

SANDHAYS SCALE GLIDING ASSOCIATION

RULES

1. Models

All models operated at the airfield must be radio controlled aircraft, except that free flight models may be flown, subject to the agreement of other members present when aerotowing is not taking place. Members may only fly the following types of models

1. Gliders and motor gliders.
2. Electric powered models.
3. Glider tugs.(subject to rule 18)
4. Free flight models.
5. Vintage models powered by four stroke internal combustion engines.

No other types of model may be flown without permission of the site owners. Permission must be obtained for each occasion.

2. Frequencies

- (i) Only frequencies in the 35 MHz band, Channels 55 - 90, may be used and the 2.4Ghz band.
- (ii) Each member using the 35Mhz band will be allocated a channel.
- (iii) The method of 35Mhz frequency control shall be the "Peg off" system. The first member to arrive on site must set up the frequency control board, which is stored in the portacabin. A frequency peg, displaying the channel number, must be removed from the board and fixed to the member's transmitter aerial.
- (iv) No 35Mhz transmitter shall be switched on until the above procedure has been completed.

3. Change of 35Mhz Frequencies

Members shall only use the 35Mhz frequencies allocated to them on joining the Association. Members must apply to the secretary to change channels. Any change will be subject to availability of an alternative channel.

4. 35Mhz Transmitter Control

Members shall ensure that their transmitter is switched off, with the aerial down, when not in use.

5. Motor/Engine Operation

Motors /engines must not be operated in the car park area within the boundary marked by the white line. The running in of engines at the airfield is not allowed. Running engines, for adjustment prior to flight is allowed.

Models must be restrained when starting engines.

6. Silencers

'No model shall be operated if its noise level exceeds 82 dB (A) at 7 metres. All noise measurements will be taken as specified in the SMAE/BMFA code of practise for the minimisation of noise from model aircraft. Members must submit their model for noise testing before being permitted to fly'. Pilots whose IC tugs or motor gliders exceed this limit must set their maximum RPM to comply with this standard

7. Safety Codes

Any flying activities shall be undertaken in accordance with The BMFA Guidelines and Safety Codes for Model Flying and the Civil Aviation Authority Publication 658 (CAP 658), Small (Model) Aircraft: A Guide to Safe Flying. Pilots must have a BMFA "A" certificate to fly unaccompanied. A member who has a BMFA "A" certificate must accompany pilots who do not have a BMFA "A" certificate.

The flight line layout shall be in accordance with appendix 1 of these rules. When aerotowing is taking place the tug pilot(s) is responsible for laying out the flight line. For all other flying the first member on site is responsible for laying out the flight line. The flight line layout is shown in appendix 1. The only exception is for take offs when winch or bungee launch is used. Location of winch and bungee lines is to be agreed by members before use.

8. No Fly Zones

No flying over any parked vehicles.

The car park / camping area from the access gate and hanger to the southwest corner of the field for a distance of approximately 40m into the field is a no-fly zone and is marked with a white line. You must not over-fly this area. You must not over-fly the pilots box and the pits area.

9. Aircraft Weight

Any aircraft over the current 20 kg weight limit may not be flown unless a current CAA Exemption Certificate is held. It may only be flown in accordance with the requirements of the exemption certificate. Flying above 400ft is permitted when an Aerotow exemption is in place and Humberside Airport ATC have been informed on telephone number 01652 682029 of the time operations will commence. Humberside Airport ATC must also be informed when operation of models over 20Kgm have stopped.

Any powered aircraft exceeding 7 kg weight must be fitted with a throttle fail-safe device to close the throttle in the event of loss or corruption of the transmitter signal. Any glider exceeding 7Kg weight must have failsafe set to apply spoilers and/or flaps or crow brakes to prevent flyaway. The fail-safe device must be checked for correct operation before each flying session. Any pilot flying a model exceeding 7 kg weight must hold a BMFA "B" certificate when members of the public are present.

10. Failsafe.

If the radio transmission system has the capability of failsafe operation then it must be set to reduce the throttle setting to engine tickover or in the case of electric powered models to stop the motor for all models.

11. Parking

Vehicles must be parked and positioned so they are not in the line of take off/landing. Vehicles shall not be driven on the designated taking off/landing area, except for grass cutting equipment. Vehicles must not be driven on to the field in wet conditions. During wet conditions vehicles must be parked on the hard standing adjacent to the access gate. Vehicles may be driven around the perimeter of the field to deploy winches in dry conditions.

12. Visitors

Spectators are not allowed on the designated taking off/landing area. Visiting fliers must produce proof of insurance, or they will not be allowed to fly.

13. Insurance

All people engaged in the control of a model must be insured against third party liability. Valid proof of this insurance must be produced on demand. No person will be allowed to fly unless they have valid insurance.

14. Accidents

Any accident resulting in personal injury or damage to third party property must be reported to the Secretary in writing within 24 hours by the pilot concerned.

15. Retrieval of Models from adjacent land.

Models may be retrieved from adjacent land in the event of a forced landing subject to only one person undertaking such retrieval. In the event of a model landing in standing crops then every effort must be made to minimise crop damage by walking down any existing wheel tracks left by farm equipment.

