

# RAF Little Horwood Model HeliClub

## RULES OF THE CLUB

**Membership** is by invitation only on application in person at the field, it is also subject to a 3 month probationary period. There is no committee but all members agree to cooperate with each other in the running of the club and to assist with chores such as making coffee, mowing the grass, strimming and keeping the caravan and field tidy at all times.

### 1. CONDITIONS OF ENTRY TO THE FLYING SITE

1.1. All Members must be in possession of their valid membership card & BMFA insurance. This must be produced on demand to any Full Member or the landowner during attendance at the RAF Little Horwood Site.

1.2. Guests are not permitted at the flying site except when accompanied by their introducing Member.

1.4. Members shall enter and leave the flying site and proceed to the agreed flying area only by the agreed route.

### 2. RESPONSIBILITIES

**2.1. The club cannot be held responsible for any loss, injury or damage to Members or their property or to third parties for any reason whatsoever.**

2.2. Full Members, shall accept responsibility for the observation of all Club rules by Guests who accompany them at the flying site.

2.3. Members shall accept Full responsibility for the control, behavior and safety of children and Friends accompanying them whilst on the flying site.

2.4 All Full Members have the right to warn others of any dangers they may see, ie loose, damaged or badly maintain RC equipment, dangerous flying, kids, anything that could put the safety of others at risk.

2.5 Should a member need to be constantly warned with regard to there safety, there conduct, there flying or misuse of the facilities & property. Then RAF Little Horwood Model Heliclub will only need 3 Full Members to complain over 1 incident and the member concerned will be asked to leave the club on a permanent, no return basis. Annual fees will not be refunded.

2.6 No Alchol will be consumed on site.

### **3. INSURANCE**

3.1. All Members will be insured through BMFA Chacksfield House, 31 St Andrews Road, Leicester, LE2 8RE Tel: 0116 2440028 Fax: 0116 2440645

3.2. A valid BMFA Membership must be produced if requested by any Full Member during attendance at the flying site.

### **4. NOISE LIMITATIONS**

4.1. Effective silencers must be fitted to all engines such that any noise produced by the model meets, or is preferably lower than, the level recommended by the Department of the Environment Code of Practice (as of the date of this Annex) has been identified by the BMFA as 82dB(A) at 7m.

4.2. In the event of a model complying with the above being considered too noisy by any Member, a jury of three other Members is to be elected by and from those Members present to decide on the action to be taken.

### **5. CLUB PROPERTY**

5.1. Club property may be used only by Members and only for club purposes.

5.2. Upon dissolution of the club the net assets shall be equally distributed amongst the Full Members.

### **6. OPERATION OF RADIO CONTROL EQUIPMENT**

6.1. Operation of radio control equipment

Operation of radio control equipment is NOT permitted from any place other than the agreed model flying area at the time.

6.2. Frequency Peg-Board

6.2.1. The frequency peg-board should be used whenever any radio control equipment is operated on 35 MHz.

## **7. PRE-FLIGHT PROCEDURE**

7.1. It is ESSENTIAL that the following procedure be rigorously followed prior to any flying activities commencing.

7.2. Ensure strict compliance with ALL parts of Rules 1 to 6 inclusive.

## **8. FLYING MODEL HELICOPTERS**

8.1. Model Helicopters shall be flown only from the agreed area.

8.2. Model Helicopters shall be operated well away from any building and dwelling.

8.3. Flying of model aircraft by an under 16 years of age Junior Member is permitted only in the presence of a Full Member.

8.4. Full Members are empowered to request evidence of a valid certificate of insurance from any Member actively engaged in model flying at the flying site. Failure to produce such evidence is considered to be a breach of Rule 3, and in such circumstances the said Member must not continue with flying activity until evidence of insurance cover is demonstrated.

8.5. No loading or unloading of cars shall take place on the flying strip, only in the designated car parking area.

8.6. Do not over-fly any buildings, dwellings or public roads at any time.

# **CAP 658**

## **Model Aircraft: A Guide to Safe Flying**

**www.caa.co.uk**

**Safety Regulation Group**

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**30 April 2007**

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## **Chapter 1 Learning to Fly**

**FLYING WITHIN A CLUB IS THE BEST WAY TO BE SAFE.**

August 2006

## **Chapter 2 Safety Considerations**

### **1 Any Model Aircraft Flying**

#### **First**

Choose an unobstructed site and at all times keep a safe distance from:

- PERSONS
- VESSELS
- VEHICLES
- STRUCTURES

#### **Only Fly**

- In suitable weather.
- With regard for any other conditions such as local byelaws.
- With due consideration for other people and property.

#### **Failsafes**

Any powered model aircraft fitted with a receiver capable of operating in failsafe mode (i.e. PCM receivers or Digital Signal Processing (DSP) receivers) should have the failsafe set, as a minimum, to reduce the engine(s) speed to idle on loss or corruption of signal.

Be aware of the sun's position in relation to you and the model. Flying "through the sun" can cause temporary blindness and the loss of control of the model. The use of sunglasses is recommended – remember never look directly at the sun.

Avoid low overflight of houses, domestic gardens, car parks, traffic or spectators. You have no control over people walking by at a reasonable distance from your take off/landing area but you should take care not to overfly them at low level.

