



# TMAC Club Rules.

Valid From 9<sup>TH</sup> NOVEMBER 2021

## 1.0 General.

- 1.1 At all times, members will be aware and comply with BFMA rules including those required by CAA.  
Not being aware is not an acceptable excuse. Links are on our WEB site.
- 1.2 On demand by a committee member, flyers shall be able to show evidence of BFMA insurance and any required competency certificate.
- 1.3 Common sense and good manners shall apply whilst flying.  
Includes taking your turn and being patient whilst learners have flight time on buddy box.  
Not harassing or abusing others, giving others a fair chance to fly and not crashing into others.
- 1.4 Whist driving to/from the field, care and consideration shall be given to other road users.  
Specifically includes horse riders and dog walkers.
- 1.5 Children under 14 years are not permitted into pits unless they are TMAC members.
- 1.6 At all times, children (U18) are the responsibility of the parent.
- 1.7 Visitors cannot enter the pit area unless supervised by a member. That member takes full responsibility for their visitor. After three visits, membership will be required.
- 1.8 Only TMAC members can fly, or authorised guests up to a limit of three visits per visitor.  
*For a weekly fee of £5, BMFA members from other clubs, who are temporarily visiting our area, can fly, but only with prior agreement from the committee and if supervised at all times by a member. A flight test is required and an explanation of these rules.*
- 1.9 Cars shall not be parked in front of the cabin or blocking the double doors for the mower.
- 1.10 Last one to leave shall ensure cabin gas is off, electric turned off, cabin locked and gate locked.  
*The PC flight simulator shall be correctly shut-down after use, switched off and put "out of site" to prevent being seen through windows.*
- 1.11 A member is required to have a BFMA "A" certificate or higher, in order to train another member via a "buddy box".
- 1.12 A club flight test examiner is required to have a BFMA "B" certificate and be appointed by the club committee in order to issue "TMAC certification of solo flight achievement".
- 1.13 Any injury or accident, for whatever reason, shall be reported to the safety officer by TEXT MESSAGE within 24 hours (BFMA insurance requirement).  
Immediate containment may also be required, followed by lessons to ensure no future repeats.  
Incidents may be reported in the newsletter so all may benefit from improved safety.

## 2.0 Flying.

- 2.1 Maximum five aircraft to fly at one time.
- 2.2 Solo flying shall only be made once the TMAC induction is completed by any committee member and safe flight is demonstrated and agreed by issue of TMAC certificate.  
Only exception is for such times as club examiner or A-Test holder agrees solo flying shall be made for the purpose of preparing for or taking the TMAC safe flight test.
- 2.3 By negotiation and fairness, flyers will not mix different aircraft types flying at same time.  
For example, helicopter flying shall be given sole flight for a reasonable period without risk of collision from other aircraft. Jets not mix with slow gliders. Etc.
- 2.4 Flight infinity line shall not be crossed for reasons of safety, risk of accident and need to comply to land owners rules and avoid frightening horses and dog walkers for insurance reasons.



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Minor excursions shall be accepted if a one-off explanation can be given. Repeated or major incidents shall be considered as either deliberate or inability of flyer to show safe control.

Excursions may be recorded by the club for our records. At decision of committee, this may result in grounding and return to buddy box or expulsion from club.

- 2.5 Flying shall not be made if any committee member decides the weather is not suitable for the pilot or aircraft. Strong cross wind is not an acceptable explanation of one-off crossing of infinity line.
- 2.6 Flying should only be made if the pilot can safely recover a plane from surrounding fields. Being alone, deep mud for example can be very dangerous.
- 2.7 "Line of sight" is defined as by unaided eye sight only (e.g. without binoculars etc.), and reduction is to be made for the sun and mist/low cloud. A committee member can decide if, in their opinion, this distance has been exceeded. In all cases, flight limits shall be within the red line limits as shown below.
- 2.8 There shall be no flying near or over the farmer's property or near/over a field having horses or over/near where the farmer is working.
- 2.9 When the club is cutting grass or making other maintenance, there shall be no flying till agreed safe.
- 2.10 Pilots must stand or sit during flying, in the pen. Only enter the "Flight Field" with positive agreement of all other flyers for the purpose of placing or recovering their aircraft. Only exception is where a single aircraft is to fly, and then it is acceptable for pilot to stand in the field behind the aircraft just for take-off. The pilot shall then return to the pen for the remainder of flight and for landing.
- 2.11 Night flying is only permitted for pre-arranged club meets and with farmers' permission.
- 2.12 Members not flying and watching, shall at all times stand at least 3m behind the infinity line and within the pit area (see site plan below). Exception is for coaching/supervision/viewing (with pilots prior permission).
- 2.13 Provided any occasional crash is well in front of the infinity line and does not endanger others, this is not considered an unsafe flight. Pilots that regularly crash however, can risk losing their solo flight certificate till the club appointed flight test examiner is happy safe and controlled flight can be demonstrated again. Those with "A" or "B" certificates can be asked to stop flying till a safe flight can be demonstrated and solo flight certificate of achievement is gained.
- 2.14 In conditions of strong cross winds, larger/heavier aircraft that need a long runway may take-off from within the grass field (yellow section of site plan below) provided that during takeoff no other pilots are flying and stood in the pen. During take-off, pilot shall stand behind the aircraft and then walk to the pen. The pilot needs to be confident to be able to land in the flight field and the infinity line rule applies at all times. Take-off needs to be beyond the infinity line. No landing in yellow section.