16. Dogs

Dogs are not allowed to roam around at will, and must be on a lead at all times.

17. Litter

No litter may be left on the field, in the hangar or in the portacabin. Please take your litter home.

18. Aerotowing

For tow aircraft exceeding 7Kgm weight without fuel a CAA exemption exists to exceed the 400ft height limit. A copy of the exemption is displayed on the notice board in the portacabin. The operating criteria agreed with the CAA is as follows :-

1. A lookout must be appointed for each individual flight and must not be the pilot of the tug or glider.
2. The height of 1500 ft must not be exceeded by the tow aircraft at any point in the flight.
3. The tow aircraft is operated above 400ft above ground level solely for the purpose of tow-launching the glider.

Powered aircraft weighing over 7Kgm without fuel must not be flown above 400ft above ground level at any other times.

Immediately after the glider has been released the tug must descend and land in the shortest possible time appropriate to the airframe with the throttle set to minimum R.P.M. Strictly no aerobatic flying to take place with tugs.

Only 1 tug is permitted to be airborne at any one time.

Tugs may only complete up to 2 circuits before commencing towing duties. New or modified tugs will get special dispensation for further testing at the discretion of a committee member.

19. Audio Telemetry and Varios

All receivers of audible telemetry must be used with headsets to reduce noise on the flight line.

20.Site Attendance

All members and visitors must sign the log book (diary) indicating the type of model or models being flown' e.g., electric, EDF , glider. I.C tugs must be named, i.e piper Cub, Greenly, Titan, etc.

21. LMA Over 20Kg Scheme

LMA CAA tests can only be carried out for club members with tugs or gliders.

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Appendix 1.

Flight line layout

A box is outlined with traffic cones, approximately 10 meters square. The head of the box sits flush on the strip running parallel with the active runway. Depending on the wind direction, the launches are conducted on the up wind side of the box parallel with the strip. The tug and launching sailplane pilots stand on the top corner closest to the strip.

Once released, sailplane pilots move to the down wind top corner of the box for flying and landing. The Sailplane queue comes up from the bottom of the box. No pilot shall leave the box other than to retrieve models from the strip. – figure 1

