



**CONSTITUTION**

**AND**

**RULES**

(Revised January 2019)

# CLUB CONSTITUTION

## 1. Name and Address

The club shall be known as the **Deeside Model Aircraft Club** and the address shall be Site 1A, Broken Bank, Shotton, Flintshire.

## 2. Object

To promote the interests of aero modelling in general.

## 3. Membership

- a) Membership shall be open to all members of the public. Applicants will not receive less favourable treatment on the grounds of age, sex, race, colour, nationality, religious or political belief, ethnic origin, marital status, sexual orientation, disability or family status. There is a positive action in promoting junior membership.
- b) Membership shall become effective upon receipt and acceptance of the appropriate subscription by resolution of the committee.
- c) A junior member shall become a senior upon reaching 18 years of age.
- d) The DMAC shall be affiliated to the BMFA. All members of the DMAC, who fly models, must be members of the BMFA and hold full BMFA insurance. The DMAC annual subscription will include BMFA membership fee for the year unless an individual Club member already holds current BMFA membership obtained independently. A DMAC membership card and BMFA membership documents will be issued to each member.
- e) A copy of the Club Constitution and Rules shall be displayed on the notice board at Broken Bank.
- f) The membership of any member who fails to pay his/her subscription by the due date may be terminated at the discretion of the committee.
- g) The Deeside MAC complies with the "Welfare and Care of Children and Vulnerable Adults in Model Flying" policy of the British Model Flying Association. Copies available from the club secretary.
- h) All members will be required to sign a Security Pledge Document in order to maintain their membership status.

## 4. Subscriptions

- a) The subscription rate shall be fixed each year at the AGM by vote of the membership on the advice of the outgoing treasurer. Membership will expire on 31st December each year, and members will not be allowed to fly after this date until a valid subscription has been received for the forthcoming year (otherwise they will not be insured). All subscriptions must be received by 31st January after which membership will lapse and a member will be treated as a new application. Membership classification and fees will be reviewed annually.

## 5. General Meetings

- a) The Annual General Meeting shall be held on the first suitable Friday after the AGM of the BMFA to receive accounts for the previous year, to elect Club officers, and to transact any other business. Members wishing to raise proposals at the AGM must submit their proposals in writing at least one month prior to the meeting. In order to permit published proposals to be circulated at least 2 weeks prior of the AGM for amendment by the Membership on the night, proxy voting will not be allowed at AGM. An independent person shall be elected by the committee to examine the accounts before the AGM (financial year ending 31st October each year), to verify that the balance sheet is correct, and fairly represents the expenditure and receipts of the club, its assets and liabilities.

- b) An Extraordinary General Meeting may be called at any time by the committee or any eight Club members providing that all Club members are given at least 21 days notice in writing of the date of, and reason for, the EGM. Unless dictated by the timing of external events beyond DMAC control, the actual date of any EGM will be arranged to coincide with the first Friday after the expiry of the 21 days notice. Proxy voting (by post, on the supplied form only) will be accepted at EGM, but no amendments or additions on the night to the published EGM proposal(s) will be permitted since it would invalidate those proxy votes.

