

Clyde Valley Flyers By-laws & Legal Issues

The following is a legal requirement imposed by Glasgow Airport ATC.

CLYDE VALLEY FLYERS Responsibilities and Procedures

1. The landing site is named Auchenfoyle Farm and its position is defined as Northing 707 Easting 309 on OS Sheet 63.
2. The Chairman of Clyde Valley Flyers is responsible for ensuring that club members operating from the landing site are fully briefed on the contents of this agreement. Visiting pilots are to be properly briefed by a responsible member of Clyde Valley Flyers before using the site.
3. Flying from the site is limited to aircraft up to 20kg. Flights by aircraft above 20kg are subject to prior permission from the Civil Aviation Authority and NATS, Glasgow Airport.
4. Flying will take place from dawn to dusk. Dawn and dusk times are as assessed at Glasgow Airport. Within these times it will be assumed that the site is permanently active.
5. Aircraft will fly at no more than 1000ft above mean sea level (amsl). This is approximately 500ft above the elevation of the landing site. Permission to fly up to 1500ft amsl may be sought from the Glasgow Airport ATC Watch Manager and approval will be subject to ATC workload. The ATC Watch Manager can be contacted on 0141 840 8029. Flights up to 1500ft must not take place without the appropriate permission.
6. Pilots operating from the site are reminded that a significant amount of light aircraft flying takes place over, and in the vicinity of, the landing site.
7. Permanent closure of the site shall be communicated in writing by Clyde Valley Flyers to NATS, Glasgow Airport ATC Training & Operations Manager in order that this agreement can be cancelled.

Clyde Valley Flyers Model Aircraft Club By-laws

AIMS

- To install in all Club members a disciplined approach to and awareness of safety, thereby greatly reducing the chances of any insurance claim against the association, and/or loss of the flying site. This will also introduce greater enjoyment of flying activity and promote greater club interest.
- To ensure, the smooth running of the club and its activities, thereby maximizing the enjoyment of the sport.

Safety Rules

1. All persons flying at the site will abide with the conditions laid down in the appropriate Air Navigation Order(s).
2. All flyers must be in possession of current BMFA/SAA/LMA insurance or insurance acceptable to the committee. Any person not so insured will not be permitted to fly at the Club flying site.
3. At each flying session, in the absence of the Club Safety Officer or Committee member, a temporary Safety Officer shall be appointed. His/her judgement on matters of safety on the day shall be taken as final.
4. Helicopters can, if the runway is in use by fixed wing, be flown in the area behind the pits. The pilot must stand between the helicopter and the pits. All helicopter flying in this area must be limited to hovering manoeuvres at or below the pilot's eye level only. No circuits or aerobatics. The club frequency control system must be used.
5. Control line flying may be carried out in the area behind the pits.
6. First Person View (FPV) flying is permitted at the site provided the current CAA rules are adhered to. Models with a flying weight of 3.5kg or more must only be flown when the pilot is accompanied by a suitably qualified safety pilot who can take control using a second transmitter connected to the first by a "buddy lead". For models under 3.5kg, an exemption from the requirement to use a second transmitter has been granted by the CAA. For models over 1.8kg, but under 3.5kg, the pilot must hold a SAA Silver or BMFA B qualification for the type of aircraft being flown to take advantage of the exemption from the requirement for a second transmitter connected by a "buddy lead". Pilots must ensure that the conditions set out in the exemption document are met. Particular notice must be taken of the requirement to appoint a Competent Observer for each flight. The maximum altitude is restricted by our local agreement with NATS to 1000ft amsl or 500ft above ground level at the runway.
 - a. See Appendix 1, CAA document ORS4 No. 1011 Small Unmanned Aircraft. All pilots must ensure that they know the limitations imposed

by this document and any that subsequently replace it.

