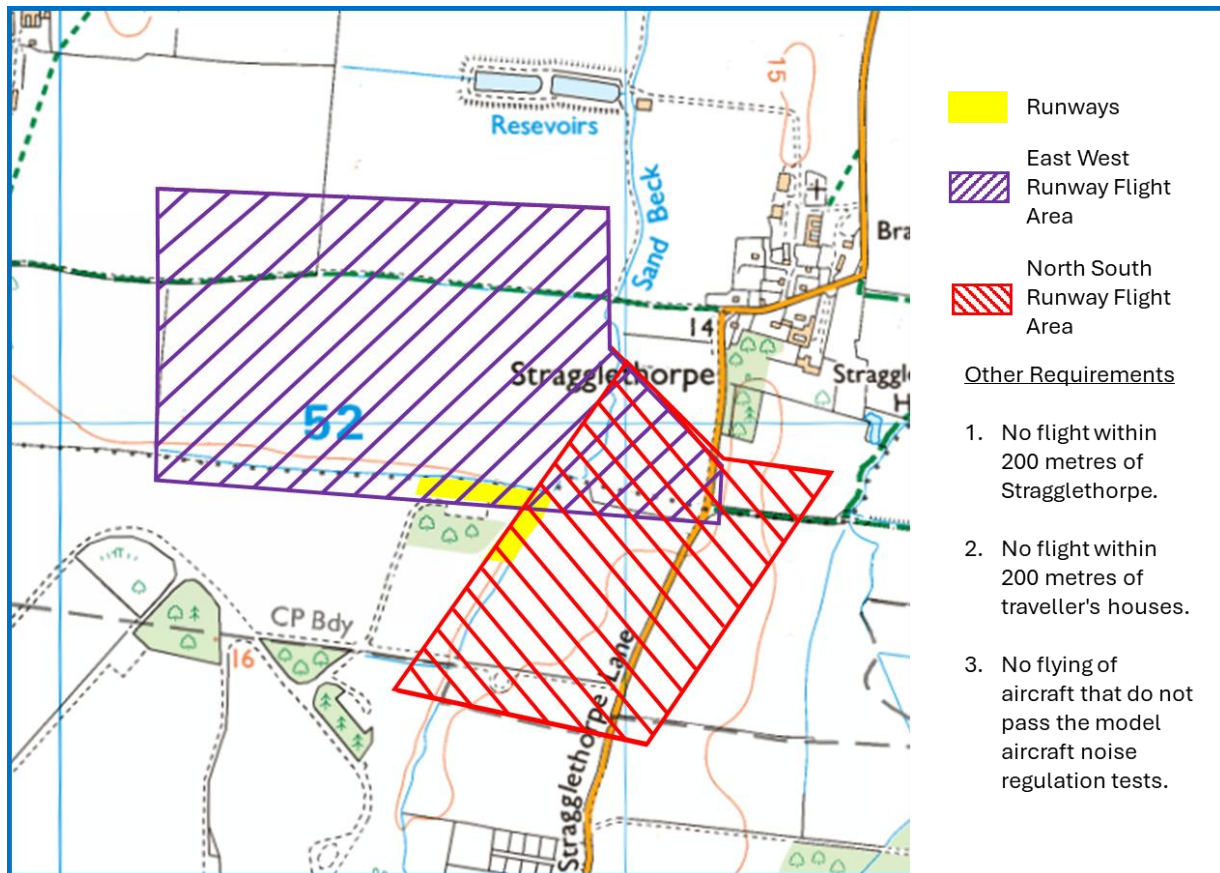


Figure 2 - Approved Flight Areas

Transmitter/Receiver Frequency Control.

- 19) The permitted frequencies for the use of RC aircraft are only those detailed in the BMFA Members' Handbook.
- 20) The Society uses the "peg on" system for frequency control. Pegs must be marked with the pilot's name and the frequency in use and placed on the pegboard whilst the transmitter pertaining to the peg is in use. The users of 2.4Ghz are still required to put a predominantly black peg on the pegboard when flying to let other pilots know what frequency they are operating.
- 21) No peg shall be in the board for more than 20 minutes. Nobody may remove a peg from the pegboard other than their owner.
- 22) Frequencies¹ are allocated to aircraft types as follows:
 - Fixed wing power – 35 MHz channels 55-76.
 - Gliders including electric power launched gliders – 35 MHz channels 78-83.

