



Cotswold Radio Control Society

CRCS Airfield and Safety Rules

The Airfield and Safety Rules detailed below are intended to comply with all BMFA guidance, and set out the safe operation of model aircraft at Aston Down Airfield.

General

1. All members must observe field discipline and comply with the Air Navigation Order, all relevant BMFA safety codes as contained within the BMFA Members' Handbook and Civil Aviation publication UK Regulation (EU) 2019/947 and Article 16 Authorisation.
2. On matters of field safety needing an immediate decision, the responsibility lies with instructors or a member of the committee. Any instructions must be accepted without dissent. However, should a member believe the instructions to be wrong, then they should bring this to the attention of the Committee through Article 19 of the Constitution.
3. Any pilot not holding their solo qualification for the type of aircraft they are flying must not fly without the supervision of an instructor or their specially appointed deputy if the instructors are absent from the field. If no instructors are present at the site, any member holding the BMFA 'B' Certificate may act as an appointed deputy until an instructor arrives.
4. Due consideration must be given at all times to trainee or novice pilots in the circuit. In the event that the pleasure or concentration of a pilot is affected by the flying style of another, precedence will be given to the pilot who was airborne first. Intimidating flying of any sort is not permitted.
5. Members must ensure that IC powered aircraft do not cause a noise hazard once airborne. The ideal static maximum noise level advised by the D of E 'Noise Code for the Minimisation of Noise from Model Aircraft' is 82 decibels at 7 metres, and members should aim to meet this guideline where possible. Notwithstanding if in the opinion of the Committee or instructors a model is excessively noisy in the air, then it is to be grounded until rectified.
6. Mobile telephones must not be used in the pilot box.
7. All operational failsafe's in use on powered models operated from our Club site must set the throttle to tick-over, not hold, (stopped in the case of electric power) regardless of the other control operations governed by the failsafe. Failsafe's are to be checked prior to flight by switching the transmitter off whilst the model is restrained.
8. Any incident, near miss or complaint involving a third party or another member must be reported to the Committee.
9. IC engines must be set up and test run on the ground at the carparks and not in the pits, and the time they run for must be kept to a minimum.
10. Under no circumstances must an engine be run unless all persons are behind the line of the propeller with the exception of the person starting the engine. When carrying out power checks all persons including the pilot are to be behind the line of the propeller.
11. Models having their engines run in on the ground must not be left unattended whilst the engine is running.



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Flying Site

12. The flying site is for the use of members of the Cotswold Radio Control Society, potential new members and invited guests only.
13. Members and their guests must ensure that residents, farmers and the Cotswold Gliding Club have no cause for complaint as a result of behaviour of club members.
14. The times for the operation of IC powered models or engines on the flying site are:
 - a. Weekdays: 09.00hrs to 21.00hrs.
 - b. Saturdays, Sundays and Bank Holidays 09.00hrs to 18.00hrs
 - c. Electric powered models and gliders may be flown outside of these hours
15. CRCS entry and exit to Aston Down airfield and the flying site will be via the east entrance gate. The gate is number coded and the code will be issued to members via the CRCS website or email.
16. Vehicles must be parked in the following locations and never on either of the runways. See the Flying areas layout for exact locations.
 - a. Flying on the East end of runway 26: In the designated area to the north of the society's club cabin.
 - b. Flying on the West end of Runway 08: On the triangular area next to the perimeter road behind the pits area.
 - c. Flying on the South end of runway 02: On the side of the perimeter road behind the pits area.
17. There is no access to any building on the airfield except those belonging to the Cotswold Gliding Club. Models may only be retrieved from other property after contacting the security staff or owners.
18. In the event of an accident a First Aid kit is located in the society's cabin. The combination is posted on the website. Should mobile phone services fail or not be available to ring 999 there is a landline phone in the Cotswold Gliding Club in the control tower. There is also a mobile phone with guaranteed signal in the gliding club bus, which will be on the runway if gliders are flying.
19. It is the responsibility of all members to check and be certain at all times where the Gliding Club will be operating on the airfield, and if there is any doubt at all, the duty CFI of the Gliding Club must be contacted for instructions. This is particularly important when model flying at the South runway as it is impossible to see gliders and tugs at the North end of the runway from the pits area.
20. No dogs are permitted at the flying field unless kept on a lead or tethered.
21. Any spectators must remain behind the pits areas.
22. Children must be closely supervised at all times and must not be allowed to run around the pit area or runways.
23. Should an aircraft go out of control, the first priority must be the safety of persons with the second being avoidance of damage to property. A warning is to be shouted by the pilot which is to be taken up by other members.
24. The runways must be kept clear of any FOD and special care must be made to ensure all material is cleared in the event of a crashed model.