- b. FPV flying is not an isolated activity and all other applicable by-laws must be observed. Flyers who have not achieved BMFA A or SAA Bronze Certificate (or higher) standard must be accompanied by an instructor or suitably qualified safety pilot.
7. On approach of a low-flying full size aircraft to the flying area, model aircraft must descend to a safe height below that of the full size. Models i.e. gliders, which cannot do so, must get out of the flight path of the full size aircraft immediately.
8. It is recommended that all transmitters carry the appropriate frequency channel pennant. (The only frequencies allowed are 27MHz, 35MHz and 2.4 GHz.) Transmitter frequencies may be checked at any time or when requested by a member. If the transmitter does not meet the requirements of its frequency band, it will be banned from use until rectified.
9. If four or more flyers are present the club frequency control system will be bought into use. (The system consists of a peg board utilising the peg on, peg off system.) Personal ID will be used, i.e. Club membership token or card. Failing this, an item with the pilots name on it may be used. Bunches of keys etc. must not be used.
10. The transmitter pound is the pit area unless another area is designated by a committee member.
11. The spectator area is behind the pits or in an area designated on the day by the safety officer.
12. No model will be flown over the pits area, car park, road(s) or any buildings.
13. Flyers who have not achieved BMFA A or SAA Bronze Certificate (or higher) standard must be accompanied by an instructor or suitably qualified safety pilot.
14. Any persistent or deliberately dangerous flying should be reported to the designated safety officer or Committee Member.
15. The presence of radio interference should, if detected, be brought to the attention of the safety officer who may, at his discretion, suspend flying activity until it is safe to continue. Any case of radio malfunction or interference must be cause for an immediate landing.
16. Glider launching should take place from a safe area, i.e. upwind and to one side of the strip in use. Power flyers should be aware of the danger posed by a tow-line, both during and after a launch. Aero towing will take place from the strip in use. Soaring should not take place in a portion of the sky normally used by power models.
17. Pilots must warn other pilots of their intentions, i.e. takeoff, overshoot,

landing, low pass, etc., in particular dead stick landings and malfunctions where pilots must be given full use of the airfield to carry out a forced landing.

18. In the case of multiple landings, power models shall give way to gliders except when dead stick.
19. Aerobatics should not be carried out above the strip and due regard should be shown to other flyers.
20. It is recommended that all new or re-commissioned models be checked over by an experienced flyer, before the maiden flight, to ensure correctness of controls etc.
21. No flying shall take place whilst the grass cutting or any other maintenance work is being carried out to the flying strip.

The Start Up Area

22. Models with IC engines must only be started in the start up area or on the runway if it is clear. Electric powered models must only have their batteries connected in the start up area or on the runway.
23. The “Start up” benches have been provided for the benefit of members and visitors to the field and should be used whenever possible. Aircraft with IC engines must not be placed on the bench provided for electric powered models or gliders.
24. All aircraft must be properly restrained during start up. If start up is carried out on the ground, a hold back device or a helper should be used whenever possible.
25. Only flyers, instructors and flyers assistants should be in the start up area.
26. Persons in the start up area must not distract the person starting an engine in any way unless it is to instruct, prevent injury or prevent damage to an aircraft.
27. After start up, a model may be carried to the runway with the engine at idle.
28. After start up, a model may be taxied to the runway by the closest available link.

Pilot Stances

29. The pilot stances have been provided for the benefit of members and visitors to the field and should be used whenever possible. The pilot stance closest to the landing end of the field should be used. Only flyers, instructors and flyers assistants should be in the pilot stances.
30. Persons in the pilot stances must not distract the person flying in any way unless it is to instruct, prevent injury or prevent damage to an aircraft.

Accidents and First Aid

31. Injuries - All injuries should be logged in the accident book, located within the field hut.
32. First aid - A first aid box is provided within the field hut.
33. Damage - Any damage to the field or hut should be reported to a committee member as soon as possible.

Visitors, Children and Dogs

34. Visitors to the field should be made aware of the club's general safety rules and practices. e.g. use of mobile phones in the pits area, no entry beyond the pits area unless accompanied by a member.
35. Children must be properly supervised at all times.
36. Dogs and other pets must be properly supervised at all times.

GENERAL

37. The purpose of the funding for the access road to the pits was to improve access to the strip, particularly for the disabled. To that end, the stop-off point adjacent to the strip is for unloading purposes only, except for disabled drivers. When you have unloaded your vehicle, please move it to the car park area across the bridge from the huts. There is limited parking on the hard standing around the huts. Access to the strip or huts must not be obstructed. No vehicles should be parked between the strip and the gate of the hut compound.
38. The leaving of litter such as broken props, tow-lines, rubber bands, empty bottles/ cans etc. is not permitted. All litter must be carried away. Crashed models should not be burned on the field. They should be taken home.
39. The gate from the road to the field must be closed after a vehicle has passed through.
40. The gate at the bridge must be closed after a vehicle has passed through.
41. All models will not emit excessive noise and should comply with the current codes of practice.
42. Observe the Country Code at all times. Use your common sense!

The last member to leave the field must:

Ensure that all gates are closed,

- the electric fence is erected correctly and switched on and
- the club hut and its contents are secured.