¹ Only commercially available CE compliant radio equipment may be used.



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- Helicopters – 35 MHz Channels 85-90.
 - Buffer frequencies not to be used – 35 MHz channels 77 and 84.
 - RC Assist FF – 27MHz all channels.
 - Any aircraft type – 2.4GHz.
- 23) These frequencies are to be strictly adhered to with no exceptions under any circumstances unless authorised by the Committee for a specific meeting.
- 24) All 35MHz and 27MHz transmitters must fly the appropriate pennant as detailed in the BMFA Member's Handbook. Users of 2.4GHz equipment do not have to fly a pennant but must attach a black peg to the peg board with their name clearly marked.
- 25) Transmitter aerials must be retracted when away from the flight line. The only exception is for safety reasons during model recovery when control is required to be maintained. The aerial must be retracted as soon as the model being recovered is made safe.
- 26) The first member flying each day is responsible for removing the frequency control board from the cabinet and siting it adjacent to the pilots' box. The last member flying each day is responsible for returning the frequency control board to the cabinet.

Airworthiness of Aircraft.

- 27) All aircraft must be thoroughly inspected before flight and after flight, especially after a hard landing. If there is any doubt on the airworthiness of an aircraft, it should not be flown until inspected by an experienced member.

Failsafe Settings.

- 28) Radio transmitters incorporating "Failsafe" must have them set in accordance with the BMFA Member's Handbook regardless of the weight of the aircraft. Members must be prepared to demonstrate the setting of the "Failsafe" if requested by a committee member.
- 29) Gas turbine engine fail safes are to be set to shut down the engine in order to minimise the risk of fire should the model crash.
- 30) A delay of maximum 3 seconds may be set between the failsafe detecting a problem and the engine being shut down.

Engine Refuelling and Running.

- 31) Models using glow, diesel, petrol, or paraffin fuels are not permitted to be refuelled on the grass surfaces. Such refuelling must only be conducted on the concrete hangar base, or a suitable drip tray placed under the aircraft and refuelling equipment if refuelling on any grassed areas.
- 32) There is to be no prolonged engine running in the pits. Gas Turbines are to be started with fire extinguishers to hand.



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- 33) Before starting an engine make sure the model is restrained either by a helper or more preferably by a mechanical restraint. Small free flight and control line models are exempt from this precaution.
- 34) When starting engines ensure that nobody is in front of the engine except the person starting the engine. As soon as the engine has started make sure no one is standing in front of the engine, particularly when doing power checks. Do not lean over the propeller when making engine adjustments.
- 35) When starting or running an engine do not be distracted. Similarly, do not distract someone who is starting or running an engine. Distraction is one of the main causes of hand damage by rotating propellers.

Taxiing.

- 36) There is to be no taxiing in and out of the pits. Aircraft must be restrained and wheeled or carried until the flight line is reached.
- 37) After landing the models may be taxied back but at no time must this be directly towards the pilots' box. Engines must be stopped at the flight line and the model carried or wheeled back to the pits.

Gas Turbine Specific Flight Safety.

- 38) The Club has two foam fire extinguishers, stored in the onsite cabinet, and are to be used when flying gas turbine powered aircraft. These are in addition to and not a replacement for the extinguisher that is required to be provided by the member and are only to be used after the member's extinguisher has been exhausted. Gas turbine fliers must collect the fire extinguishers from the cabinet and place them in the pits area at the start of each flying day and return them to the cabinet at the end of the flying day. Should any extinguisher be used or set off accidentally, it must be reported immediately to either the Secretary or the Chairman so that it can be replenished.
- 39) For Gas turbine powered flights, a fire person with an appropriate serviceable fire extinguisher must be present and responsible (under the direction of the pilot) for extinguishing any fires for the entire duration of the flight, from start-up to shut down. The pilot must also have a helper in attendance for every flight, with the responsibility to maintain a lookout throughout the flight and to warn the pilot of any circumstances that may jeopardise the safe conduct of the flight. The fire person and helper can be the same person.
- 40) Only aircraft that have been designed to operate with gas turbine engines may be flown with such engines. The flying of aircraft fitted with gas turbines that are designed for EDF or I/C engines is prohibited.
- 41) Given the surrounding land is mainly arable crops, in extended dry/drought periods, all jet flying will need to cease to minimise the chance of large/uncontrolled fires if a crash occurs. The club will notify all members when this ruling comes into place, and when it is decided that jet flying can recommence.



