



## Club Rules

Date	Version	Summary of Change	Author
05/12/14	1.00	Rules now separate from Application Form and Constitution. Secretary and Treasurer details removed.	P Brown
06/05/2015	2.00	Comprehensive review and publication of GAC rules	G Hunter
05/03/2017	3.10	Section 6.3 & 6.11 inclusion of 5m statement.	G Hunter
2019-06-17	4.01	Document clean-up and changes to pits area.	Neil Gillies
2020-02-06	5.00	Operator ID marking required. Visitor arrangements changed.	Peter Brown
2021-03-11	6.00	Redraft to align with Article 16	Peter Brown

## 1 Membership

- 1.1 New members will be accepted for a probationary period of six months.
- 1.2 Pilots must have valid and current insurance cover. Proof of insurance must be presented to ~~the treasurer~~ a committee member for verification at the start of the cover period.
- 1.3 Should any member have an accident with a model involving a third party or third party property, the member must report details of the accident to the club secretary without delay. On no account should liability be admitted.

## 2 Safety

- 2.1 Members must ensure that all activities are carried out in accordance with **Glenrothes Aeromodelling Club Rules** and the **Scottish Aeromodellers Association Safety Code** to ensure that aeromodelling is carried out safely and without risk to persons or property.
- 2.2 All pilots must be members of the SAA, BMFA or LMA.
- 2.3 Only qualified pilots, fixed wing or helicopter, may fly solo. A qualified pilot is one who has attained an SAA Bronze or equivalent in the required discipline. Student Pilots are required to have a qualified pilot supervise their flying and should make arrangements as required. A student helicopter pilot with a Hovering Competence Certificate may fly solo in the hovering practice area.
- 2.4 All members should assume, from a personal safety perspective, that ~~both~~ the east-west ~~and northsouth~~ runways (see figs 1 ~~and 2~~) ~~are~~ is active at all times and extend the appropriate care, attention and awareness at all times.
- 2.5 While flying, all pilots must ensure that the intended landing area is clear of all persons before attempting to land - regardless of flight conditions, dead-stick, cross-wind or emergency and must take the appropriate action to ensure the safety of all personnel.
- 2.6 Pilots should fly models at a safe height and remain well clear of full size aircraft at all times. Members should advise others of the presence of full size aircraft.
- 2.7 Models must not be flown over unprotected farm workers without prior consultation with them. Separation distances of 30m must be maintained between R/C models and uninvolved persons. For models up to 7.5kg this distance may be reduced to 15m during take-off and landing provided the following mitigation measures are taken.
  - (a) Climb-out from the west end of the east-west runway must be to the north of the extended line of the runway and
  - (b) Approach to the west end of the east-west runway must be from the north of the extended line of the runway.
- 2.8 Should anyone witness unsafe conduct or misconduct (member, visitor or member of the public), then it should be drawn to the attention of the other party without delay and, if appropriate, brought to the attention of a committee member as soon as possible.
- 2.9 Members and visitors must ensure that dogs are kept under close control at all times when flying activities or preparations are in progress.

### 3 Models

- 3.1 Models with forward-facing motors having bare crank or motor shafts should not be flown.
- 3.2 Noise emissions should not exceed the standards set by the **Code of Practice on Noise from Model Aircraft 1982** or any revision thereof.
- 3.3 Models over 7.5kg are restricted to a maximum altitude of 400 feet (122 metres). [Unless the club has a valid SAA/BMFA permit for flying greater than 7.5kg models over 400ft \( Note multirotors are excluded from these permits by SAA and BMFA article 16 authorisations](#) Whilst flying models over 7.5kg, **Warning Low Flying Model Aircraft** signs must be displayed. See Figs 1 ~~and 2~~ for sign placement.
- 3.4 Models over 25kg must not be flown.
- 3.5 Models must bear a valid CAA Operator ID where required by the **Drone and Model Aircraft Code**.

