

Lea Fields Model Aircraft Club

CLUB RULES

reviewed April 2024



***British Model
Flying Association***



<u>Topics</u>	<u>Page</u>
Safety	3
Safety Information	3,7,8,9,10
LMAC Committee Members	4
BMFA	5
Club Rules:	6
Flying Times Electric	6
Models	6
Flying Times i/c	6
Noise db	7
Frequency Control (35 Mhz / 2.4Ghz / 900 Mhz)	8
Guests	10
Parking	10
Respect	10
LMAC Club Property	11
2.4 Ghz guidance	11
2.4 GHz Plug In Modules	11,12
Last Orders	17
CAA information	15

[Lea Fields Website](#)

No longer available - December 2023 was decided during AGM did not generate enough interest.

A new one has not been constructed & hosted via the BMFA.

The address is <https://leafieldsmac.bmfa.club/>

Safety Information

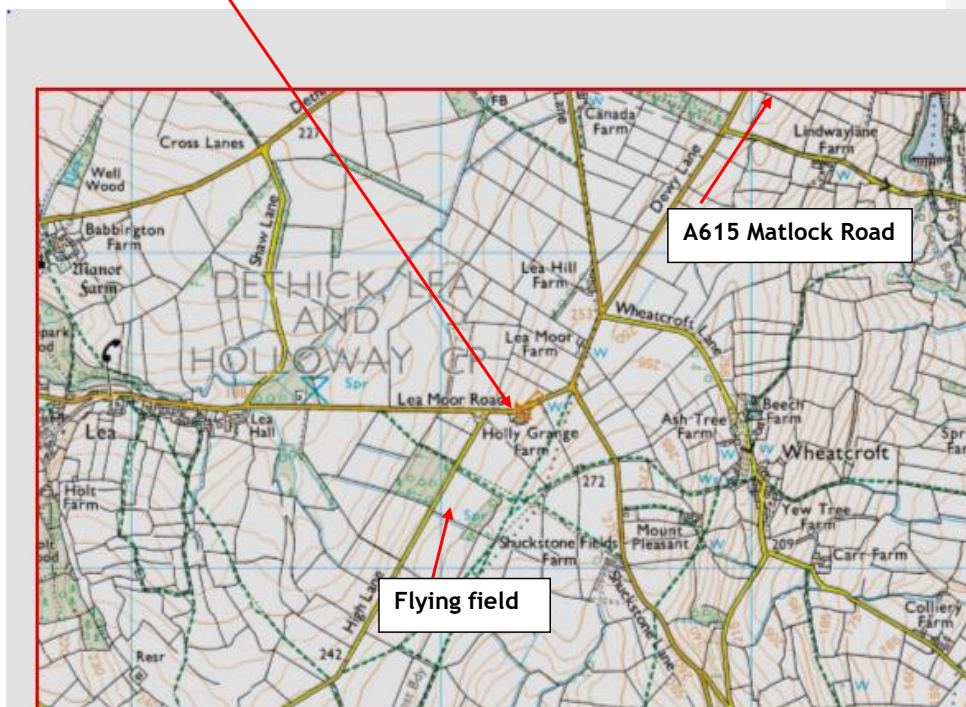
In case of a situation requiring the attendance of the Emergency Services then the following information may be helpful.

What3Words Location **Pencils Quiz Gentlemen**

GPS location: - **N53° 06.679**
 W1° 29.573

Nearest Property:-**Holly Grange Farm**

Address:- **High Lane between Lea Moor and
Upper Holloway , DE4 5RA**



Committee as of April 2024

Office Bearers

Chairman: -

Alan Todd
01246 568997
A.todd283@btinternet.com

Field Code Changed

Secretary: -

Keith Newman
07967 123482
kgjnewman@gmail.com

Field Code Changed

Treasurer: -

Dave Moore
01773 749801
gyrservices@w3z.co.uk

Field Code Changed

**Safety &
Noise Officer: -**

Paul Wardle
01773 604037
paulc.wardle@btinternet.com

Field Code Changed

Co-opted Members

Assistant Safety
Officer: -

Tony Levers
Mobile 07916052915
tonylevers@talktalk.net

British Model Flying Association

Lea Fields Model Aircraft Club is affiliated to the British Model Flying Association and as such is obliged to consider the implementation of guidance issued by the BMFA. In the event of an incident occurring, the BMFA guidance will be used as a reference for investigation purposes and very good reasons will be required for operating outside their guidance.

With this in mind all members of LMAC should familiarise themselves with the various guidance rules & leaflets published by the BMFA.

In particular general guidance can be obtained covering all disciplines of model flying from the latest Members Handbook.

The Handbook is available to download to your computer or can be purchased from the BMFA using the contact details below.

Link to BMFA Handbook [BMFA Handbook](#)
Download a copy of the Handbook [Download BMFA Handbook](#)

A copy can also be loaned by contacting the club secretary.

