OXFORD MODEL FLYING CLUB
Rules for Flying on Port Meadow (referred to as 'The Meadow')

Introduction

Port Meadow is a Site of Special Scientific Interest and a scheduled Ancient Monument. Moreover, it is open to the public, widely used for recreation and grazed by cattle and horses. Notwithstanding the weight and noise limits prescribed within these rules, members must take care when selecting suitable models to fly at Port Meadow. Particular attention must be paid to their power source, noise, size, mass, flying speed and their potential to provoke an adverse reaction from the public. If any doubt exists as to the suitability of a particular model for flying at Port Meadow, the Committee's advice should be sought.

Flying Site - General Rules

FS1. <u>Supporting Documentation</u>. Members must acknowledge that they have read the CAA Model Aircraft Article 16 Authorisation (referred to hereafter as Article16). Members are expected to operate their models in accordance with Article 16. In case of any conflict, Aircraft Article 16 Authorisation (referred to hereafter as Article16) with the BMFA takes precedence over these rules.

Members are also expected to be familiar with the relevant sections of CAP722, the BMFA Handbook and any relevant BMFA recommendations.

FS2. <u>Persons Permitted to Fly</u>. Only members of OMFC, guests and entrants in club competitions, and persons undertaking trail flights in accordance with Article 16 under the direct supervision of an OMFC member are permitted by Oxford City Council to use the Meadow for flying purposes.

Guests are allowed to fly on production of a certificate of third party liability insurance, with a value not less than the current BMFA level, to a committee member or nominee present on the day. If the guest does

not hold sufficient third party insurance they should be advised to join the BMFA as a temporary member or, if appropriate, apply for BMFA Foreign Visitor Cover. They must apply to the Membership Secretary for OMFC membership before the third visit. Entrants in club events must also be prepared to provide proof of the same level of insurance.

If members see other persons flying models or other small unmanned aircraft on the Meadow the members should, if they feel comfortable doing so, make the flyers aware that only OMFC members are permitted to fly there. They should encourage such flyers to join the Club and point out the advantages of doing so, the need for adequate insurance and, if appropriate, the requirement for CAA registration.

Should any unauthorised flyers be causing a nuisance, damage or noise, the incident should be reported to the Committee – immediately if possible. The Committee should then report the incident to Oxford City Council – immediately if possible.

FS3. CAA Registration and Proof of Competence. Members are advised that it is a legal requirement to have CAA registration and proof of competence as required by Article 16 and to carry the appropriate documentation when operating on the Meadow. Members must display their operator ID on the model in accordance with CAA requirements.

Certain models are exempt from CAA registration and proof of competence, depending on their type, weight and maximum operating height (see Article 16).

Members are further advised that BMFA insurance cover can only be fully assured for 'lawful activities'. If they do not comply with the law, there is a risk that their BMFA insurance cover could be invalidated.

FS4. Articles and Litter. Before leaving the flying site or moving positions flyers must ensure that any tools, flying equipment or litter are not left behind. Flyers must also make safe all equipment before a distant model retrieve.

The Meadow is designated as a Site of Special Scientific Interest (SSSI) so flora and fauna must not be removed or damaged.

FS5. Batteries. All batteries charged on the Meadow or in the Wolvercote car park must be safely charged in accordance with the manufacturer's recommendations and BMFA guidelines.

FS6. Pre- and Post-flight Checks. Prior to and after flying, all models must be safety checked in accordance with the appropriate guidelines in the BMFA Handbook and Article 16.

FS7. Ground Running of Propulsion Systems. Flyers running propulsion systems on the ground should be aware of the danger presented by contact with rotating blades and possible shedding. Such operations are to be carried out at safe distance from people and animals and in accordance with BMFA guidelines.

FS8. Fire Risk – Jet and Rocket Propelled Models. Due to the risk of grass/vegetation fires, the operation of gas turbine powered models is not allowed on the Meadow. Users of solid jet fuel and rocket propulsion systems should assess the state of the vegetation first and not operate unless the flyer is reasonably satisfied that the fire risk is negligible. Care must be taken at all times when using flammable fuels and other flammable liquids.

FS9. Animals. Members are to be aware of the risk of animal attack and animal damage to models. Members are to monitor animal movements on the Meadow and be prepared to cease flying and leave the area if necessary.