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Models and Flying

25. Pilots are responsible for the safety and air-worthiness of any model they fly.
26. Any model in the opinion of the committee and instructors, deemed to be in an unworthy and unsafe condition must not be flown.
27. There are designated flying areas and no-fly zones for all runways we use. The flying areas are designed to permit as open a space as possible for flying models and to accommodate safe landing circuits into wind. Pilots must be able to fly left and right hand circuits to ensure all flying only occurs in the designated areas. **See the flying areas diagrams below.**
28. Models must never be flown behind the pits.
29. The maximum height models can be flown is 400ft.
30. Pilots when flying must be accompanied by an active, non-flying lookout on the flight line at all times and pilots must note:
 - a. It is the responsibility of the pilots to ensure they are accompanied by a lookout.
 - b. A lookout is also required while training is in progress.
31. The lookout must be a responsible adult over 18 years but need not be a society member.
32. The lookout's duties are:
 - a. To make pilots aware of any vehicles or people on the perimeter road or on the grass.
 - b. Keep pilots aware of any full-sized aircraft/glider activity in the vicinity of the flying area.
 - c. Inform pilots of the intention of others when they approach the flight line with models ready for take off.
 - d. Communicate between a pilot and anyone wishing to cross the flight path of airborne models.
 - e. Advise a pilot whether a runway is clear or not when they wish to land.
 - f. The observer is to observe the surrounding area and not to watch the model.
33. Anyone wishing to cross the flight path of airborne models must ask for permission from the lookout or pilots before crossing the runway.
34. Models must always give way to full size aircraft/gliders and avoid vehicles and people on the perimeter road and grass.
35. If a full size aircraft approaches the model flying areas, all airborne models must immediately fly at a low level well below the aircraft and in an agreed circuit, until cleared to resume normal flying by the lookouts.
36. No attempt to take off or land a model should be made if people or vehicles approach the flying area on the perimeter roads, if to do so would cause a model to pass close to them in any way.
37. The maximum number of models allowed to fly at any one time is 4.



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Pits and Flightline

38. Models must be restrained while in the pits by a suitable restraint or a helper when either an engine is started or batteries installed.

39. Models must never be taxied to and from the pits area either to the flight line or after landing, but must be either carried or guided by an assistant depending on the type and size of the model.
40. Models must never be pointed at the pits with either an IC engine running or electric motor in a 'live' state.
41. Pilots must stand at the flight lines marked on the runway and the pits must not encroach beyond the marked point at the side of the runway.
42. The flightline should consist of those flying and lookouts only.
43. Take off directly from the pits area is not permitted. Models must be positioned at least half way across the runway from, the pits and adjacent to the pilots' flight line for taxiing, take off and landing. All other pilots must be made aware of the intention to move onto the runway and take off and land.
44. As a courtesy to other flyer on days when the flight line is very busy, please limit your flights to about 10 minutes.

