

# DALLACHY AEROMODELLERS

## Rules for the operation of flying model aircraft at Dallachy Airfield



### Principal Rules

The Dallachy Aeromodellers Club operate subject to the "SAA Safety Code" published by the Scottish Aeromodellers Association and any amendments that are made either locally or by the SAA. All members must be insured as required by this Code of Practice with a minimum third party cover of £5,000,000. Club members should make themselves thoroughly conversant with the safety code together with the following local rules and be diligent in their application.

### Additional Local Rules

- 1) A plan of the Dallachy flying site is at Annexe A
- 2) Frequency control is by pegboard with exchange of Club or Association membership card for the appropriate frequency peg. The peg may be displayed on the transmitter, on your person or on your flight box. Visitor's cards will be kept in the hut. Unless positive checks are carried out prior to flying, adjacent frequencies should not be used. It is a requirement to return the peg immediately on completion of your flight. A transmitter frequency pennant (other than the frequency peg) must be displayed on the transmitter or aerial.
- 3) Short duration full power pre-flight checks are permitted within the pits area with engines pointing away from the centre of the pits either towards the woods or the safety fence depending on where you set up. There must be no one within a 180 degree arc in front of the propeller.
- 4) In view of recent accidents with propellers, a positive model restraint system is highly recommended.
- 5) Prolonged engine running is permitted only in the designated area. See Annex A.
- 6) If models are being carried to the flight line, it is preferable to use two hands. The use of transmitter neck strap is highly recommended.
- 7) Public spectators are not permitted onto the flight line. They must stay behind the safety fence or within a designated viewing area. Club members must be responsible for spectators' safety. Children must be supervised at all times.
- 8) Unrestrained models must never be taxied in the pits.
- 9) No low passes are permitted nearer than the centre line of the runway (approximately 80 feet – see Annex A). All high power high speed passes must be in line with or beyond the fence.
- 10) At each session flyers should establish the location of the pilot stance and the take off/landing direction as these are determined by the wind direction or sun. See Annex A.
- 11) There will be no deliberate flying behind the flight line, and taking off and landing towards the pits are absolutely forbidden.
- 12) Access to the adjacent field to retrieve models must only be made via the field gate or the fence stile(s) provided. If the field is in crop then only one person may go into the field at a time. If there are cattle or sheep with young, then we must contact the farmer prior to going into the field. The local farmer is very understanding and we should respect his wishes.
- 13) Avoid over flying the GRS recycling depot. A key for this site is kept in the Club hut to allow access if you crash in this compound out with normal working hours.
- 14) Pets must be kept under control at all times and kept on a lead if in the pits area. They are not allowed in the pits area when engines are being run. They must not be taken on to the flight line.
- 15) The area for car parking is shown on Annex A. Vehicles may be driven into the pits for unloading/loading equipment then returned to the car park.
- 16) The last person to leave the site must ensure that the pegboard and windssock are returned to the hut, that the gas is turned off at the bottle and that the hut and gate are securely locked.
- 17) Please be courteous to fellow modellers and visitors, and give way to pedestrians passing through the site.
- 18) Continual reckless flying should not and will not be tolerated.
- 19) Each Club member is regarded as being his own safety officer and hence responsible for his own and other people's safety