

Dear TMAC member.

The committee writes to inform you of a legal and safety matter.

Your attention and compliance is thus required.

Please confirm to Carl your understanding of the below.

Flying during Mid-Week requires your acknowledgement to this notice.

As a consequence of increased military training from Shawbury, and being in the middle of their low flight training area, we need to make you aware of both existing club rules and of changed circumstances needing amendment to rules.

Reminder that you the model pilot are responsible for your flights.

It's not the club's responsibility to keep you informed of legal and insurance requirements.

1. During Monday to Friday up to 17:30 you should expect low flying helicopters.
Low flying can be down to say 30ft but certainly below normal flight limit of 500ft.
Can be high speeds.
2. The MOD has "right of way" for flying. They are aware of us (officially informed and confirmed) but we need to put safety first and keep our models clear of their flights.
3. As our existing CAA and BMFA Article 16 rules, you need to be fully aware at all times of other manned flights.
4. If flying alone, you need to rely on hearing and put down in safest manner possible.
Where flying skills permit and avoidance allows, descend immediately to ~5ft and bring back to field. In all cases away from and not in front of the approaching MOD flight. This may require putting down in the farmer's field/crop.
5. When flying in groups, one person shall be a "look out" at all times giving more time to allow a quick and safe low altitude return to the field. Item 4 still applies.
6. All "near miss" events shall be reported to committee.
See definition of "serious incidents" on link below.
7. Although permitted by Article 16 for models of less than 7.5kg, Monday to Friday, all flights to be less than 400ft.
8. Night flying is only permitted by agreement of committee. In these occasional club organized events, the Shawbury Operations Room will be phone called to alert to our event the day before.
9. When flying, and only when flying, our wind sock shall be erected. This provides a high viz indicator to the MOD pilot. He can ignore. We exist on their flight map as a temporary obstruction. Unless we phone them each day, flights over us may occur.
10. During Week-ends, no MOD flights are expected. However for big events where more than five models fly at same time, the Shawbury Operations Room will be phone called to alert to our event the day before. Events include our 15th May BMFA world record attempt.
11. Although not directly associated with manned flights safety, the following existing rules still apply. Your compliance needs to be confirmed to Carl also-
 - a. CAA OP number to be clearly attached to the model, per CAA requirements.
This is the new format – GBR-OP- format, not the one given in the first year.
 - b. Where equipment permits, an agreed failsafe is made to each and every model.
Failsafe means no "fly-away" and will be different for different models.

- c. All “fly-away” events shall be reported to CAA via BMFA web-site. Any flight landing beyond our flight limits is included.
The committee shall be informed at the time also.
- d. Any lost flights (into farmers crops within flight limits) shall be reported to Alan to make our farmer aware.
Reasonable attempts to recover can be made, provided crop damage is not incurred.

Important references.

<https://rcc.bmfa.uk/art16-occurrence-reporting>

<https://www.raf.mod.uk/our-organisation/stations/raf-shawbury/flying-info/>

<https://rcc.bmfa.uk/article-16>