## 6. Election and Duties of committee members

- a) The Club shall be managed by a Committee consisting of up to ten members elected by the Club membership at the AGM to the following positions: Chairman, Vice Chairman, Secretary, Treasurer, Membership Secretary, Events Director, Safety Officer, and three General Duty members.
- b) All Committee individuals will confirm to the membership if they are standing for re-election at least 8 weeks prior to the AGM. Confirmation to members will be by means of electronic mail and a notice displayed in the club hut.
- c) Nominations for Committee must be received by the Chair in writing no later than 4 weeks prior to the AGM. The list of nominations for each position will be published to the membership 2 week's prior to that year's AGM. Confirmation will be by means of electronic and surface mail and a notice displayed in the club hut.
- d) All positions within the Committee shall be voted upon from the floor at the Annual General Meeting by the membership.
- e) If a position is unopposed the individual shall be deemed to have been successful and shall be automatically promoted to the Committee for the following 12 months.
- f) If more than one person stands for a specific position this shall be voted upon at the AGM. Prior to the vote each candidate will be invited to speak, (or someone on their behalf) in support of the nomination.
- g) If a candidate is unsuccessful they may, if they wish, put themselves forward to be considered for any "vacant" positions after the vote has been concluded for all positions.
- h) Any DMAC member standing for election to the Committee must declare if they are an ordinary member or Committee member of any other model aircraft club before the vote is taken.
- i) The elected committee shall have the power to co-opt other members as necessary onto the committee.
- j) Any committee member or officer wishing to resign, must do so in writing.
- k) The Committee shall not be quorate unless at least 50% of its members are present at any meeting.
- l) The Committee shall be responsible for the control of all Club business and monies.
- m) Monies may only be withdrawn from the club account by cheque signed by not less than two nominated club members.
- n) If a committee member or trustee engages or becomes involved in court proceedings, whether criminal or civil in his/her representative capacity on behalf of the club, as opposed to his/her capacity as a private individual notwithstanding that he/she is taking part in club activities, but in circumstances where it would be unreasonable for the club as a whole to ratify his/her actions, then in the former instance i.e. in his/her representative capacity, the club will indemnify the committee member or trustee in respect of any fines or damages or costs awarded against the committee member or trustee.
- o) In the event of a committee member or trustee being awarded damages or costs in the course of proceedings taken by him/her in his/her representative capacity, such damages or costs will belong to the club and not the committee member or trustee personally, and forthwith upon receipt by the committee member or trustee pay them to the club treasurer.
- p) The Committee shall be responsible for the organisation of all competitions (internal and external) and for the presentation of all trophies on an annual basis.
- q) The Committee shall be responsible for the organisation of club visits and outings, and for the initiation of fund raising activities.
- r) All display flying shall be at the discretion of the Committee.
- s) Club members are encouraged to place before the Committee any breach of the Club rules or Constitution by any party.
- t) The chairman or his deputy in the event of his absence, at any meeting will have the casting vote in the event of a tied vote between members.
- u) The core responsibilities of the committee is to promote the interest of the club to the best of their ability. Each committee position will be responsible for:
  - i) **Chairman:** Planning, Running and Chair all club meetings, Club spokesperson, overall supervision of committee, enforcing compliance of club rules and oversee all financial matters of the club. Has the final casting vote on split decisions.

**ii) Vice chairman:** In the absence of the Chairman, to take on all his responsibilities until his return.

**iii) Secretary:** Secretary to the Chairman, club officer for service or receipt of legal notices, liabilities and formal enquiry's from within or outside the club, recipient of general BMFA affiliation matters and notices, circulation of memorandums and notices within the club. Curator of club records and archives not assigned to another person.

**iv) Membership Secretary:** All matters relating to membership including receipt of subscriptions and renewals, new applications, banking monies, petty cash, distribution of membership cards, keys and insurance certificates, liaison with BMFA on membership matters and acting as Insurers agent, maintain accurate membership records and curator of membership archives.

**v) Treasurer:** All matters relating to financial accounting, bank liaison and record keeping, supervision of all accounts credits and debits, financial reports at committee meetings, preparation of end of year accounts for independent audit in time for AGM. Maintain safe archives for a minimum term of 10 previous years.

**vi) Safety Officer:** All matters relating to health & safety, supervision of club instructors, flying rules and curator of accident records.

**vii) Events Director:** Organizing and supervision of club events and competitions, media distribution and liaison, procurement of site amenities and after event clean-up.

**viii) General Duties Officers:** Assisting the committee with duties.

**v) Non-committee positions:** Newsletter editor and Children & Vulnerable Young Persons Welfare Officer responsible for matters of club policy document.

