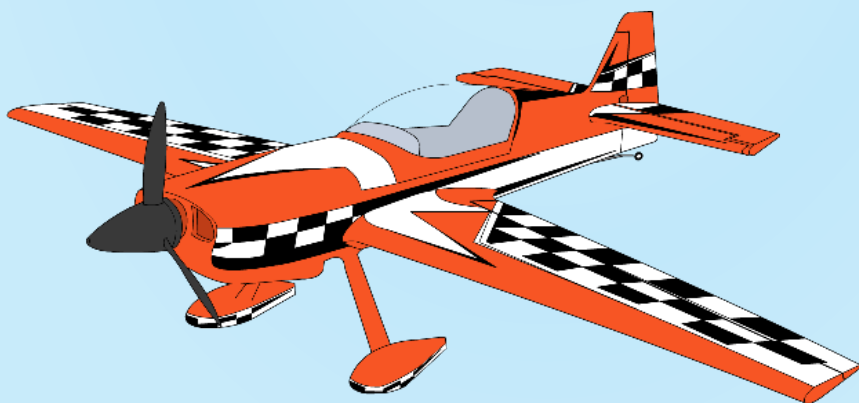




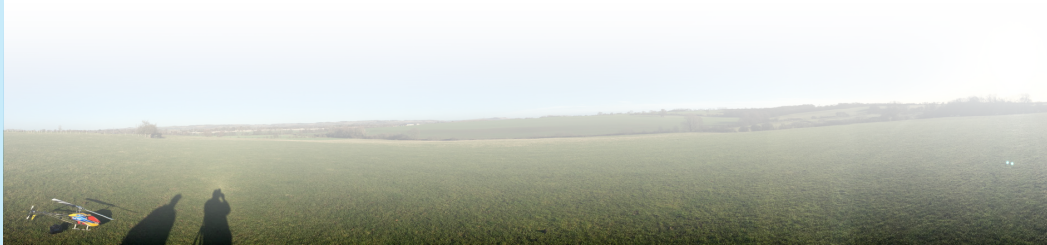
# ARA Membership Handbook



# Welcome to Ashford Radio Aeromodellers

Ashford Radio Aeromodellers promote safe flying at our club so please take the time to read this handbook to help you with flying safely.

You should also read the constitution as well as this handbook. You will find the most up to date version on our website  
[araclub.co.uk](http://araclub.co.uk)



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## Site Rules

1. When visiting the field please be aware that the club is situated on a working farm. Due consideration should be given to the farm workers and animals on the site. There is a 5mph speed limit within the site and all gates must be closed promptly when entering and leaving the site.

Once on the club field please keep to the left until level with the caravan, then turn and park to the rear of the pits area. During the winter the field and especially the gate area gets impassable and members will need to park in the area to the left and right of the gate to the field. The club has an ATV that can be used to transport members' planes and equipment to the pits area under these circumstances

2. All models will have to comply with the BMFA/DoE noise guidelines. The club committee members will be carrying out spot checks, marking tested aircraft and making a record of the results. It is expected that some models will have to be modified; for example by changing propeller or fitting an after-silencer.

3. Avoid flying far to the north of the runway as this brings aircraft into view and earshot of the cottages.

4. Time restrictions apply to non-silent models (including some electrics):

a) Weekdays 9:00 am to 8:00 pm

b) Weekends & bank holidays 10:00 am to 5:00 pm

c) No flying Christmas Day



## Before you can Fly.

Before you can fly at ARA you need to:

- 1, Obtain insurance to fly through the BMFA . This can be done through the ARA when you join and the membership secretary will forward your fees to the BMFA on your behalf. If you are already a BMFA member please supply your BMFA number to our membership secretary.
2. Obtain a CAA flyer ID and Operator Number. Again this can be done through the ARA when you join and the membership secretary will forward your fees to the CAA via the BMFA on your behalf. If you have already obtained this please supply your CAA Operators number to our membership secretary.
3. Arrange to meet a committee member on site to assess any training that you may require, to ensure that you are familiar with field safety and that all the above fees /licences have been obtained and passed to the membership secretary.
4. Join the club (unless you are a guest but this is limited to 3 times)

To Fly Solo you will need to have.

1. Have a BMFA A Certificate
2. Be signed off by a member of the committee



## FIELD / SAFETY RULES

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 (CAP) 658.

All pilots must comply with CAA and hold a valid CAA Operator ID and display that ID Number on any aircraft that they fly.

Any pilot not holding their minimum solo qualification (BMFA "A" certificate) for the type of aircraft they are flying must not fly without the supervision of an instructor or their specially appointed deputy, unless they have been deemed safe to do so after an instructor-led flying assessment.

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.



Main patch -- No more than 6 average size aircraft (below 60cc for fixed wing, 450 size for helicopters, 500 size for multi/quad copters) of the same type shall be airborne at any one time from the main patch.

In the case of turbine powered models, only 1 aircraft can be flown at any one time, at an organised ARA event.

Helicopters and fixed wing cannot be flown from the main patch at the same time, unless by prior arrangement/agreement for the purposes of display, filming from a multi-copter etc.

Only 1 FPV aircraft of any type is permitted to be flown at any one time from the main strip/rotary patches  
Large fixed wing aircraft (above 60cc), and helicopters above 450 size are restricted to 2 models in the air at any one time.

It is the responsibility of all pilots on the flight line to communicate and apply appropriate good judgement in relation to flying solo and together. Safety and good airmanship are paramount in all situations.