CVF By-laws Issue 6 October 2014

Appendix 1 CAA Exemption Document for FPV Flying

Official Record Series 4

**United Kingdom
Civil Aviation Authority**



Miscellaneous

No: 1011

Air Navigation Order 2009

Publication date: 23 April 2014

General Exemption E 3780

Small Unmanned Aircraft – First Person View (FPV) Flying

(See Note 1)

- 1) The Civil Aviation Authority, in exercise of its powers under article 242 of the Air Navigation Order 2009 ('the Order'), exempts any person in charge of a Small Unmanned Aircraft (SUA) from the requirement at article 166(3) of the Order to ensure that direct unaided visual contact is maintained with the aircraft sufficient to monitor its flight path in relation to other aircraft, persons, vehicles, vessels and structures for the purpose of avoiding collisions.
- 2) This exemption only applies if the conditions at paragraphs 3 to 7 are met.
- 3)
 - a) The person in charge is the person piloting the SUA (see Note 2).
 - b) The person in charge is accompanied by a competent observer who maintains direct unaided visual contact with the SUA sufficient to monitor its flight path in relation to other aircraft, persons, vehicles, vessels and structures for the purpose of avoiding collisions and advises the person in charge accordingly.
 - c) The maximum take-off mass of the SUA does not exceed 3.5 kg, including any batteries or fuel.
- 4) The person in charge must not fly the SUA:
 - a) in Class A, C, D or E airspace unless permission of the appropriate air traffic control unit has been obtained;
 - b) within an aerodrome traffic zone during the notified hours of watch of the air traffic control unit (if any) at that aerodrome unless permission of any such air traffic control unit has been obtained;
 - c) at a height of more than 1,000 feet above the surface (see Note 3);
 - d) over or within 150 metres of any congested area;
 - e) over or within 150 metres of an organised open-air assembly of more than 1,000 persons;

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- f) within 50 metres of any vessel, vehicle or structure which is not under the control of the person in charge of the aircraft;
 - g) within 50 metres of any other person, apart from the competent observer, except when taking off or landing in accordance with paragraph (h);
 - h) within 30 metres of any other person, apart from the competent observer, other adjacent model operators, or any model flying club members, during take-off or landing; or
 - i) for the purposes of aerial work.
- 5) For the purposes of this exemption, a 'competent observer' means someone whom the person in charge of the SUA has designated as the competent observer.
- 6) Before designating someone as the competent observer, the person in charge of the SUA must be satisfied that he or she:
- a) has been briefed in accordance with paragraph 7;
 - b) is competent to perform the tasks which he or she may be called upon to perform in accordance with paragraph 7; and
 - c) is competent, by direct unaided visual observation of the SUA, to assist and advise the person in charge with the safe conduct of the flight.
- 7) The person in charge must ensure that:
- a) the competent observer is fully briefed on the planned flight and what is expected of him/her taking into account the prevailing conditions;
 - b) the competent observer understands that he/she must stay directly adjacent to the person in charge and maintain direct unaided visual contact with the SUA at all times, to visually and aurally monitor the airspace for other aircraft and the take-off and landing area for any persons;
 - c) the competent observer has been instructed on the actions to take in the event of another aircraft being spotted and a risk of collision is assessed; and
 - d) the competent observer understands that he/she must advise if the SUA is proceeding beyond the point at which he/she is able to monitor its flight path sufficiently to identify a risk of collision.
- 8) This exemption supersedes Official Record Series 4 No. 1009, which is hereby revoked.
- 9) This exemption has effect from the date hereof until 30 April 2015, unless previously revoked.

J E Benyon
for the Civil Aviation Authority
22 April 2014

Notes:

- 1) First Person View flying is the ability to control a radio controlled aircraft from a "pilot's eye" perspective through the use of an on-board camera and ground-based receiving and viewing equipment. The viewing equipment is normally a set of video goggles.
- 2) The person in charge remains responsible for the safety of the operation and may only fly the SUA if reasonably satisfied that the flight can safely be made.
- 3) This does not remove the requirement (in paragraph 3(b)) for the competent observer to maintain direct unaided visual contact with the SUA throughout the flight. Therefore, the SUA can only be flown up to 1,000 ft if it can still be seen sufficiently for collision avoidance purposes.
- 4) This exempts only from article 166(3). The other provisions of article 166 and the whole of article 167 continue to apply, so far as may be applicable. In particular, article 166(5) prohibits flight for the purposes of aerial work except in accordance with a permission granted by the CAA.