

Buchan Aeromodellers Local Safety Rules - Toux Farm Airfield.

The following are Local Rules to be observed by members when flying at Toux Farm Airfield. They are *in addition to* any other requirements placed on members by national associations (SAA, BMFA, LMA) or insurance policies.

1. Car Parking : Cars must be parked at the road end of the runway in the car parking area and never on the access track / road.

Reason : *Safety, Insurance requirements and farm vehicle access.*

2. All engines must be adequately silenced. Where it is impracticable to silence small engines (< 1.5cm³), propellers should be chosen to keep noise levels to a minimum.

Reason : *Excessive noise causes complaints!*

3. a. If the frequency peg-board is there, use it. If not, check the frequency of all other flyers before switching on. All flyers must display a pennant with the channel number showing (35 MHz – orange pennant with white lettering; 2.4GHz – black pennant).

b. Check your radio before starting your engine. Users of fail safe devices must check that the fail safe device lowers the engine to tickover (stopped in the case of electric powered aircraft).

c. Ensure the integrity of your aircraft before each flight - check the wings, control surfaces, wheels etc particularly after a hard landing (crash landing?).

d. Always start your engine with it set at a tick-over. Rotary wing pilots should also firmly grasp the rotor head.

e. Make sure that your aircraft is secure before starting the engine and that the area is clear before starting your engine - warn spectators as well!

Warning : *If a propeller sheds a blade, it will be thrown forward within a 45° arc.*

f. As soon as your engine has started, move round to behind the engine to make adjustments.

g. Check that the engine is running reliably before proceeding to the flight line - hold the aircraft with its nose up at 90° with the throttle fully open. It is set correctly, if after 10 seconds in this attitude the engine speed does not change.

Reason : *Safety*

4. a. All pilots must stand together with transmitter aerials extended when flying.

b. Aerials must be collapsed when not flying.

5. a. Do not take off or land towards the model pound or pilot stance.

Reason : *Prevention of radio interference.*

b. Do not overfly the model pound or pilot stance.

c. Do not perform aerobatics over the model pound or pilot stance.

d. If your engine cuts, call out clearly “Dead Stick” to warn others that you will be landing immediately.

e. Inform other pilots of low level manoeuvres by calling “Low Pass”, etc.

f. Do not taxi into or out of the model pound.

g. No flying is permitted over or past the trees at the east end of the field, i.e. over the Mintlaw – Fetterangus road.

Reason : *Safety*

6. Do not use mobile phones in the flying area, there is evidence to suggest that they can wipe computer radio memories.

7. When fixed wing and helicopter flying takes place together, amicable agreement must be sought to ensure that all flyers can have an enjoyable time. It can be difficult to mix the two types of flying but remember, we are all flyers and safety is paramount.

8. Only insured flyers can use the field. Insured guests are welcome but if using the field regularly should join the club.

9. Flying should not commence before 9.00 am and be completed by 9.00 pm.

Reason : *Noise annoys!*

The Committee

Safe Flying Is No Accident!

Jan. 2009