## **7. Trustees**

a) A 'ring fenced' reserve shall be maintained to act as a form of security for Trustees who have signed leases on behalf of the club. The amount in the reserve cannot be reduced without the written permission of all of the Trustees. However, if some of the reserve is no longer required then the Trustees shall not unreasonably refuse to release the funds. The amount of this fund shall be reviewed annually at the Club's AGM.

b) Trustees will be named officers of the Club and sit for the life of the lease. Should a Trustee cease flying for any reason the Club will pay his BMFA non flying membership fees for the term of the lease.

## **8. Types of Membership**

### **a) Associate Membership**

Associate Membership of the Deeside MAC is open to anybody. Associate Members pay a reduced annual subscription and there is no Joining Fee. They receive a monthly copy of the newsletter and they may attend all Club functions and facilities but they are not permitted to fly at the Broken Bank site. Associate Members do not have any priority over other applicants for Senior Membership vacancies (i.e. Associate Membership cannot be used as a "fast track" to full membership of the Club). Associate Members have no voting rights.

### **b) Honorary Life Membership**

Honorary Life Membership is awarded to long-serving Senior Members of the Club who have had to give up active flying due to ill-health or age. They share the same non-flying privileges as Associate Members, but no annual subscription fee is payable. Honorary Life Members have no voting rights.

### **c) Junior Membership**

Junior Membership is open to applicants who are less than 18 years of age. There is no limit on the number of Junior Members. Junior Members pay junior BMFA membership only and there is no Joining Fee. Junior Members have full flying privileges at the Broken Bank site, with the proviso that they must be accompanied by a parent or guardian at the flying field at all times. Upon attaining 18 years of age a Junior Member will automatically become a full Senior Member of the Club. Junior Members do not pay a joining fee when they become Senior Members. Junior Members have no voting rights.

### **d) Life Membership**

Life Membership is no longer awarded within the Deeside MAC. Many years ago, when the Club was in financial difficulty, a number of Senior Members made substantial donations to Club funds in return for full Life Membership (and hence they retain voting rights). Life Members have the same flying privileges as Senior Members (providing that they have BMFA membership), but do not pay an annual subscription.

### **e) Senior Membership**

Senior Members are full, flying members of the Club who are at least 18 years of age. They have full voting rights.

## **9. Application Procedure for Membership**

Applications for membership to the club shall be considered under the following format:

a) Prospective new members will be invited to attend flying sessions at Broken Bank on three separate occasions. These visits will be logged in the visitors book by a Club member. The prospective member may fly during these visits in compliance with Club Rules. Following the three visits the prospective member will submit an application in the current format with approvals from both a Committee member and a regular member.

b) The application shall be considered at the next available committee meeting and voted upon.

c) The application will only be successful if the vote in favour is a majority.

d) If successful, the applicant will be written to by the membership secretary and requested to submit a joining fee and appropriate BMFA and club membership fees. (The BMFA fee is waived if the applicant is already a BMFA member). The application fee will be processed in full and will entitle the new member to membership up until the club's year-end of 31st December. A concession will be made of 50% reduction in membership fee for the remainder of club year when first joining after 30<sup>th</sup> June. This concession does not apply to the joining or BMFA fees. A rejoining member does not pay a joining fee a second time but is required to pay an administration charge of £25. The first 12 months of membership will be considered to be probationary.

e) The committee reserve the right to refuse membership and the candidate will be written to by the membership secretary advising that the application has been unsuccessful. Every application to join the Deeside MAC will be considered on its own merits by the Committee.

## **10. Grievance procedure**

a) The committee should resolve member's grievances and problems speedily, effectively and equitably. Anyone who has a grievance may use the following procedure and may be assisted at any stage of the formal procedure by a fellow member.

**Stage 1 Informal:** Raise it verbally with any committee member or in writing to the club secretary, who will endeavour to resolve the issue or delegate to another committee member to resolve. A written response is not mandatory from the club secretary.