FS10. Injury and Protection. Members are advised to carry a first aid kit and mobile phone when operating on the Meadow. As appropriate to the weather conditions, members are advised to wear suitable clothing, carry water and use protective items such as sunglasses, brimmed hat, sun cream and insect repellent.

FS11. Retrieval of 'Flyaway Models'. Models are not to be retrieved from:-

a. Railway property. The railway authorities are to be notified in the event of a model landing on railway property.

b. The river, unless easily reachable from the bank or by boat

c. Trees, unless reachable from the ground by means of rods/poles etc.

FS12. <u>Flying Areas</u>. The area commonly known as ‘Port Meadow’ comprises two separate areas: Port Meadow and Wolvercote Common. The border between Port Meadow and Wolvercote Common is delineated by a shallow ditch which runs from the south-east corner of Wolvercote Car Park, towards the concrete bunker, and then on towards the Trap Grounds (see red-dashed line on map).

Model flying is only permitted from Port Meadow. No models may be launched or deliberately landed within Wolvercote Common.

The area on the map labelled ‘No Fly Zone for all RC and all IC models’ is defined by a line drawn along the southeast edge of the allotments, i.e at least 200 m from the Wolvercote car park.

Within the above No Fly Zone :

- No RC flying of any kind is allowed.

- No IC flying of any kind is allowed.

Hand launched RC models of all kinds may be flown anywhere on Port Meadow other than in the No Fly Zone. Models requiring an undercarriage for take-off and landing should be flown from the OMFC 'Patch', which is a mown area located approximately 800 m SSE from the car park. Its location is shown on the map below and its GPS coordinates are shown on the following diagram.