At any sign of malfunction or an unexpected loss of models parts, land as soon as it is safe to do so.

When you decide to land, never assume that the landing area is clear. Always look and be prepared to land in a safe place away from your planned landing area if necessary. In all cases, the safety of people is paramount.

### 1.1 Pre Flying Session Checks AEROPLANE

On arrival at the flying site, **CHECK**:

- the airframe for any transit damage,
- that servos and linkages are secure,
- the undercarriage for secure fixing and correct alignment,
- the propeller for damage and secure fixing.

### 1.2 Check before each Flight

- If frequency control is in operation, obtain clearance to transmit.
- Switch transmitter **ON** then receiver **ON**. Check that all controls operate freely and in the correct sense. Check that all control surfaces are in their correct positions with the transmitter trims at neutral.
- Look for any minor radio malfunctions such as slow or 'jittery' servos, glitches, etc. If in doubt, do not fly.
- After starting the engine and allowing it to warm up, check that the pick-up from idle to full power is satisfactory. Hold the model with its nose pointing upwards at a steep climbing angle for ten or fifteen seconds and check engine operation at full power. If the engine falters or cuts it is usually set to lean and must be re-tuned. Repeat the test until the engine runs correctly in the nose-up attitude.
- With the aircraft held securely on the ground, open up again to full power and recheck all flying controls again.
- Double Check that all transmitter trims, rate switches, mixers etc. are in their correct positions and that the transmitter meter is 'in the green'.

### 1.3 Before Flying

#### 1.4 Checks after each Flight

- Receiver **OFF** then transmitter **OFF**.
- Clear the frequency control system if it is in operation.
- Check propeller, airframe, undercarriage, wing fixing etc. for security of fastening and for possible flight or landing damage.
- Remember – Avoid flying with a damaged aircraft or propeller, or with any possible radio problem.

Be **S.M.A.R.T.** with your transmitter

**S**witch on

**M**eter in the green / **M**odel selection correct

**A**erial secure and extended

**R**ate switches in all correct positions

**T**rim all in correct positions

## 2 Radio Controlled Helicopters

Only fly with regard to the general regulations concerning radio control flying covered in **Chapters 2**.

Take care to use sites which are of suitable size in relation to the type of manoeuvres to be flown by the model.

Only fly after you have ensured that any spectators are well clear of the intended flight path of the model.

When starting the model in the pits, hold the rotor head firmly. When the engine is running carry the model a sensible distance from other people before running up or flying.

Do not release the rotor of the model until you are sure that it is safe to do so.

Never hold the model overhead to run up the engine or run the engine with no rotor blades fitted.

### **2.1 A Model Helicopter Must Not be Flown or Run up:**

- In or near the 'pits' area or close to any spectators.
- Directly towards the pits area or any spectators.
- With metal rotor blades.
- With knife-sharp leading edges on main or tail rotors.
- With damaged or out of balance rotor blades. Note that blades, especially wooden ones, should be reinforced at the root with hardwood, glass-fibre or some other suitable material.
- With radio equipment unproofed against shock and vibration.

### **2.2 Checks Before a Flying Session**

- Check all ball links for slop and change as necessary.
- Check that all rotor blades are in good condition with no damage apart from minor tip damage.
- Check for loose or missing nuts and bolts.
- Check that there is no backlash in the drive system apart from gear backlash which should not be excessive.
- Check that servos are secure and free from oil.
- Check that the fuel tank and all piping is secure.
- Check that the receiver aerial is secure and in good condition with no chafing or damage.

### **2.3 Checks before each Flight**

- If a helicopter suffers damage or a heavy landing, re-do all the pre-flying session checks.
- Check all controls before starting especially for binding links or slowing of servos.
- Check that the receiver aerial cannot become entangled with any moving or rotating part.
- Re-check controls at high rotor rpm just before lift-off. At the same time check main rotor blades for true tracking (the rotor disk should be clear and steady). Any excessive vibration should be eliminated before flight.
- Double check that all switches on the transmitter are in their correct positions before **EVERY** flight.

## **Chapter 3 Electroflight**

For electrically powered models

- When fast charging Ni-Cad or Ni-MH batteries, use a battery charger equipped with either a timer or a voltage or temperature controlled cut-off. Overcharging Ni-Cad or Ni-MH batteries at high currents can be dangerous.
- Lithium Polymer (Li-po) batteries are also extremely susceptible to both overcharging and over discharging. A charger designed specifically for charging Lipo batteries must be used. Care should be taken to ensure that the batteries are not discharged at current rates that are outside the manufacturers recommendations as to do so can be dangerous.
- Check carefully that motor operation does not interfere with the R/C equipment in the model. A range check with motor on and off should be carried out with all new installations. If in doubt, do not fly.
- Current flows in the battery-controller-motor setup of electroflight models can be extremely high. Make sure that all cables and connectors are in good order and are robust enough to perform without significant overheating.
- Take great care when handling any electroflight model that has its batteries fitted. The power and torque of electric motors can be very high and contact between a turning propeller and any obstruction will not stop the motor, but will just make it try to turn harder.