**Stage 2 Formal:** If no satisfaction is obtained within two working days (working days exclude weekends and bank holidays) the member may request, that within the next seven working days it be referred to a formal committee meeting which must be convened. The member must be given the opportunity to present their grievance in person at this meeting, but cannot be compelled to do so. A final decision will be notified within five working days of the committee meeting to the member.

b) The club secretary must maintain a written record of Stages 1 and 2 in club archives.

## **11. Dispute Resolution Policy & Procedure**

a) The organisation expects all members to comply with Club Constitution, Committee Management and to conform to the Club Rules at all times. If these rules are disregarded or the member behaves wrongly in some other way the committee may discipline members.

Disciplinary action can consist of formal oral warning, written warning and final written warning, leading to termination of membership or, in the case of gross misconduct, summary termination of membership.

### **b) Disciplinary policy**

i) The “disciplinary policy” is the organisations “code of conduct” and forms part of the Club Constitution. It sets out what is unacceptable behaviour for members.

ii) The “disciplinary procedure” forms part of the club rules and the committee reserve the right to amend the disciplinary procedures in light of future amendments to the laws of the United Kingdom and European Union. It sets out procedures and who is responsible for carrying out actions. It is vital that any disciplinary procedures are both procedurally fair and that the results are fair.

c) Sometimes, informal discipline is desirable and more appropriate.

d) Rules that apply to disciplinary policy code of conduct:

- All safety and field rules should be adhered to at all times
- Safety equipment should be used at all appropriate times
- The worse for drinking alcohol or the taking of illegal drugs at club venues is not permitted
- Threatening or violent behaviour or language towards another member is not permitted
- Behaviour or actions that would in any way jeopardise the safety or well-being of other members is not permitted
- Smoking in non-smoking areas is not permitted
- Members must not use behaviour, language, or non-verbal language that is discriminatory
- Disclosure of confidential information concerning the work of the club or its members is not permitted.
- Harassment of individuals, whether sexual or otherwise, is not permitted
- Bullying of individuals, in any form, is not permitted
- Removal of club property without the committees permission is not permitted
- Members must not behave in a way that brings or may bring the club into disrepute.

e) The following are examples of the kind of behaviour that constitute gross misconduct and will lead to summary termination of membership:

- Physical violence towards another member or guest of the club
- Behaviour that seriously jeopardises health or safety
- Serious misuse of the trust between a member and a junior member
- Gross insubordination to an official of the club or their delegate
- Deliberate damage to club property
- Theft of property
- Serious infringement of the rules of the club

### **f) Overview**

Disciplining members is not a pleasant activity, but it is important.

If no steps are taken against wilful misconduct, the organisation will suffer. A member engaging in misconduct can upset a friendly club environment, encourage members to leave, cause an injury, or bring the organisation into disrepute. Moreover, the club is ultimately responsible for the actions of their members. So in some circumstances the club could be liable for damages.

### **g) Suspension**

A committee can enact suspension of membership while an investigation into a serious disciplinary offence takes place. This should be confirmed in writing to individuals concerned by the club secretary.

Suspension should only be used, however, if

- There is a real risk of or has been a recurrence of the alleged misconduct, or
- It would prejudice the investigation if the member remains at club venues

### **h) Penalties**

#### **i) Formal Oral Warning**

If conduct is unsatisfactory, a committee member or his representative in an official capacity will give a member a formal oral warning, which will be recorded in club records.

#### **ii) Written warning**

If the offence is serious (may forgo a formal oral warning) or if there is no improvement in standards, or if a further offence occurs, a written warning will be issued. It will include the reason for the warning and a note that, if there is no improvement or a repeat of the offence a final written warning will be given.

#### **iii) Final written warning**

If the offence is very serious (may forgo a written warning) or if conduct is still unsatisfactory, a final written warning will be issued. It will make it clear that any recurrence of the offence or other serious misconduct will result in termination of membership.

