



Kinross Radio Model Flying Club

Club Rules and Regulations

Welcome to the Kinross Radio Model Flying Club. This may be your first time at a radio-controlled flying club, however whether it is or not we have some simple rules and regulations that will ensure that we retain safety, consideration and also the wishes of the landowner who has provided us with what is possibly one of the best model flying sites within Scotland. Please as a responsible model flyer observe all rules and guidelines set out by KRMFC as it really is within our own interest to do so.

KRMFC allows the flying of all types of Radio Controlled Model Aircraft, aeroplanes, Helicopters, Quad copters to name but a few. It has to be remembered that all club members and approved guests have the right to fly; communication between modellers is paramount given that conflicting model types will be present most times.

All Models are permitted to fly on the main runway, helicopters must not however hover for extended periods, especially when others are waiting to fly, if hover practise is required then it must take place on one of the two designated hovering patches that have been provided away from the main runway.

All flyers must be conversant with and abide by the BMFA or SAA safety codes and Article 16 Authorisation.

Any breach of Article 16 or reportable occurrences must be reported, this can be done using the BMFA reporting portal.

It is not the intention of KRMFC to overload its members with a vast number of rules, after all we all want to enjoy this hobby, contained within this document are what KRMFC deem to be the basic and essential Rules and Regulations to keep our members, guests and flying site a safe place.

Safety is not the responsibility of one person, it falls to us all to ensure that safety is observed, this is a hobby where, when something goes wrong someone can get hurt, if we follow these simple rules then we can reduce the chances of accidents happening considerably.

Mistakes can easily happen in moments of panic or through complacency, it is with this in mind that we the committee ask you to read these rules thoroughly and if there is anything that you do not understand then you should not hesitate to ask a committee member or seek advice from other club members.

Arriving at KRMFC Airfield

1. If you are first to arrive then ensure that the main gate is opened and is secured.
2. All members and guests entering the flying site from the main road (A977) are governed by the same laws and codes that are in force on public roads.
3. The speed limit within the flying site has been set at 5mph.
4. All Members and Visitors must abide by the country code, no dropping litter etc.
5. Cars must be parked in a considerate and uniformed manner so as to maximise the space available.
6. No vehicles must park beyond the fence near the club hut, cars can at times park beyond this point during club events but can only be done so at the discretion of the committee.
7. A space near the transmitter hut has been designated for disabled parking; please keep this area free should it be needed.
8. Do not switch on any radio equipment in the car park "Think safety".
9. Do not climb over the fence to get to the pit areas, use the routes provided.
10. Do not tamper with any permanent or temporary fixtures within the flying field.
11. Entry to the club hut is by means of a key, members may purchase a key at a cost of £5.00, should you decide to leave KRMFC then your £5.00 will be refunded in full. It is not mandatory to purchase a key but you will not be able to gain access to the hut until a key holder arrives, the last key holder to leave will lock the hut behind them.
12. Members bringing children to KRMFC are reminded that it is their responsibility to look after them, Children must not be allowed to run loose and must be supervised at all times.
13. All flyers must have insurance with either the BMFA or SAA to cover flying activities.

Conduct in the Pit area

1. Place your model(s) in the pit area, there is plenty of room so please leave room for others, models should be removed from benches when not in use.
2. If the transmitter compound is operating then please book your transmitter in and out accordingly.
3. With the advent of 2.4GHz transmitters there is no longer a requirement for a "peg board" if you intend to fly with 35MHz equipment it is your responsibility to ensure there are no other users flying on the same frequency.
4. Models should face towards the flight line from the pit area.
5. No models of any size or type should be launched or flown within the confines of the Pits, Car Park or Club Hut.
6. Ensure that friends, visitors and guests are shown the safe areas when flying is taking place.

Flying Conduct

1. Helicopters must be started on the bench provided and carried to the area where it is to be flown.
2. Fixed wing aircraft must be started on the benches, where the fixed wing aircraft is too large for the bench then it must be started on the grassed areas between the benches and carried or guided to the flight line, not taxied. Turbine models must be started in the designated starting area with the appropriate safety equipment.
3. A range-check must be carried out before the first flight of the day of your model and a confirmation that all the controls are functioning correctly including a fail-safe check.
4. For safety reasons no more than a maximum of 5 models should be in the air from the main runway at any one time unless deemed safe to do so by the committee.
5. Before take-off, ensure that others in flight are aware of your intention to do so.
6. Models should not sit on the main runway for more time than is necessary before take-off.

7. Always take-off into the wind.
8. After take-off all pilots **MUST** return to the safe area of the Pilot Boxes, this also includes the hover patches.
9. Ensure that you call any manoeuvres that may have an effect on others, for example "low pass from left" or "touch and go"
10. No models shall over fly the pits or pilot boxes, marker posts have been placed at either end of the main runway to assist in the avoidance of this happening, if you are unsure **ASK**.
11. If "Dead-Stick" is called then that person will have right of way.
12. Ensure you call "Landing" before you do so to alert others to your intention.
13. If you encounter difficulties call for help, ensuring the model does not endanger persons or property.
14. After a hard landing always check your model for damage externally and internally in the pit area, not the runway.
15. Never use radio equipment that you think may be faulty.
16. Members or visitors must have relevant valid modelling insurance and be deemed competent to fly solo by a committee member.
17. After landing, clear the runway as quickly and safely as possible, engines must be stopped when level with the flight boxed or before.
18. Models must not be taxied into the pit area at any time.
19. Switch off your receiver first followed by your transmitter.
20. Return your transmitter to the transmitter compound if it is in use.
21. Anyone intending to fly with a MTOM of greater than 7.5kg, but less than 25kg, at a height greater than 400ft but below 750ft must fly with a spotter who will look for approaching manned aircraft and warn the RC pilot to drop below 400ft and land as soon as possible.
22. There are designated no fly areas on site, these are indicated on the following map in red. No aircraft should be flown over these areas at any height. If you are unsure of your distance toward the south no fly zone (Pawmill Dog Walking Area) then you must employ a spotter at the Pawmill car park to ensure you are not overflying this area.



23. You are reminded that it is everyone's responsibility to highlight safety concerns at the time they occur so that they can then be corrected immediately. There is to be no flying when the farmer is in the south field, or north field for helicopters. Flying can commence once machinery and occupants have left the field. Keep clear of the farmer if he is in the east or west field on landing or take off.
24. The chicken farm is not included in the no fly zone diagram as it is a good distance away, however, members should avoid flying IC powered aircraft too close to the sheds.

Be Considerate, Be Safe, Have Fun. Happy Flying