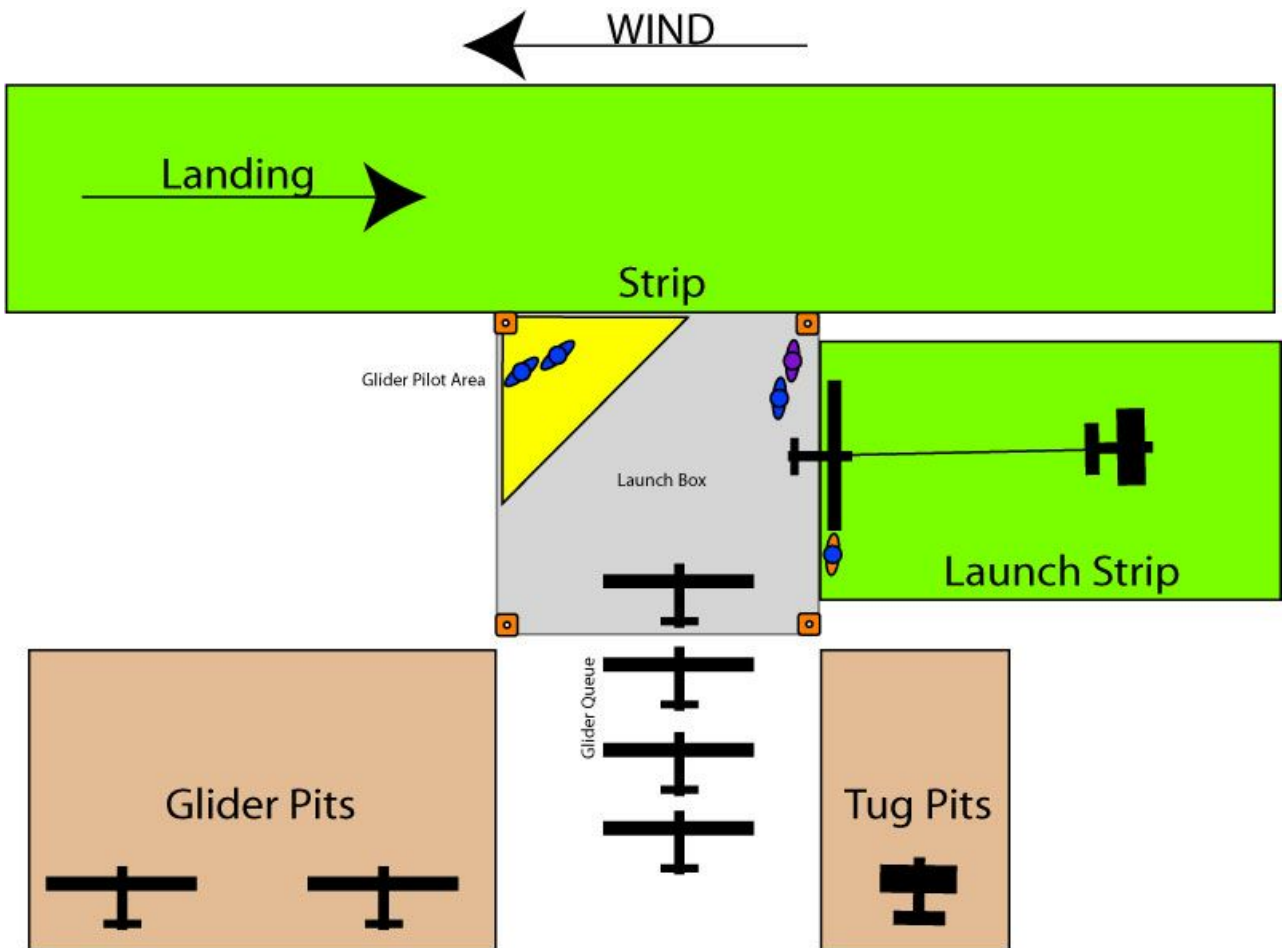


Fig. 1

If more than one tug is in operation, the box can be extended in its height to encompass a tug waiting area and two launch points – figure 2

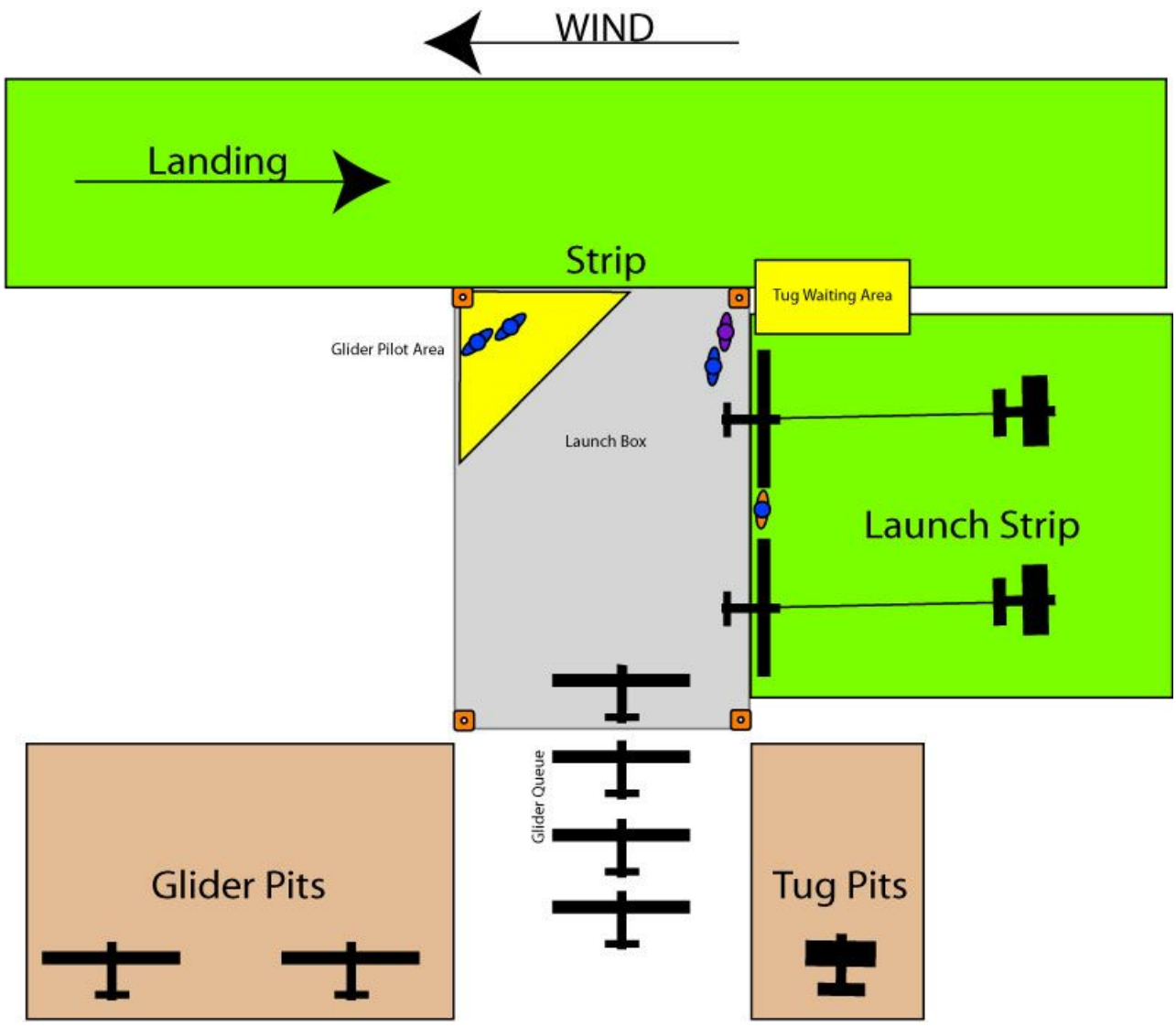


Fig. 2