#### **iv) Dismissal**

If there is no satisfactory improvement, or if further misconduct occurs, the individual membership will be terminated by resolution of the committee.

#### **v) Gross misconduct**

If, after investigation it is confirmed that a member has committed gross misconduct, the usual consequence will be termination of membership by resolution of the committee. Examples being (the list is not exhaustive): theft, damage to club or other members property, fraud, under the influence of alcohol or illegal drugs, physical assault and gross insubordination, conduct endangering any person or causing serious damage to the club or reputation of the club.

#### **vi) Suspension**

While the alleged misconduct is being investigated a member may be suspended from membership, during which time they may not use or visit a club venue.

### **I) Appeals**

i) A member may appeal against the disciplinary decision and must notify the club secretary in writing within FIVE working days of a judgement. The notice must specify the issues the member wishes to appeal or contest.

ii) The full committee will hear the appeal and decide the case as impartially as possible. The member has the right to bring a fellow club member. The committee’s decision on appeal is final unless;

iii) A higher appeal is available only to a member who has been served notice terminating their membership. If the member opts to appeal against their termination of membership, they must notify the club secretary in writing within FIVE working days and the committee will call an EGM in accordance to the constitutions General Meetings and at date in agreement with the member. The membership will then vote to uphold or reverse the termination of membership.

## **D.M.A.C. CLUB RULES: GENERAL & FLYING**

- 1.** The committee, at their discretion, is responsible for enacting, amending and enforcing club rules in the best interest of the membership. A committee member shall hold the position of Safety Officer and is the first point of contact for members on matters relating to safety. Members are responsible for informing the committee of any transgressions of club rules and may make representation for changes to club rules for the committee consideration.
- 2.** Politeness, observance of rules of courteous behaviour, and common decency are expected of all Club members, particularly at Club functions, exhibitions and displays.
- 3.** All flying members and flying guest must belong to the British Model Flying Association and be insured for third party risk through the Club B.M.F.A. affiliation scheme insurance. Failure will be regarded as gross misconduct.
- 4.** Members must notify the Membership Secretary of any change of home address, telephone number or email address.
- 5.** All engines must be fitted with an effective muffler and must comply with the relevant Department of the Environment code of practice. Prolonged engine runs in the pits area for running in and or tuning purposes are prohibited. If this is required a suitable safe area 20ft from the pits area along the path, well away from normal operations should be selected to avoid annoying other members.
- 6.** When using the Club flying site, members must leave the area in a clean and tidy state; gates must be closed and locked. There must be no damage to fences or property. All litter is to be removed from the site.
- 7.** In any competition where there is only one entry, and providing that the entrant completes a stipulated flight to the judges' satisfaction, the entrant will be deemed to be the winner.
- 8.** The Broken Bank site may only be used by members of DMAC, who must carry their Club membership card and BMFA insurance certificate when using it, or by guests of DMAC members.
- 9.** Guest flyers must have with them their BMFA affiliation insurance whilst at Broken Bank site. No certificate = no flying under any circumstances. It is recommended that an inviting member remind their guest before they arrive. They must be signed into the visitor's book in the club hut and must not cause restrictions to flying by DMAC members. Each DMAC member may have only one guest at a time, and each guest is limited to a maximum of three flying visits per year. The DMAC member shall accept full responsibility for the conduct of his/her guest at all times during their visit, and should have made them aware of the Club rules prior to their visit. Attendance by an individual at organised "open" competitions that are not limited to DMAC members shall not count towards that individual's guest visits for the year. This rule does not apply to friends/relatives of DMAC members who may attend as visitors provided that they do not attempt to fly a model at the site.
- 10.** All access gates and security posts to the site must be kept locked at all times. Only inviting club members can allow a guest into the site and must meet them at the main entrance. Security of the site is a condition of the lease and infringements can jeopardise continued use of the site. Supplying gate keys or combination codes to non-members is prohibited and would be considered as gross misconduct.
- 11.** Vehicle access to the site will be *via* the marked track only; driving on any other part of the site is forbidden. Drivers should sound their horn on approaching the flying area to warn active pilots of their approach. If a model is obviously committed to takeoff or landing over the roadway, approaching cars should halt and wait until the manoeuvre has been completed.
- 12.** Motor vehicles must be parked in the areas shown on the map in the clubhouse.
- 13.** A strict peg system for 35MHz shall be used, enforced and strictly adhered to. Flyers must obtain a peg from the board and clip it to their transmitter before switching on. Members are advised to hang a key-fob showing name and frequency on the peg-board whilst they have the corresponding peg in their possession. In the event of a person switching on a transmitter without the correct frequency peg, or no peg, and causing a 'shoot down' of another model, the pilot of the downed model will be due recompense from the offender. There is no transmitter control for 2.4 GHz.
- 14.** The flying areas shown on the map in the clubhouse is to be strictly adhered to. Models of any kind must not be flown over or behind the hut, car park or pits area, nor between them and the strip. Hovering on the main runway is only permitted for take off and landing and never directly in front of other pilots when a fixed wing pilot is flying. Flying of helicopters and fixed wing together must be by mutual agreement of the pilots concerned.
- 15.** Flying beyond the boundary fence of the site is prohibited.
- 16.** Flying during the hours of darkness is prohibited.
- 17.** Retrieval of models which have landed in the marshland Danger Area to seaward of the flying site is prohibited when red flags are flying on the Shotton firing range unless permission to do so has been obtained from the Range Warden. (Directions on how to contact the Range Warden are posted in the Broken Bank clubhouse).
- 18.** The maximum number of models in the air at any time shall be six. It is suggested that only flyers and one instructor or observer per flyer should go onto the strip; this is to keep the strip clear for takeoff and landing.
- 19.** The piloting position appropriate to the prevailing wind direction must be used (as shown on the map in the clubhouse). Pilots taking off must ensure that they do not begin their takeoff run from behind other pilots, instructors or observers on the strip.
- 20.** Models weighing over 20kg may only be flown with a current CAA exemption which must be available for inspection on demand. The flying of models weighing in excess of 30kg is prohibited.
- 21.** Pilots of models weighing in excess of 7kg *must* hold the BMFA "B" certificate.
- 22.** The flying of rockets of any kind is prohibited.
- 23.** Pilots of jet turbine powered models *must* hold the BMFA "B" certificate. A maximum of three turbine powered models may fly at any one time. Turbine models may be flown at the same time as other types of model, but only if all pilots agree to this.