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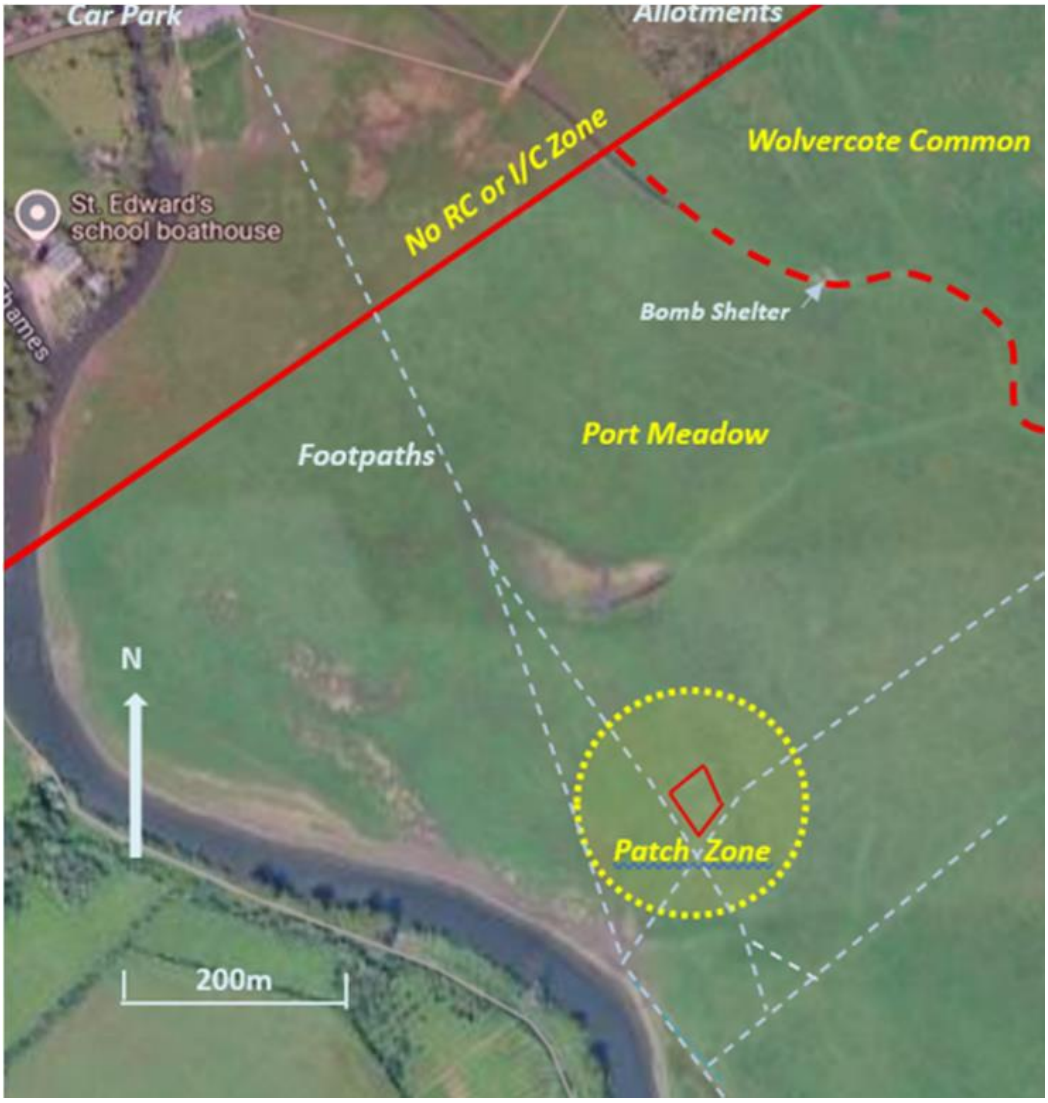
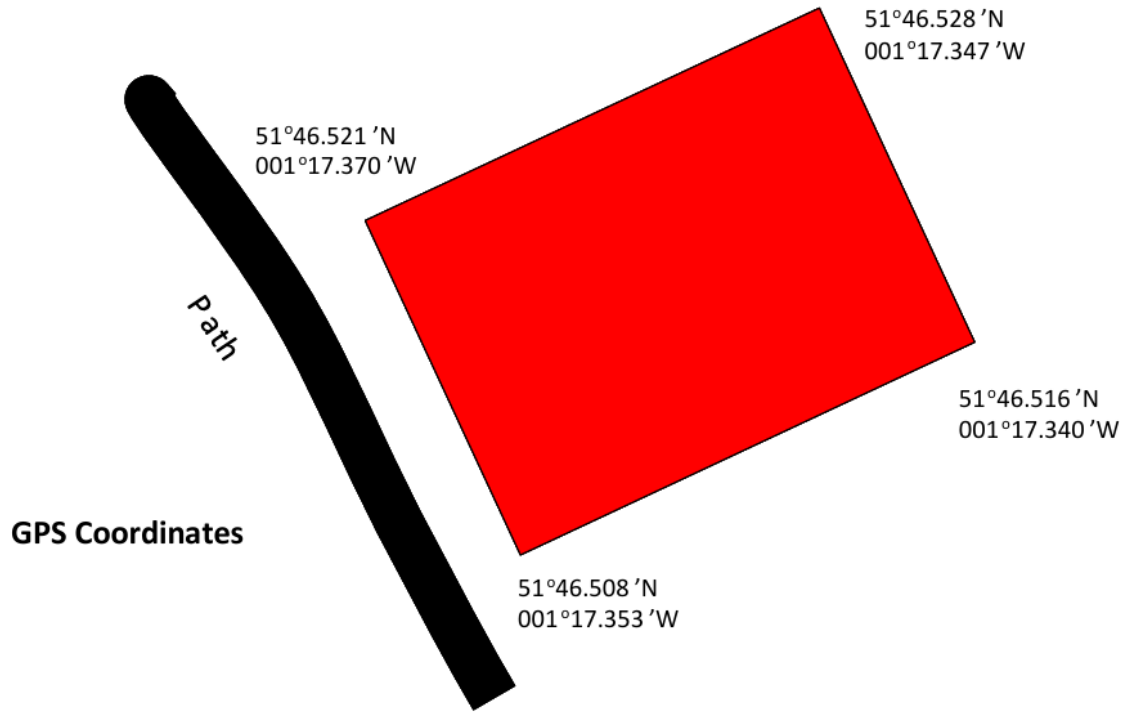
Non IC powered free flight and glider free flight models may be flown anywhere on Port Meadow. All models must be flown so as to avoid noise disturbance to local residents, subject to the ‘Patch Zone’ restrictions outlined below.