### 4 Transmitter Control

- 4.1 A frequency peg-off and a name peg-on system is used for 35 Mhz transmitters at the flying field.
- 4.2 Pilots using 35 MHz must be in possession of the frequency peg matching their transmitter crystal frequency before switching on.
- 4.3 Transmitters must be switched off and the frequency peg returned to the pegboard between flights.
- 4.4 A transmitter pound may operate on occasion. When a pound is in operation, transmitters must be deposited in the transmitter pound on arrival and between flights.

### 5 Model Pits & Starting Benches

- 5.1 A model pits area will be established no less than ten metres from the car park and the pits will be confined to the areas marked on the map within Figs 1 ~~or 2~~.
- 5.2 Starting of model engines must take place on the starting benches or in line with the starting benches. When starting or running an engine, the model must point into the field directly away from the pits. Models must be restrained while being started.
- 5.3 Electric model flight packs should not be connected, or the motor train made live, within the pits. All live connections must be completed on an electric bench or in line with the starting or electric benches with the model facing away from any person.
- 5.4 Helicopter engines must not be run above idle in the model starting area or within the pits at the control-line circle/hovering area.

### 6 Flying Protocol

- 6.1 **Glenrothes Aeromodelling Club** operate ~~one two runways~~ [two runways](#), east – west (primary) - [see Fig 1](#) - ~~and east- northwest, this to be used if warning system not working, see Fig 1~~ ~~and north-south (secondary) – see Fig 2~~.
- 6.2 The safety line (see Figs 1 ~~and 2~~) is a line extended from the grey box on the railway line to the east of the flying field [Note:- loss of signal could occur if the model goes behind the tree line as 2.4Gh is line of sight and does not effectively go through obstacles this must be avoid on the west east landing approach and through the trees to the north west of the tractor shed](#).

- 6.3 Take-off, hand launching, climb-out, approach, landing and low-pass manoeuvres must all be conducted at least five metres north of the safety line when either east-west or west-east runways are in use. The safety line is denoted by the marked grass at the edge of the runways. (Figs 1 and 2). For additional requirements for climb-out from and approach to the West end of the east-west runway see Para 2.7.
- 6.4 No-fly zones are marked on the map by the hatched detail. ~~Regardless of the runway in use, Models~~ must not be flown within the no-fly zones.
- 6.5 ~~A central pilots box is situated on the east west runway and will be the pilots box normally in use unless a pilot has a model which required the full length of the runway when the pilot may stand at either end of the runway provided agreement from the other pilots is given. Under no circumstance should two pilot boxes be used at the same time hence if a pilot is given permission to stand at either end of the runway the central pilots box shall remain out of use until the pilot using the end of the runway completes his flight and clears the runway. Two pilot boxes as shown in the diagrams, have been established at the flying field, one at the east end and one at the west end of the main runway.~~
- 6.6 Pilots are required to stand together in the pilot box while flying. It is recommended that no more than six pilots should occupy the box at any one time.
- 6.7 All take-off runs and launches must be away from the pilot and pilot box. A runway ~~center~~ base line has been marked ~~on at each end of~~ the runway and ~~should~~ be used for placement of aircraft in line with the central pilots box.
- 6.8 Models must never be taxied within fifteen metres of anyone.
- 6.9 Helicopters must not be taxied to or from the starting area.
- 6.10 ~~Dead-stick approaches have priority use of the landing area. However, dead-stick approaches must always be carried out with the personal safety of everyone as the overriding objective.~~
- 6.11 ~~The north South runway is no longer valid and is not to be used. When the north-south runway is in use, it is to be used for take-off and landings only. Take-offs are restricted to north only whilst landings can be from the north or south. Take-off, hand-launch and all flying, must be conducted at least five metres to the north of the safety line. All approaches and landings from the south must stay inside the extended pocket as marked in Fig 2 and must not stray into the hatched no-fly zone.~~
- 6.12 ~~When the west pilot box is active, the north-south runway will be taken out of use.~~ The safety line and the no-fly zone in fig 1 only will apply as there is no longer a north south runway.
- 6.13 When the east-west runway is in use the central pilots box shall be used unless of the circumstances outlined in- 6.5 and the east pilot box is active, when take off is to the west pilots will be unable to see persons using the section of road marked in orange (see Fig 1). Pilots must not attempt take-off to the west without being certain that that section of the road is clear by
- (a) indication from the automated signalling system. Pilots relying on this must earlier that day have confirmed its satisfactory functioning, by walk-testing the road if necessary.
- or by
- (b) enlisting the help of a spotter to check the road.
- Should it not be possible to confirm the section of road is clear, an alternative take-off path to the north-west (see Fig 1) may be used.
- 6.14 ~~When the control line circle/hovering area is in use, t~~The no-fly zones in fig 1 will apply at all times.