24. A “B” certificated pilot may allow a non-“B” certificated pilot to fly his/her turbine model or model greater than 7kg in weight providing that they are connected by a “buddy lead” (with the certificated pilot on the “master” transmitter) and both pilots hold current BMFA insurance.

25. In addition to the above site-specific rules, the BMFA safety guidelines, as published in the *BMFA Members' Handbook*, must be observed at all times, and pilots of turbine powered models must follow the Deeside MAC *Safety Procedures for Operating and Flying a Gas Turbine Model Aircraft* as presented in Annexe A of this document.

26. An aircraft must not be taxied in or out of the pits, unless it is too large to carry, when it may be taxied so long as it is attached to a secure tether. (The only exception to this rule is when nobody is on the runway or at the piloting position. Under these circumstances a model may be taxied outbound from the pits without a tether).

27. Members or guest may be asked to cease flying a particular model if it is deemed to be beyond their capabilities. A member may be liable to withdrawal of any BMFA achievement certificates at the request of committee to the BMFA Area Council. The grounds and procedure including a re-test can be found in the BMFA members' handbook, “The RC Achievement Scheme” section. Offending guests will in all cases be reported to BMFA Area Council and to their club if known.

28. Families must observe the following rules for their own safety: Children must not be allowed to wander, and they must be under close supervision at all times when in the pits area and the road. Dogs must be kept on a lead at all times.

