Dundee Model Aircraft Club Rules
(DMAC February 2024)

1, General.
The club has adopted the Scottish Aeromodellers Association Safety Code as well as the SAA guidelines in regard to the protection of Children and Vulnerable Adults. These Club Rules are in addition to those of the S.A.A. Safety Code and are specifically implemented to suit conditions at D.M.A.C.'s flying site. The Club Rules and the S.A.A. Safety Code must be studied and understood by all club members.

Failure to comply with Club Rules and the S.A.A. Safety Code is a serious matter. In extreme circumstances loss of life, injury, material damage or loss of the flying site could result and at the very least the enjoyment of members may be curtailed. Breaches of the rules will be dealt with by the Committee as considered appropriate in accordance with the club constitution.
It is a requirement that anyone flying on the MOD land at Barry Buddon must have current insurance provided by either the SAA, BMFA or LMA. No other form of insurance is acceptable.
All members flying models over 250g take off mass must register with the CAA as required by law and must have a CAA flyer's number as required. CAA operator numbers must be displayed on models as specified by the CAA. Operator numbers must be supplied to the secretary when requested.
The regulations and provisions imposed by the authorities in charge of Barry Buddon, as detailed in appendix A, must be adhered to strictly at all times.

2, Flying Rules.

1. Transmitter frequency control, when required, is by peg board.
    - All legal UK frequencies are allowed, with peg board control for 35MHz when more
    - than one operator is present.
    - 27MHz users should check with other fliers to avoid frequency clashes.
    - It is the responsibility of each individual to ensure that their radio control meets all UK regulatory and legal requirements. D.M.A.C. cannot check this and takes no responsibility should an individual be involved in any resulting uninsured incident.
    - 35 Mhz users must not switch on their transmitters until they have checked if other users are present and obtained the correct frequency peg if required.
    - The peg must be returned to the board immediately after use.
    - Transmitter aerials must not be extended in the pit area.
    - Any flier who causes another member's (or visitor's) model to crash through their failure to observe transmitter frequency or peg control will compensate the flier.

2. Pilots must use the appropriate designated pilot's stances (See illustration below)
    - When congested, models must be flown in agreed left or right handed circuits in order to minimise the risk of mid-air collisions.

The following are specifically prohibited:
- Overflying the pits, car park or pilot's stance.
- Flying a model between one's self and the pits, or around the pits.
- Flying in a dangerous manner, e.g. diving towards the pilot's stance or pit area.
- Model engines must only be started on or adjacent to the startup tables and safely
- restrained or held until on the runway.
- Electric powered models must only have their power system batteries connected on

- or adjacent to the startup tables and safely restrained or held until on the runway.‘Live’ electric models are not allowed in the pits and should be treated as though the motor is running at all times.
- Helicopters will also use the runways. The overflow car park may be used for hovering only, at up to head height and within the confines of the mown area.
- Where a mix of rotary and fixed wing models occurs, agreement must be obtained from those pilots already flying. In this case, any flying pilot has the right to veto a dissimilar type taking off at that time.

Large models (over 7.5kg) may be flown at Barry Buddon.

- DMAC has a permit from the SAA to fly model aircraft over 7.5Kg but under 25Kg over 400ft up to a maximum height of 1400ft.
- The site is included in the Aeronautical Information Publication (AIP) as part of the Barry Buddon Training Area danger zone.
- The CAA (Civil Aviation Authority) have advised that the manoeuvring area for such models must be to the East and South-East of the runways.
- The mandatory minimum separation between large model aircraft and vehicles and anyone who is not the operator of another model aircraft is 60 metres and must be strictly observed.
- Separation for take-off and landing is a minimum of 30 metres as per CAA requirements.

A visitor may fly a model aircraft as a temporary club member provided that he is a member of the SAA, BMFA or LMA and is accompanied by an existing club member who will be responsible for acquainting them with the relevant club rules.
- A visitor may fly on no more than three occasions within a subscription year.
- Anyone wishing to fly on a regular basis must join the club.

- The flying site gate is padlocked. Each club member is issued with a key (for which there is
- a charge) and the last person to leave the field must ensure that the gate is securely locked.

Drones/Multi-rotor
- All multi rotor drones must remain below 400ft maximum altitude.
- No autonomous flight will be allowed at Dundee Model Aircraft Club
- FPV pilots shall fly within visual line of sight accompanied by a competent spotter.
- No video of any sort of the camp, ranges, or training areas shall be permitted.
- Video and pictures of Dundee Model Aircraft club boundaries will be allowed.
- When the control line area is in use all quadcopters or multi-rotor must use the track area provided.

Appendix A. (MOD/Landmarc Terms of Use of Barry Buddon)

1. The pits and surrounding area must be kept free of litter.
2. A condition of the licence which allows DMAC members to fly at Barry Buddon is compliance with the Department of the Environment approved code of practice for the minimisation of noise from model aircraft.
    - This requires that all engines must be adequately silenced.
3. Model flying is permitted only from (and immediately around) the designated area of the runways.
4. Members must comply with any MOD requirements for signing in at the headquarters building that are in force at the time.
5. Members must carry their MOD Passes with them at all times so that they can be inspected

by the camp security guards if required.
6. If a pass holder should change their car registration number or address they must inform:
The Administration Officer,
Barry Buddon Training Area
Carnoustie
Angus
Dundee
DD7 7RY
0131 3103425

1. In case of change of address, the member's Pass must be returned to the Administration Office with two fresh photographs to be replaced.
2. If a member leaves the club they must return their pass to the above address or to the club secretary without delay.

- Flying hours are from 0900 hours until sunset less half an hour, subject to certain restrictions (see below).
- Visitors may bring their cars to the flying site provided they are escorted by a current club member.
- Models must not be flown while parachuting from aircraft is taking place.
- Members must pack up their equipment and retire with their cars to the road until the drop is complete.

Should a full-size helicopter arrive, all model flying must immediately cease.

- Models must not be flown until it has departed, unless it is parked inside the main compound, engine off, when flying is allowed. A watch must be maintained for the helicopter departing.
- Periodically, the camp authorities will advise the club secretary of total restrictions due to military operations.
- All members will receive notice of the ban and must not attempt to gain access to the flying site during these periods (whether the warning flags are up or not).
- Neither the gatekeeper nor any Army personnel have the authority to reverse a ban as this responsibility rests solely with the Camp authorities.
- Members are not permitted to bring dogs to the flying field.
- Smoking is not permitted at Barry Buddon.
- Members are not permitted to consume alcohol at the flying field.

Barry Buddon Field Layout.