That is, all take-offs, landings, flying and emergency approaches must be completed to the north of the safety line.

- 6.15 Helicopters utilising the hovering practice area must stay within the confines of the **SAA Hovering Competency Certificate** schedule.
- 6.16 Pilots are required to communicate clearly with each other when flying and in particular when making calls and requests such as **clear to take off, clear to land, dead-stick, low pass, retrieving or emergency** .
- 6.17 Pilots must not attempt a low pass or landing whilst a model is being retrieved from the landing area. When retrieving a model pilots should maintain full awareness and vigilance at all times.
- 6.18 When the wind changes direction over the active runway, the safety officer, or his delegate may change the direction of take off the active runway and/or pilot box as appropriate. Take off should be into wind if possible. Cross winds will need careful consideration
- 6.19 Use of the flying field may from time to time be given over to special events (e.g. competitions) and the event organiser may modify rules 4, 5 & 6.1 to 6.12 for the duration of the event. The organiser shall nevertheless have a duty to ensure that a safe environment is maintained and all participants are aware of the special arrangements in force.

## 7 Flying Times

- 7.1 Powered models can be flown daily from 9.00am to 9.00pm.
- 7.2 Silent models have no restrictions on flying hours.
- 7.3      Wednesdays are set aside for training and general flying where the emphasis and priority will be given to training.
- 7.4 When field maintenance is taking place, model flying may continue with the agreement of the field maintenance operator, but must be conducted in a manner sympathetic to the safety and duty requirements of the field maintenance operator.

## 8 Visitors

- 8.1 A visitor may be invited to fly at the flying field on up to three occasions, not including special events e.g. competitions or fly-ins, per year and must be supervised by the host member. Proof of visitor insurance and competency to fly solo as required by clauses 1.2, 2.2 and 2.3 must be presented to the Club Secretary for verification in advance.

## 9 Display Pilots

- 9.1 Display pilots will be at the committee's invitation.

## 10 Complaints Procedure

- 10.1 Should a member wish to pursue a complaint regarding the conduct of another member which cannot be satisfactorily resolved by direct action as set out in rule 2.8, a formal complaint may be submitted in writing to the committee and should provide details of any witnesses or corroborating evidence.

## **11 Disciplinary Procedure**

- 11.1 If having received a corroborated written complaint or alternatively, it appears to the committee that the conduct of a member may endanger the character, interest, good order or reputation of the club, the committee may take whatever action they deem fit including suspension or expulsion of the offending member - provided that the member was afforded the right of audience before the committee prior to such a decision being reached.
- 11.2 Any decision taken by the committee shall be final.

## **12 Car Parking at Clubrooms**

Cars must not be parked on the block-paved area of Well Road or in the lane to the east, except for the temporary purpose of loading or unloading.

## **13 Finally**

The Glenrothes Aeromodelling Club Rules, complemented by the SAA Safety Code, must be adhered to by all club members and visitors.