See flying areas and no-fly zones on next pages



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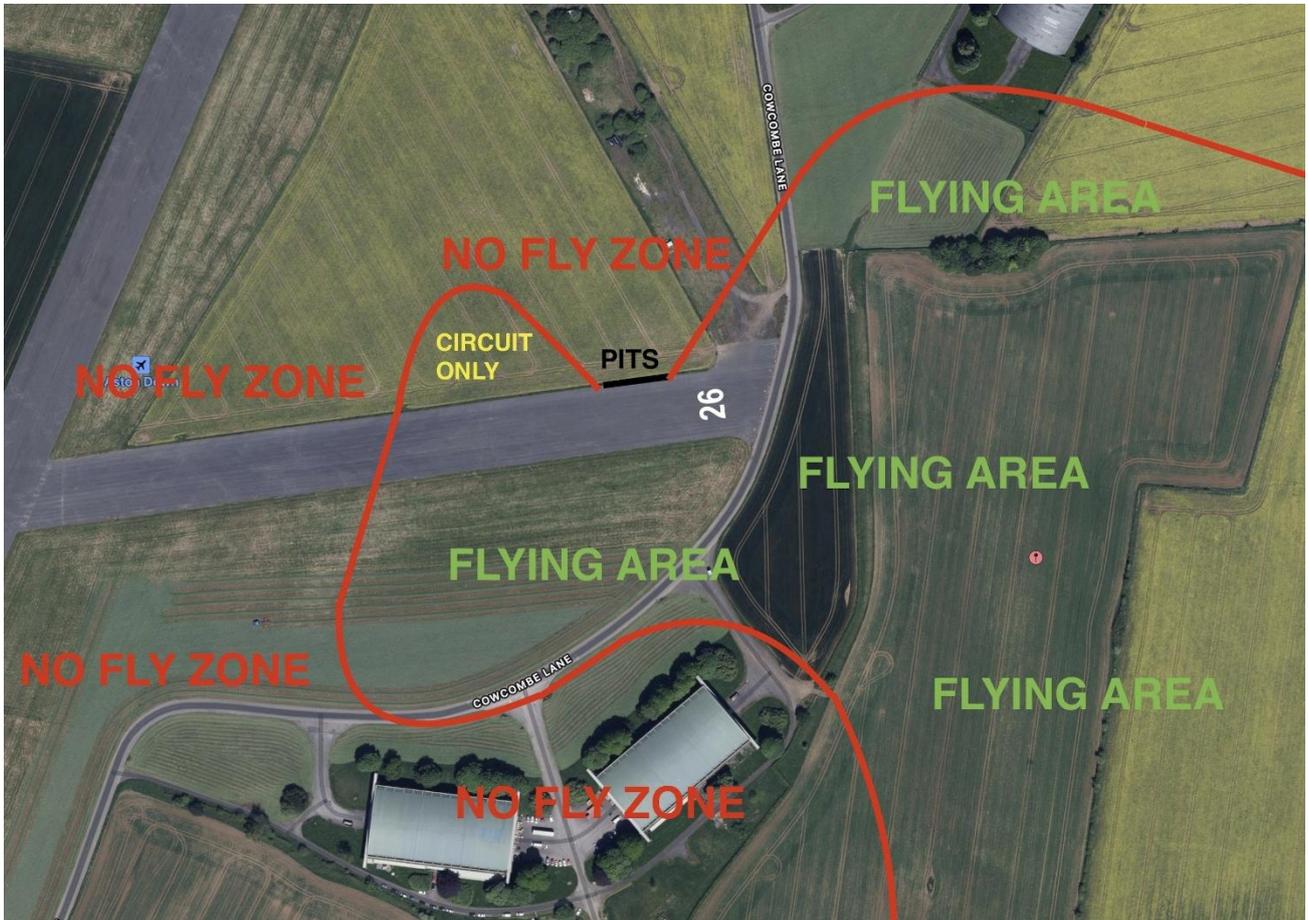
Flying area East end of Runway 26 – wind from a northerly direction.