Hand Launching.

- 42) Hand launching of aircraft must be well away from the pits and in an area that does not present a hazard to the main flight line or to the launcher. Always let other pilots on the main flight line know what your intentions are.

During Flight

- 43) All pilots should always have a spotter to look out for walkers and vehicles when model flying. Occasionally you may be the only person on site, and whilst the Club does not recommend flying alone, if a pilot does so and without a spotter the flight must be limited to models under 7.5kg models, must not be a gas turbine flight, and must not be above 400ft. The spotter must be a competent person with experience in model flying activities.
- 44) All pilots must give due consideration at all times to trainee or novice pilots in the circuit.
- 45) All pilots must only fly in the designated flight area.
- 46) All pilots must communicate clearly with other pilots their intentions when they are taking off, landing, aborting a landing (Go around), experiencing a dead stick and associated approach, or entering the runway to retrieve a model.

Flights Over 25 Kgs Above 400 Feet

- 47) GDMAS has a BMFA Article 16 site permit (BMFA-FSP-017-26) for Stragglethorpe Corner to operate models up to 25 kgs at a height of up to 1500ft AGL.
- 48) When operating a model over 7.5kg in accordance with this permission, you are responsible for ensuring you do so in accordance with the requirements of the permission, including the current BMFA Article 16 Authorisation, the BMFA Members' Handbook, these flying rules, and the site risk assessment.

Emergencies.

- 49) When deadstick (engine failure) is called, that pilot has priority and all other take offs and landings are to be deferred until the aircraft has landed safely.
- 50) Should a part fall off an aircraft the aircraft is to be landed as quickly as practically possible and is to be given priority other than a deadstick landing of another aircraft.
- 51) If models need retrieving from crops, it is to be done so in a manner that minimises any damage to said crops.
- 52) Good communication between all pilots is the key to handling emergencies safely.

Reacting to and Reporting of Incidents.

- 53) Any occurrence where there may have been danger to life or damage to property must be reported to the Air Accident Investigation Branch (AAIB) and the CAA using the BMFA's Members Reporting Portal. Such occurrences must first be reported to the club Secretary who will advise if the occurrence is to be reported to the BMFA. If the Secretary is not available, the Chairman should be contacted.



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- 54) Should there be an incident of any other nature that is of cause for concern, especially if involving a third party, or another club member, it is to be reported as soon as practically possible to the Secretary in the first instance or the Chairman.
- 55) There is a First Aid kit located in the onsite container, but the Club also recommends that all members carry their own 1ST Aid Kits when flying at Fulbeck.
- 56) The nearest A and E hospital is Grantham, 11 miles away, postcode NG34 8DG. The nearest minor injuries unit is at Newark Hospital, 9 miles away, postcode NG24 4DE.

Noise Controls.

- 57) On Mondays, Tuesdays, and Fridays, and any day after 19.00 hours, all diesel, glow, and petrol-powered aircraft must comply with the D of E Code for the Minimisation of Noise from Model Aircraft as detailed and extended in the [BMFA website](#).
- 58) The basic requirement is that no fixed wing aircraft (over grass) or helicopter (in a low hover) should be louder than 82dD(A) at 7 metres, measured from several different points around the aircraft. Also, no aircraft should be flown within 200 metres of a noise sensitive area, which for Fulbeck are Stragglethorpe village, and the traveller's complex on Stragglethorpe Lane.
- 59) The noise test record of all diesel, glow, and petrol-powered aircraft operated at the site must be recorded in the log provided in the onsite cabinet, clearly showing the operator/owner name, BMFA number, model description, date of test, and maximum sound level recorded.

Mobile Telephones.

- 60) Mobile telephones are not to be brought into the pits area and should not be switched on within 10 ft of a programmable Transmitter. Mobiles only to be used in an emergency and away from the pits and flight line.

Litter and Debris removal.

- 61) All litter and debris is to be removed from the flying site at the end of each flying day.