### **3.0 All Aircraft.**

- 3.1 Prior to flying, each aircraft shall be checked for damage and preflight checks carried out.
- 3.2 A committee member can demand a flyer demonstrate safe set-up of their aircraft. This includes "range check", "Fail safe mode", "worn servos", "CoG", "control direction and travel", "security of wings". If not safe, no flying of that model shall be made.
- 3.3 All FPV flights shall also have a line of sight spotter/assistant who is stood also in the pen for all duration of flight.



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3.4 Pilots will operate safely on the ground- (See site plan BELOW)-

- 3.4.1 Turn on Transmitter first then power the receiver. And vice versa after flight.
- 3.4.2 No model taxiing allowed inside pit or flight line area (behind infinity line).
- 3.4.3 Taxiing in the flight field shall not be directly towards the pits or pen, with turns at either end of flight field.
- 3.4.4 Fixed wing aircraft may complete ground running at full power in the Flight Line area of the pit provided none is stood in front and the aircraft is securely fixed.

### 3.5 Electric Planes

- 3.5.1 Throttle cut switch is required where possible, and set to off at all times in pit.
- 3.5.2 Electric Aircraft shall not be left powered in the pits, such that accidental stick motion can energise the motor.
- 3.5.3 Running of motors in the pits may be done on the tables for purpose of testing provided model is secured and no one is stood in front and everyone is made aware prior to running. Full power running to be made in flight field and be restrained.

### 3.6 IC Planes

- 3.6.1 Glow or petrol models up to max 30cc, may be started on tables, if fully restrained. Larger IC shall be started on grass and not inside pit area. In all models, propeller to be facing towards infinity line. No one except person during starting, shall be in front of the prop or with within 3m directly to side of prop.
- 3.6.2 Running model to full power has to have model restrained and only made in flight line area (not in pits). Person running the model and all spectators shall be behind prop.

### 3.7 Jets

- 3.7.1 All jets shall be started on grass in flight field. Not on tables.
- 3.7.2 No one shall be stood behind the jet whilst starting or running.

### 3.8 Helicopters

- 3.8.1 Helicopters shall only run rotors blades in flight field. May be started on tables if rotors are restrained.

### Attached.

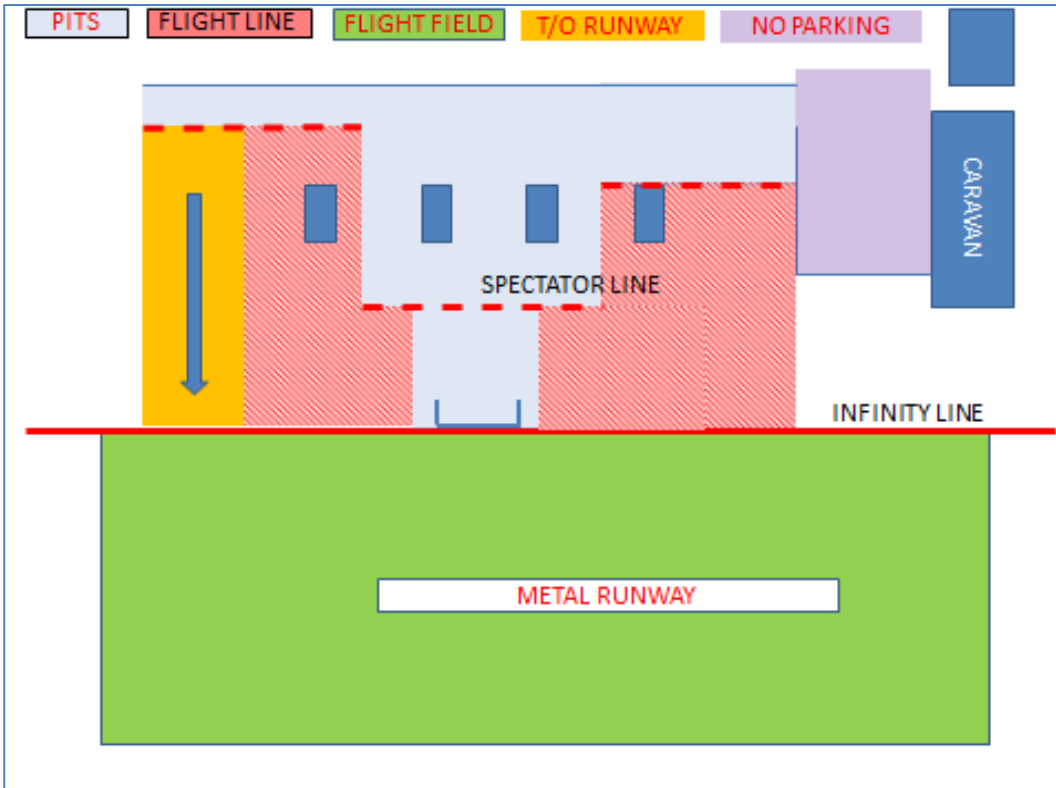
1. Field Site Plan
2. Absolute flying limits



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## Site Plan.



Absolute "Red Line" Flight limits. Limits of "line of sight" is within these red lines.