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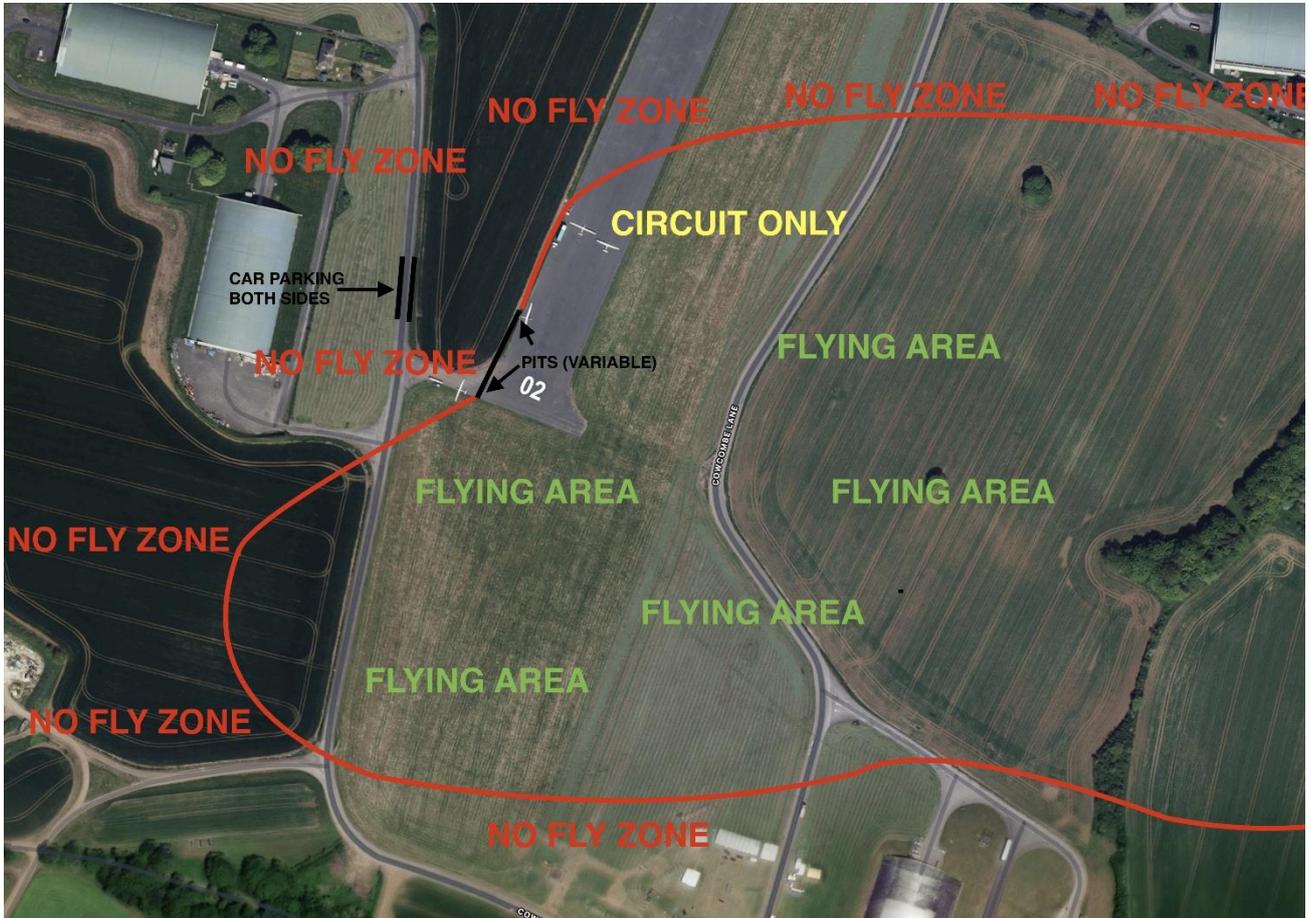
Flying area East end of runway 26 – wind from a southerly direction.