29. When mowing the grass, members should not attempt to extend the runways or the pits area beyond their designated boundaries without the express permission of the committee. During mowing or other maintenance of the runway (indicated by a red flag being flown at the pilot box) ALL flying activity must be suspended. If maintenance workers have left the runway for any reason and maintenance is incomplete, flying activity can only commence by agreement with the groundsman. As soon as maintenance recommences on the runway all flying must be suspended until it is completed. The same rule shall apply to the helicopter hovering area. Maintenance takes precedence over flying and the groundsman should show consideration to waiting flyers when undergoing a lengthy runway maintenance session and take at least one 30 minutes break away from the runway, to allow flying activity.

30. All accidents causing damage or injury to a third party or property, or a member or guest injuring themselves must be recorded in the accident book kept in the club hut and reported to the Safety Officer without delay. If they are unavailable, to any committee member within 24 hours of the incident. Members are reminded of organisations that encourage litigation and the club may need to inform Health & Safety directives and BMFA Insurers.

31. Any member of Deeside MAC not observing these rules will, after following dispute resolution policy, be brought before the Committee regarding possible disciplinary action or withdrawal of membership.

32. Any member wanting a solo flying slot shall seek the permission from all members present at the site prior to the commencement of the flight. There shall be no consecutive solo flying slots if other (non-solo flight) members are waiting to fly. If non-solo flight members are waiting to fly after a solo slot, they shall be given the opportunity to fly before the commencement of a subsequent solo flight.

33. All models in the pits area must be suitably restrained. Sockets and starting benches are provided for this purpose and should be used wherever possible. This applies to both IC models and electric models. Electric models should be taken to and from the flight line with their flight batteries disconnected or a throttle cut switch on the transmitter or a removable link or switch that isolates the flight battery

## FLYING SITE TIMES

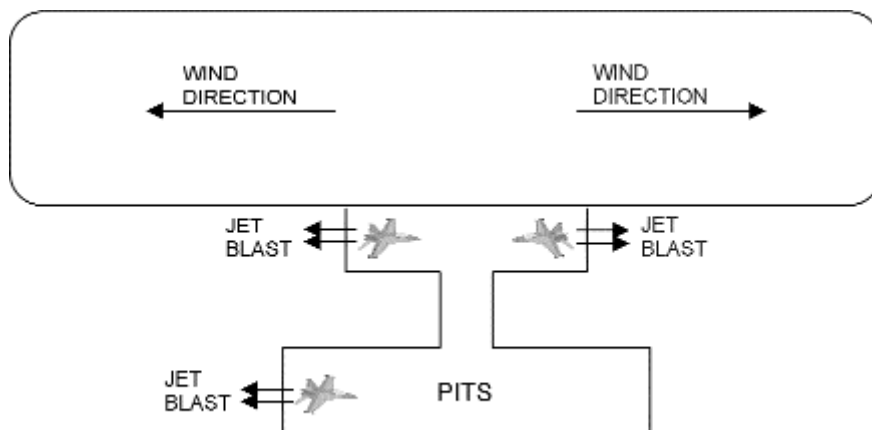
### Broken Bank

No restrictions during the hours of daylight.