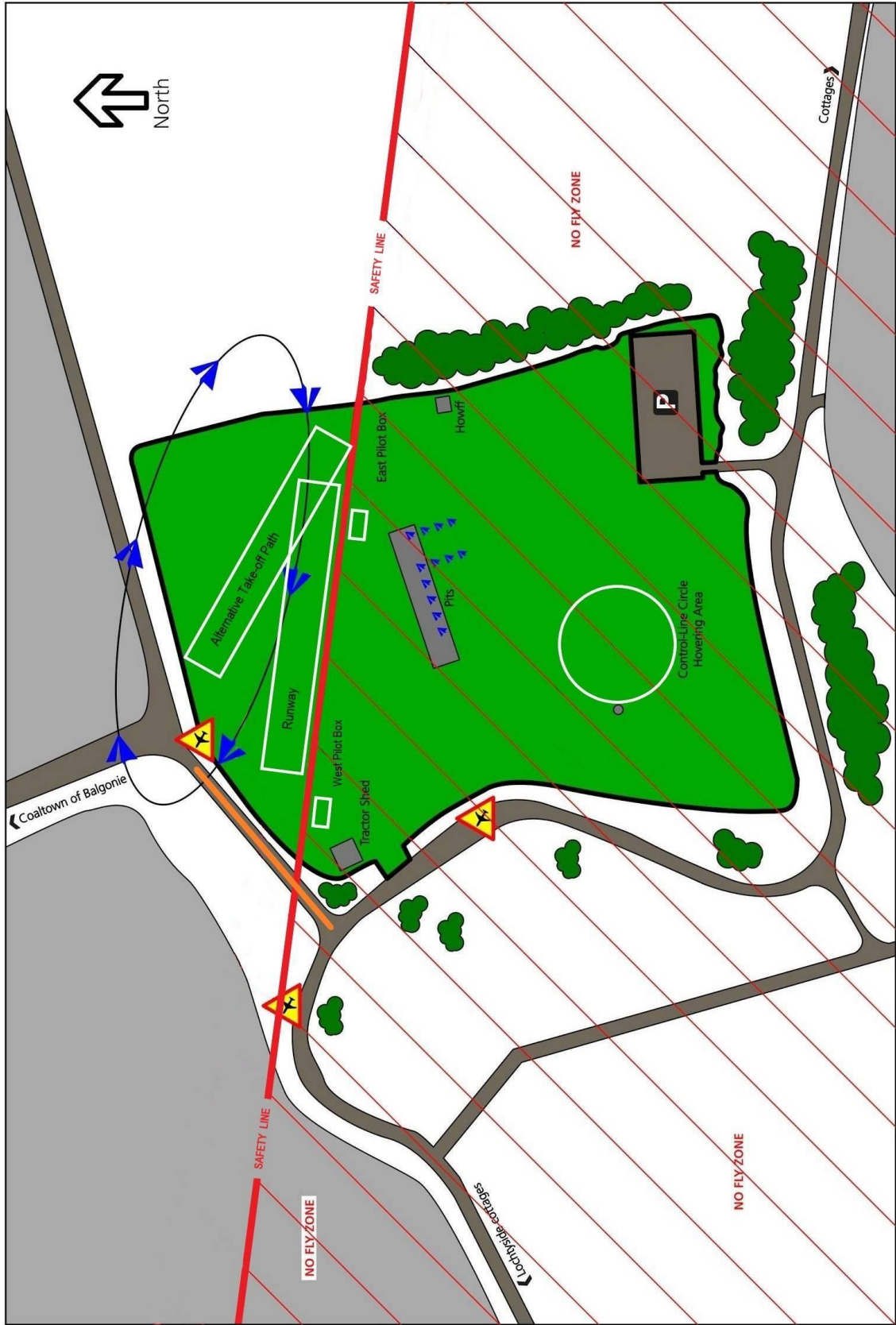


Fig 1 - East or West Active Runway

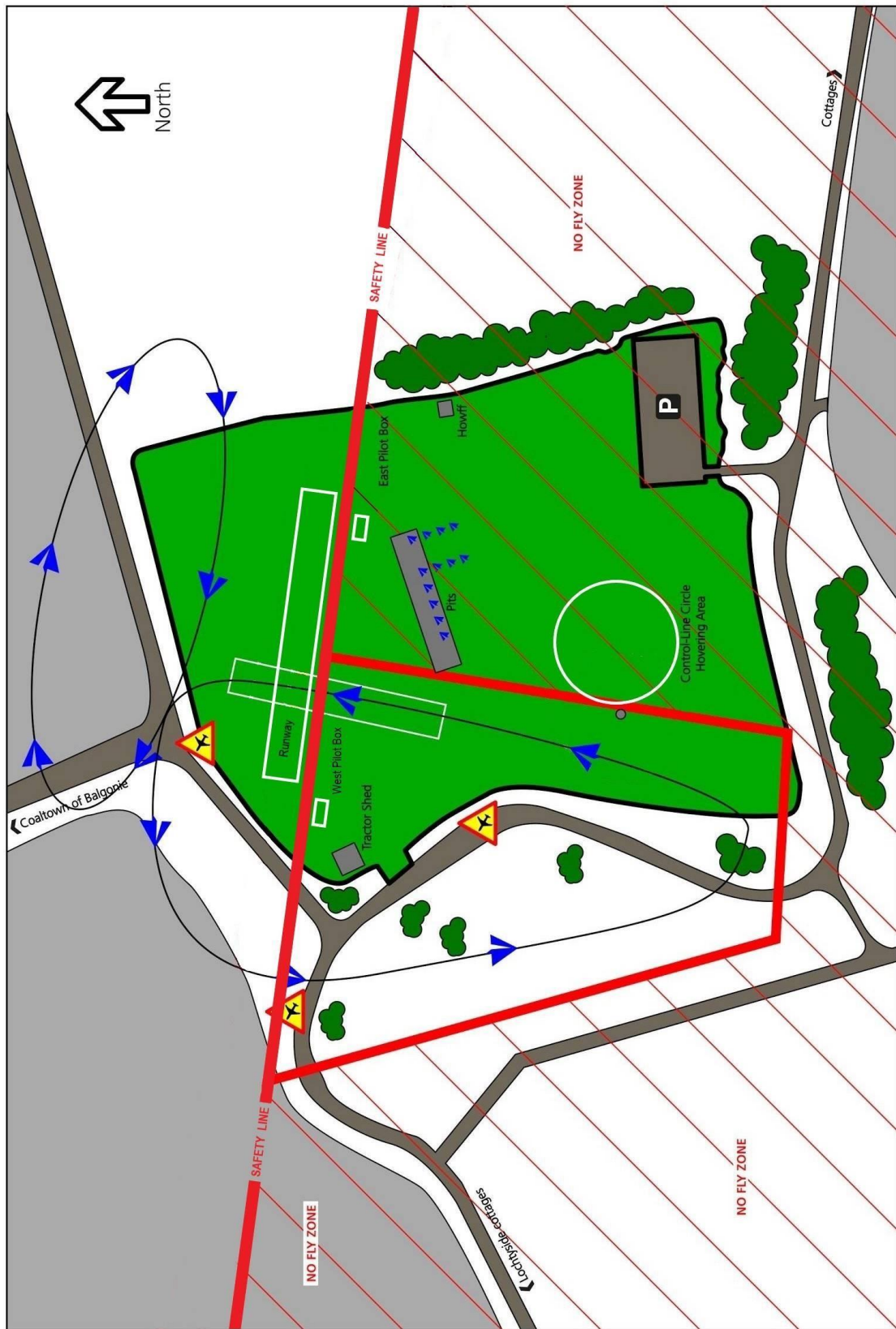


Fig 2 - North-South Active Runway - Take-off and Landing only - East pilot box