The area on the map labelled ‘Patch Zone’ is a circle radius approximately 100m, centred upon the Patch. It is intended to enable the Patch to be laid out and organised as closely as possible to BMFA flying site recommendations (note that 100m is approximately the length of a full-size football pitch). When the Patch is in use for RC flying:

- RC models not operating from the Patch, and control line models, should not be flown within the Patch Zone without prior permission from Patch users.

- Free flight models should not be launched within the Patch Zone without prior permission from Patch users.


Car Park
Allotments
Wolvercote Common
No RC or I/C Zone
St. Edward's
school boathouse
Bomb Shelter
Port Meadow
Footpaths
N
Patch Zone
200m



FS13. Separation From People, Property and Animals. Flyers are to be aware of the presence of people and animals on the Meadow and monitor their movements and positions. Flyers are to adhere to Article 16 regarding separation from persons, vessels, vehicles and structures that are not under their control. Flyers should avoid overflying people, property or animals.

Any member causing a danger, nuisance or annoyance to the public or animals on the Meadow by flying in a manner liable to cause feelings of intimidation due to noise, speed or manner of flying will be liable to action under the disciplinary code as defined in the Constitution.

FS14. Injury or Damage. Members will be individually responsible to any claimant for injury or damage resulting from their activities.

FS15. Full-sized aircraft. All flyers operating on the Meadow are to look and listen out for full-size aircraft operations in the area, particularly low flying police and air ambulance helicopters. All flyers are to cease operations as soon as they are aware of a possible conflict. Any incident

involving full-sized aircraft is to be reported as per Article 16 and to a member of the committee.

FS16. Reporting Requirements. Accidents, Serious Incidents and Occurrences must be reported to the Air Accident Investigation Board and/or the CAA in accordance with Article 16. In all cases, a member of the Committee should be informed as soon as possible.

In the event of a 'flyaway' model the appropriate Air Traffic Control unit must be notified **as quickly as possible** if there is a chance of the model entering any Flight Restriction Zone (FRZ) without permission.

Some models are not classified as 'Unmanned Aircraft' in accordance with CAP772 (eg free flight gliders with no moving control surfaces). These are exempt from the need to seek permission to fly in FRZs, and flyaways do not need to be reported to Air Traffic Control. However, flyers must consider whether or not their model presents a hazard to full-size aircraft operations before electing not to report it.

FS17. Air Racing. The racing of all forms of model aircraft, fixed wing and rotary, is not permitted on the Meadow, nor is the setting up of any kind of course.

FS18. Infectious Disease Control. In the event of an outbreak of an infectious disease all members are to abide by government and health authority recommendations and guidelines

FS19. Flying Times on Port Meadow. Restrictions apply to all IC powered RC, free flight and control line models. Silent flight and electric power of all types may be flown at any time.

	IC model flying times
Monday	10:00 hrs to 20:00 hrs or sunset*
Tuesday	10:00 hrs to 20:00 hrs or sunset *
Wednesday	10:00 hrs to 20:00 hrs or sunset*
Thursday	10:00 hrs to 20:00 hrs or sunset*
Friday	10:00 hrs to 20:00 hrs or sunset*
Saturday	10:00 hrs to 20.00 hrs or sunset*

Sunday	13.30 hrs to 18:00 hrs or sunset*

NB - * whichever occurs first

FS20. Bungee, Hi-start, Towline, and Winch Launches.

A. General. The following rules apply to RC, RC Assist, and Free Flight models. Note that the term 'cable' is used to describe the total length of the launch system, including shock cord, rubber and line where appropriate.

(i) The total cable length is restricted to 150m.

(ii) Flyers should ensure that the cable specification and/or breaking strain is appropriate for the type or class of the model being flown. In the absence of a specification, the breaking strain should be greater than 5 x the flying weight of the model.

(iii) With the cable at full extension, the launch point must be such that an erratic launch does not present a hazard to people or property. Normally, it should be upwind from the pits area.

(iv) The cable must be firmly secured. For bungee and hi-start systems, a substantial 'corkscrew' type dog-tie (or similar) is strongly recommended. Unsecured pointed stakes, screwdrivers, single tent pegs etc, are potentially dangerous and must not be used.

(v) The anchor point and the far end of the cable, when laid out on the ground, must be clearly marked with flags.

(vi) When RC power flying is in progress at the Patch, the launching equipment must be located outside the 'Patch Zone' unless prior permission is obtained from Patch users.