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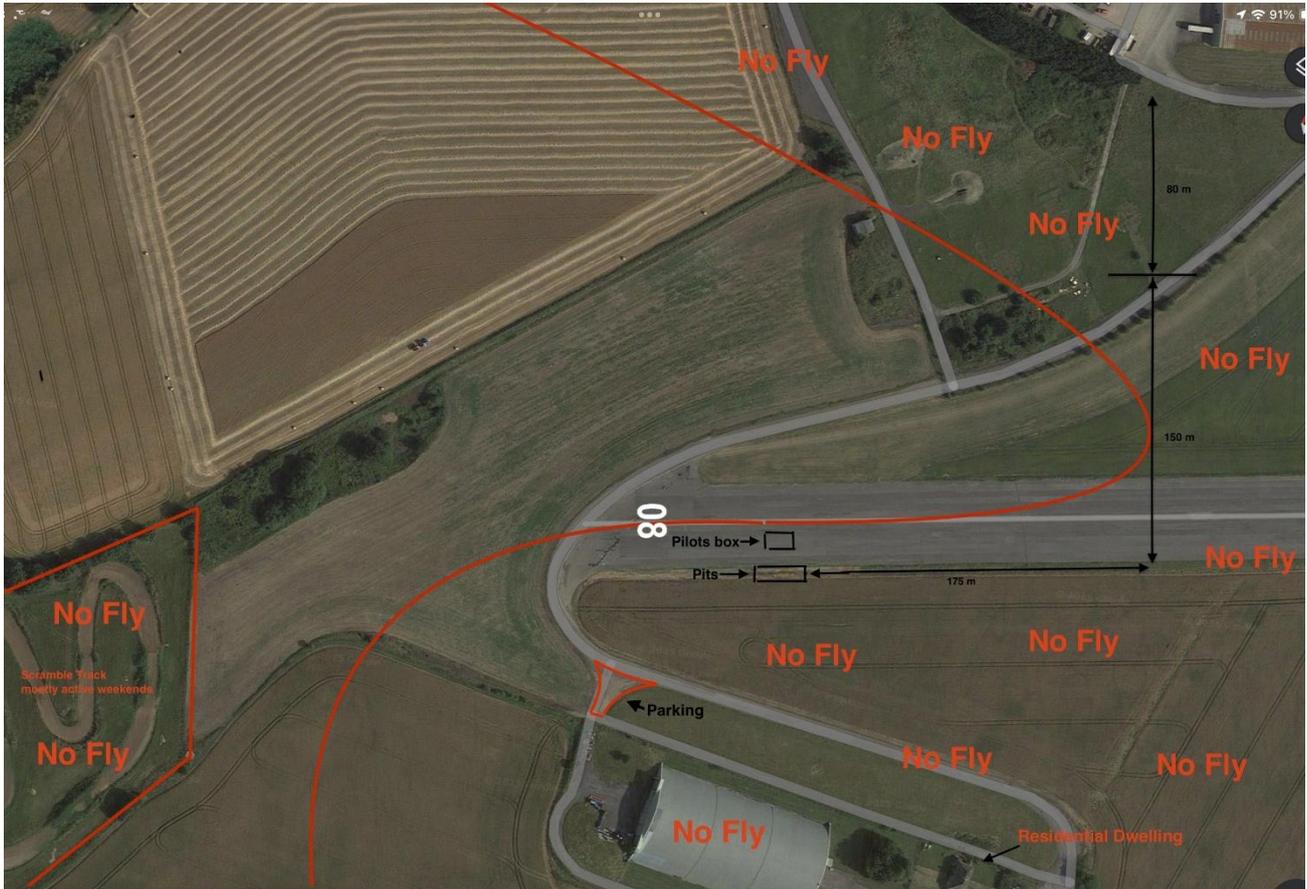
Flying area South end of runway 02 regardless of wind direction.





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Flying Area West end of Runway 08 regardless of wind direction.





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CRCS Additional Rules for Drone & Helicopter Flying (Rotary Wing)

1. We do not consider rotary wing and fixed wing models are compatible and, therefore, the club is unsuitable for flyers who only fly rotary wing models. Those members that occasionally fly rotary wing, as well as fixed wing, are asked to liaise with other flyers on site at the time and agree when only their rotary wing models will be flown.
2. Members will be permitted to fly rotary wing aircraft after they have completed six months of continuous membership and passed either the BMFA Achievement Scheme 'A' test in fixed wing or helicopter.
3. Rotary wing models must not hover for long periods over the main fixed-wing runway when others are waiting to fly.
4. A hovering only area (below 10ft) may be set which is well away from the main flightline where the rotary wing can be hovered at the same time as fixed wing models are using the main runway.
5. Electric powered rotary wing models should be carried away from the pit area with the flight battery DISCONNECTED and should only be connected and disconnected at the safe and sensible distance of at least 10 m from other people. The model should be considered "live" as soon as the flight battery is connected. I/C powered rotary wing models should only be started and stopped under the same 10 m rule.
6. All Helicopter pilots must hold the BMFA Helicopter A Certificate before flying unsupervised
7. Members operating Return To Home, RTH, Drones must ensure that "Home" is at least 10 m from the Flight Box in the centre of the runway.
8. Members wishing to fly using First Person View (FPV) must be accompanied by a competent pilot ('spotter') who maintains direct unaided visual contact with the model for the purpose of avoiding collisions and advises the pilot accordingly, this is in addition to the flight line observer.