### Annexe A

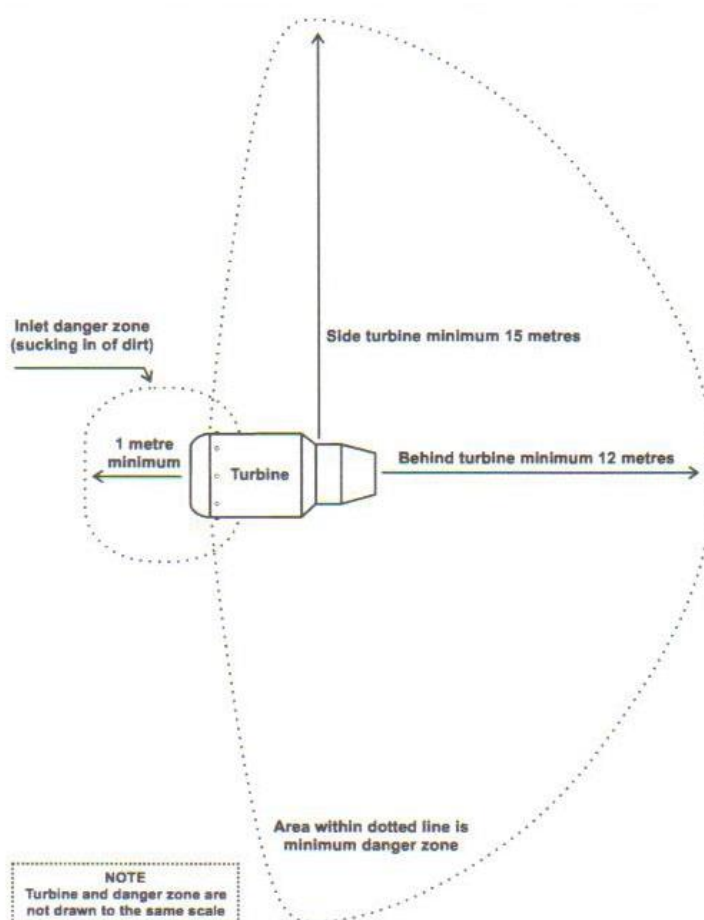
#### Safety Procedure for Operating and Flying a Gas Turbine Model Aircraft

1. All pilots must hold a “B” Certificate.
2. Starting and running of gas turbine engines will only take place in designated 'start up' areas as shown on the diagram below.



3. All gas turbine powered aircraft whose engines are being started must be positioned such that the jet tail pipes are pointing away from the pits, flight line, and runway.
4. All non-essential personnel are to be kept clear of the immediate vicinity of the jet blast.
5. Aircraft are not to be taxied in or out of the pits. Aircraft returning from flight must be stopped at the taxi point and the engine shut down.
6. Pilots operating gas turbines must nominate a competent fire person for the entire duration of the preparations, take off and landing. The nominated fire person must assume responsibility, under the direction of the pilot, for extinguishing any fires that may arise, and also act as a dedicated observer for the duration of the flight.
7. The owner/pilot or operator must supply his/her own appropriate and serviceable fire extinguisher (not the Club's). Any pilot failing to comply with this will not be permitted to fly.
8. Except during take-off and landing, low flying, below 3 metres above ground level, may only be undertaken parallel to the runway centreline.
9. All models must be fitted with a failsafe device, and this must be set such that its operation stops the engine and not to “hold last position”. Gas turbine shut off valves must also close under failsafe conditions; it is the responsibility of the pilot to demonstrate this function on request. The settings of the failsafe devices must be checked prior to each flying session to confirm compliance with these rules.
10. Pilots must make any onlookers within the danger zone aware of turbine safety zones (as illustrated in the diagram) prior to operating a gas turbine. The pilot is his own safety officer and must comply at all times - these rules are laid down to make flying safe and accident-free.

### **Danger Zone around Jet Turbine Engines**



**This diagram shows the possible danger zones should a turbine engine ever fail.**

As can be seen from the diagram, the “safe” area near an operating turbine engine is in front of it and at least 1 metre away from the engine’s inlet. Since Club rules require that turbines should have their outlet pointed away from the pits area when being started this will naturally place other occupants of the pits within the “safe” zone - so please don’t undo that good work by moving round to stand alongside or behind the engine when it is running.

Pilots who have started a turbine engine in the pits area and then need to carry the model out to the flying strip should ensure that the model is carried in such a way that the front of the turbine is kept pointing towards the pits area as they do so. Other Club members are requested to cooperate by keeping off the walkway to the strip (or the grass areas alongside it) so that they do not place themselves in the danger zone at this time.