B. RC and RC Assist Models.

Bungee, hi-start, towline or winch launch systems may be used only when more than one person is present. While the remote pilot is engaged in flying the model, the second person is to ensure that the cable does not present a hazard to people, animals, and livestock.

C. Free Flight Models

Free flight gliders may be flown using a hi start, normally comprising 7.5 m of up to 3/16" (4.7 mm) rubber and 22.5 m of line. Greater cable lengths may be permitted up to a maximum total of 50m. During the flight, the

cable is to be monitored to ensure that it does not present a hazard to people, animals, and livestock. Before leaving the launch point to recover the model after landing, flyers are to secure the cable such that it does not present a hazard as outlined above. Alternatively, a second person may be made responsible to ensure that the cable remains safe. For 'solo' operations, towlines are limited to 50m, and must be fully wound in after launch.

Engines

E1. Engine Noise. With the exception of diesel engines of up to 1.5 cc, all IC engines must be efficiently silenced. The maximum permitted noise level, measured at a distance of 7 m, is 82 dB.

No unsilenced glow or petrol engines are to be used

E2. **Spinners**. All IC and electric powered models are to be fitted with rounded spinners or safety propeller nuts of the domed type where possible. Gliders and pusher powered aircraft noses should also be rounded (no needle noses).

E3. **Ground Running**. Extended engine running on the ground is not permitted.

Radio Control Flying

RC1. Maximum Mass. Radio controlled models flown on the Meadow are normally limited to those with a mass of 7.5 kg or less at launch.

Models weighing more than 7.5 kg may be flown on the Meadow by members who hold a BMFA 'B' Certificate or above and with prior approval from the Committee. In such cases the landing and take-off area must be marshalled to protect the public. Such models must also abide by the height limitations set out in Article 16

RC2. Flying Qualifications. Members flying on the Meadow without supervision must hold a BMFA RC Achievement Scheme BPC, 'A' Certificate or higher level of qualification. Members without certification

must be supervised or instructed in accordance with RC3. The following exceptions apply:

a. RC models weighting less than 250 g

Members without certification, whose flying has been judged competent and safe by a member who either (i) holds a BMFA Achievement Scheme Certificate or (ii) has been authorised by the Committee, will be awarded an OMFC Certificate of Competence – Lightweight Models. They may then fly RC electric models (including helicopters and multi-rotors) and RC gliders that weigh less than 250g on Port Meadow without the need for supervision.

b. **Multirotor 'Drones'**

Members operating multi-rotors that weigh 250g or more and flown with their Attitude Stabilisation and GPS location systems selected 'ON', may fly unsupervised on the Meadow provided they pass a practical flying test to demonstrate that they can fly in a competent and safe manner. The test is to be conducted by either (i) a BMFA-qualified examiner or (ii) a suitably experienced OMFC member who has been approved by the Committee. The test is to be based upon the BMFA Multi-rotor RC Achievement Scheme 'A' Certificate flight profile and mandatory questions. On successful completion, the flyer will be awarded an OMFC Certificate of Competence – Multi-Rotor.

c. **RC Models Weighing More than 250g.**

To enable RC beginners working towards a BMFA Achievement Scheme 'A' Certificate or BPC to practise for their test, uncertificated flyers may be permitted to fly models weighing 250g or more unsupervised at Port Meadow provided:

1. They hold a current BMFA RCC and are assessed as 'safe to fly' by a suitably experienced RC flyer nominated by the Committee. The Membership Secretary is to be notified of the date of the assessment.

2. Only 2.4 GHz RC systems are used. A failsafe system must be fitted, enabled and checked for correct operation before flight.

3. Only one model is in the air at any given time unless a certificated flyer is present.

If an uncertificated flyer makes changes to their model in a way that affects its flying characteristics, or makes repairs following damage, the model must not be flown until it has been checked by a suitably experienced RC flyer. A BMFA RC Achievement Scheme test must be passed within a maximum of six months of the assessment. If the test is not passed, the flyer is to be reassessed in accordance with sub-para 1.

d. **Exceptional Cases**

In exceptional circumstances, the committee may approve flying without supervision by a member without certification whom they consider competent to fly.

RC3. <u>Supervision and Instruction</u>. For the purpose of this rule, supervision and instruction are defined as follows:

a. Supervision.