All flying is to be done in the designated areas only.  
Over-flying of the pits area or behind the flight line is NOT permitted at any time.





All pilots must observe the established flight line and stand in the designated area whilst flying.

Any spectators must remain in the spectators' area whilst flying is in progress. Only pilots and their nominated helpers/spotters can be on the flight line. Unsupervised children must NOT be present on the flight line.

Any person wishing to enter or cross the runway area must seek clearance from any pilots flying at the time before doing so.

Before switching on a transmitter at the site, if using 35 MHz, a pilot must ensure that his channel is free.

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.

Before starting an engine, the model must be suitably restrained either by a starting table, tether or by an assistant.

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.

Models having their engines run in on the ground must not be left unattended whilst the engine is running.





All operational fail safes 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 fail-safe. Fail safes are to be checked prior to flight by switching the transmitter off whilst the model is restrained.

Children must be closely supervised at all times and must not be allowed to run around the pit area or runways.

Any incident involving a third party or another member must be reported to the Committee.

All members are responsible for the safety of themselves and other members as the ARA operates a policy of all members are safety officers. If a member believes that an activity or aircraft or flying style is unsafe, it is their duty and right to voice this concern to the member in question and should also report this behaviour to a member of the committee, should the member in question not be willing to change their behaviour.

All turbine models must be started in the presence of a suitable fire extinguisher operated by an appropriate helper. Turbines must only be started on the flight line prior to flight/for a test run if required and not in the pits or outfield. Turbine models must not fly when the field is cropped with combustible material.

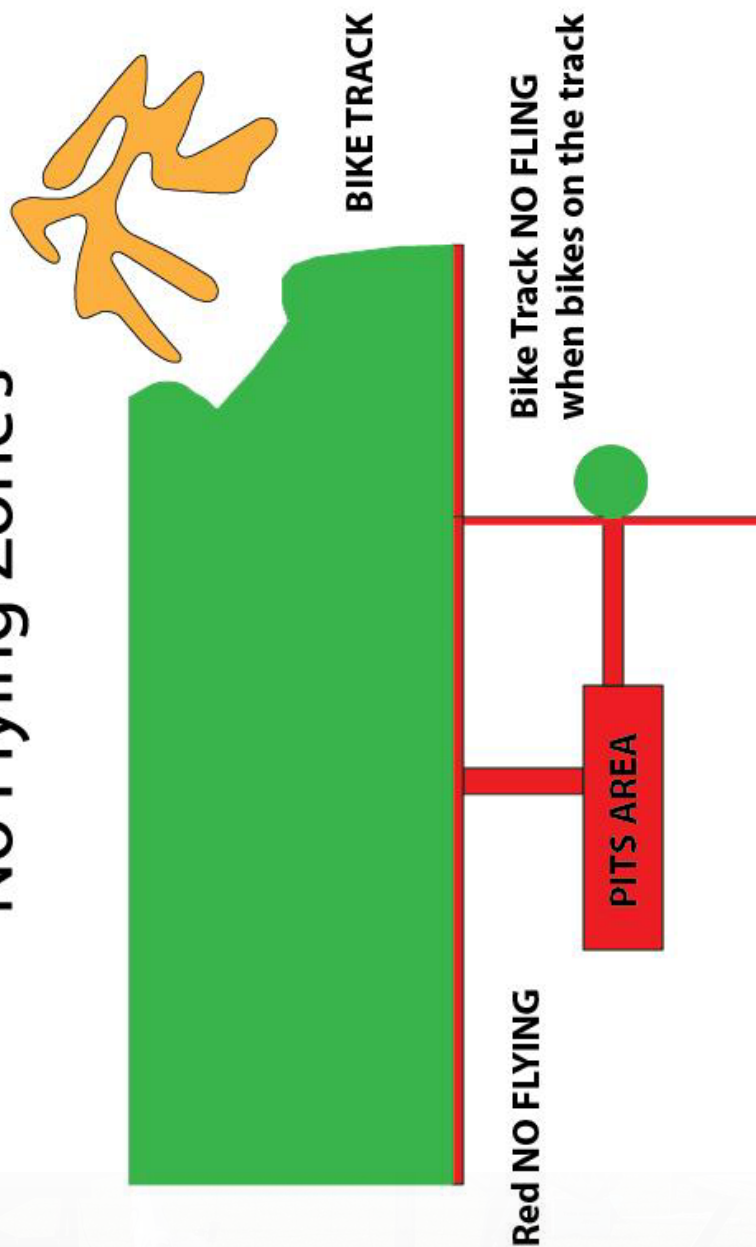


No aircraft, regardless of type, can fly when contractors/farmers are active on the field. Discretion must be used under these circumstances to ensure safety.

On busy days when many pilots wish to fly, they should form a ready-line or queue to the north (left) of the gate inside the pits compound.



# Ashford Radio Aeromodellers No Flying Zone's



## First Aid

In the event that first aid is needed the clubs medical kit can be found in the clubs caravan inside is a report book that needs to be filled in

Also a message sent to the club with details of the incident and what has been used out of the kit so that it can be replace.

Field Address is:

Harringe Court Barn, Harringe Ln, Sellindge,  
Ashford TN25 6EF

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## Fire Exstinguisher

In the event of a fire the club does have a selection in the club caravan you should have a look at them and familiarise your self with the instructions on how to operate.

if you do have to use one please let the committee know so it can be replaced.



## Contact Details

Club email [aramembershipforms@gmail.com](mailto:aramembershipforms@gmail.com)