Oversight of flying operations, competitions and events to ensure that safety is maintained, that correct procedures are followed and that rules are obeyed.

b. Instruction.

Imparting flying skills. In the case of novice pilots, this would include the teaching of take-offs, climbs, level flight, turns, circuits, approaches and landings. In the case of more advanced pilots this would generally be the teaching of aerobatic manoeuvres.

Flying supervision for Club events, or contest direction, may only be provided by a Committee-approved member. Flying instruction, and supervision of uncertificated flyers at Port Meadow, may only be given by a BMFA 'A' Certificate holder (or above) or, in exceptional circumstances, a committee-approved member. OMFC encourages its experienced RC flyers to help newcomers and beginners; however, it is important to note that there is no obligation placed upon any member to supervise or instruct

others, and they must not do so if they consider it unsafe or that they have insufficient experience.

Frequencies

RC4. Transmitter Frequencies. Only RC systems operating on 2.4GHz, 35MHz or other approved frequency bands may be used to control model aircraft. 27MHz and 40MHz systems may not be used.

In the case of 35MHz, transmitters must display appropriately numbered frequency pennants. If two or more people using 35MHz are present they must we aware of each other's transmitter frequencies and coordinate their flights to avoid clashes.

In the case of RC systems operating on 2.4GHz and other approved frequency bands that uniquely bind the model to the transmitter no frequency control is required.

Other approved frequency bands may be used for telemetry or video from the model.

RC5. Approved Radio Equipment. All radio equipment must be Type Approved to current standard. For those systems equipped with a failsafe, this must be enabled and tested at the start of each flying session for each model.

Flightline

RC6. Flightline and Pits Areas. When two or more flyers are operating at the mown 'Patch', an appropriate pits area, flightline and 'dead airspace' area are to be identified away from the takeoff and landing area. Flyers and others present must stay behind the flightline except for takeoff and model retrieval. To facilitate communication, pilots must remain together whilst flying.

When flying is in progress, no flyer is permitted on the 'patch' unless hand-launching, placing a model for takeoff, or retrieving a model following landing. In each case, all personnel must return behind the flightline immediately afterwards.

RC7. Public Awareness of Flying Operations. Members of the public who approach the selected operating area should be advised that model flying is taking place. Flyers are to maintain appropriate separation between their models and uninvolved members of the public, as per article 16.

Communications

RC8. Takeoff, Landing and Deadstick. All pilots must give clear indications of their intentions to other flyers present. This should always be done in a loud, clear voice.
When crossing the flightline onto or off the Patch, clearly announce “ON THE PATCH” or “CLEAR” as appropriate.
All takeoffs should be clearly announced, "TAKING OFF".
All landings should be clearly announced, "LANDING”.
All landings where the engine or electric propulsion system has failed should be clearly announced “DEADSTICK".

If a pilot loses control and/or sight of their model, they should immediately call for assistance.

RC9. Transmitter Interference (35 MHz only). When operating from the 'patch', 35MHz transmitters must not be taken beyond the flightline during model placement or retrieval. The transmitter must be left in the pits area or on the flightline.

RC10. Aerobatics. When two or more models are being flown from the 'patch' or other agreed location, aerobatic flying should only take place away from the circuit.

RC11. Low Flying. Low flying is forbidden except for takeoff, landing, missed approaches, emergencies and training purposes. When low flying is conducted for training purposes, a certified member (in accordance with rule RC3) must act as lookout and establish a safe flying height, dependent on the type of model being flown.

RC12. Parts Detaching from Aircraft in Flight. In the event of a part falling from a model in flight, the position of the incident must be noted and the model must be landed as soon as it is safe to do so for examination. Every effort should be made to locate and remove the detached part.

RC13. Moving the Flightline. When an agreed flightline is being utilised it may have to be moved, for example, due to change of wind direction. Prior to moving the agreed flightline **ALL** models **MUST** be landed. No person should be permitted to cross the landing area until all models have landed.

Mobile Phones

RC14. Mobile Phone Operation. Carrying a mobile phone when operating on the Meadow is recommended; however, normally it should be switched off in accordance with BMFA recommendations. It should only be used with the agreement of other flyers or in the case of an emergency. In the case where the phone is used for direct control of the model, this should be done only with the consent of other flyers in the vicinity and with a safety check first if deemed necessary

RC15 First Person View (FPV). FPV flying may take place when accompanied by a competent observer and in accordance with Article 16.

Rotorcraft Flying

RF1. **Rotorcraft Flying**. All rotorcraft are to be flown in an area designated by mutual agreement of those flyers present at the flying site on the day and must not exceed the height limitations of Article 16.

Control Line Flying

CL1. **Permitted Areas**. Control line models are to be flown in an area designated by mutual agreement between any other flyers present. IC powered control line models must not be flown in the 'No Fly Zone for all RC and all IC models' (see rule FS12).

All control line models must be flown well away from the Meadow paths.

CL2. Number of Persons. Control line flyers must never fly alone. An assistant must be on hand at all times to check for the presence of livestock or members of the public. Should any members of the public or livestock approach the site, the assistant should warn the flyer. If safety is likely to be compromised the model must be landed.

CL3. **IC Models.** No unsilenced IC control line flying is permitted under any circumstances regardless of engine capacity. IC powered control line models must comply with the Club's noise regulation and IC flying times

CL4. **Safety Checks**. Flyers are to ensure that models and control lines are checked in accordance with BMFA recommendations prior to each flying session. This is to include pull tests and the use of a safety wrist strap where appropriate.

Free Flight

FF1 Maximum Mass. Free flight models flown on the Meadow are limited to those with a mass of 2 kg or less at launch. Models weighing more than 2 kg may not be flown without prior approval from the Committee or contest director.

FF2 Launch Position. The launch position for free flight operations must be chosen in accordance with FS13 but should also take into account the positions of persons, animals, property and hazardous locations, e.g. river, trees and railway property. Motor run times are to be set appropriately taking into account the launch position, wind speed and direction such that the flyer is reasonably satisfied that the model will land within the Meadow and avoid people, animals, property and hazards

All free flight operations must respect the conditions of Article 16 in terms of uninvolved persons and the expected flight volume and shall not be deliberately flown beyond visual line of sight.

FF3 Dethermalisers. Wherever practical it is **strongly** recommended that free flight models be fitted with a dethermaliser (DT).

Radio DT is the preferred option. For the purposes of operations on the Meadow the use of a radio DT will not be classed as 'Radio Control' but must use 2.4GHz and other approved frequency bands that uniquely bind the model to the transmitter. Radio equipment must be Type Approved.

Fuse operated dethermalisers must always be equipped with snuffer tubes.

Operation without a DT requires permission from the committee or in the case of a club competition the Safety Officer for free flight models with:-

- a mass of greater than 250 g
- an IC engine of greater than 1.3 cc, or
- an electric motor of greater than 100 watts.

FF4. Radio Assisted Free Flight.

Radio Assisted Free Flight models must be free flight in original design and concept with radio fitted solely to assist in trimming, recovery and to avoid endangering others. Models must be operated in a 'free flight' manner with a clear climb to height followed by a glide phase

Radio assisted free flight models may be flown without the need for BMFA certification or supervision provided that:-

I. They are within the weight limit set by the these rules for free flight models
II. They are flown within the guidelines set by SAM35 and the BMFA(http://sam35.org.uk/wp-content/uploads/2016/07/RadioAssistguidelines.pdf)

III. In all other respects they conform to OFMC rules applicable to Radio Control Models.

FF5. Competitions.

For club competitions run to BMFA rules, all entrants must provide proof of CAA registration. For these competitions, one club member shall be

appointed as compliance/safety officer to ensure that the conditions of Article 16 are met by all flyers and that the competition is conducted in such a way as to maximise public safety.

The contest directors for free flight duration contests must set the 'max' time such that the reasonable expectation is that models will land within the Meadow and remain within unaided visual line of sight at all times. Unlimited duration competition flights are not permitted.

FF5. Free Flight IC Noise. All free flight IC powered models must be launched such that there is a reasonable expectation that they will not enter the 'ALL RC and ALL IC no Fly Zone'(see FS12).

All free flight IC powered models must comply with the Club's noise regulations (rule E1) and IC flying times (rule FS19). There must be no prolonged running of unsilenced engines.

Further Information

Members or individuals needing help, tuition or membership forms should contact either the Chairman or Membership Secretary whose contact details are on the Club's website:-

https://oxfordmfc.bmfa.uk/