British Model Flying Association
Buckminster Lodge
Sewstern
Grantham
NG33 5RW
0116 244 1091
Email the BMFA
[BMFA home page](#)

CLUB RULES

MADE FOR THE SAFETY AND CONSIDERATION OF EVERYONE.

The club rules are in addition to and complimentary to the BMFA rules and allmembers should be fully conversant with both the BMFA and Lea Fields rules

If you do not know something. ASK!

ABOVE ALL ELSE

All Club Members should operate lawfully

1. Flying Times - I/C& Turbine

1.1	Sundays -	between 10.00hrs and 19.00hrs
1.2	Bank Holiday Mondays -	between 10.00hrs and 19.00hrs
1.3	Wednesdays -	between 10.00hrs and 19.00hrs
1.4	Fridays -	between 10.00hrs and 19.00hrs

2) Flying Times - electric

- 2.1 Silent flight (electric/gliders) is permitted on any day during daylight hours.
- 2.2 Silent flight is deemed to be any electric model emitting less than 75 decibels. Any electric model emitting more than 75 decibels is to be flown in accordance with the I/C flying times.

If you are unsure about whether you can fly or not please contact any member of the committee

3 Models

- 3.1 All models must have a 'fail-safe' system incorporated to operate on loss of signal or detection of an interfering signal. For example on a power driven model this should operate, as a minimum, to reduce the engine(s) speed to idle.

Models over 20kg are not permitted to fly.

- 3.2 Before any maiden flight, the model must be checked for airworthiness by a committee member with at least an A certificate and / or an instructor.
- 3.3 **You must never fly alone.** There must be at least two people on the field before flying with one being an A cert holder or above. If one is a capable learner and the other is an A cert holder the A cert holder must feel confident of being able to fly the learner's plane if needed.

You must have a responsible person with you who can act as lookout to warn you of approaching/passing walkers and horse riders as well as in case of emergency.

- 3.4 Mixed flying (Helicopters, Drone and fixed wing) is not recommended
Please use the designated Helicopter / Drone flying area
- 3.5 Flying whilst the runway is being mown or other field maintenance is strictly forbidden

4 Noise

- 4.1 All engines must be silenced to comply with the current BMFA/Department of Environment Code of Practice. Details are in the BMFA handbook.

The Safety & Noise Officer will periodically test for noise levels. If your model exceeds the maximum limit then it will not be allowed to fly until the noise output is reduced to the satisfaction of the Safety Officer.

- 4.2 Silent flight is any electric model less than 75 decibels.
- 4.3 New models and Re-Engined models must be noise tested prior to any flight.

5 Safety

- 5.1 The advice listed below does not override the recommendations of the British Model Flying Association (BMFA).
- 5.2 In all matters of safety the decision of the Safety Officer or Committee member is final.
- 5.3 BMFA Insurance is mandatory for all members. If you do not have BMFA membership you are uninsured and must not fly. The only exception to this rule is for prospective members and at the discretion of the committee ONLY and flying with an approved Club Instructor and always using a 'Buddy Lead / Buddy System'.
- 5.4 The BMFA Article 16 Authorisation issued by the CAA states:
The remote pilot is responsible for the safety of the operation and may only fly the model aircraft if reasonably satisfied that the flight can be safely made.
- 5.5 The BMFA Article 16 Authorisation issued by the CAA states that the person in charge must maintain direct, unaided visual contact 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.

- 5.6 Article 138 of the Air Navigation Order states that a person must not recklessly or negligently cause or permit an aircraft to endanger any person or property.
- 5.7 Article 137 of the Air Navigation Order states that a person must not recklessly or negligently act in a manner likely to endanger an aircraft, or any person in an aircraft.
- 5.8 The BMFA states it is the duty of the insured to exercise reasonable care to see that their models are sound and in proper order and that all reasonable safeguards and precautions against accidents are provided and used.
- 5.9 In any flying session there must be two people on the field. There must be at least one competent person acting as a lookout - not flying during someone else's flight.
- 5.10 New members, whether learners or not, are to be briefed by the Safety Officer or member of the Committee. On the Clubs Safety rules.
- 5.11 Radio equipment fail safe settings must be set to a minimum of throttle cut / idle. This will be checked
- 5.12 It is advisable to have a throttle cut switch on the transmitter.
- 5.13 All new radio installations, or models that haven't been used for a period of time, must be range checked. New installations include old radio gear fitted in a different model.
- 5.14 If you are using any other frequency apart from 2.4GHz check around the pits and flight line to see if anyone else might be on your frequency and shout out your frequency number before turning on your transmitter. This is very important for those using 35MHz
- 5.15 Do not taxi in the pits area & do not fly over the pits or cars.
- 5.16 All pilots should check for free, full and correct movement of all controls at full throttle just prior to take off.
- 5.17 Before your first flight check the prevailing weather conditions and assess how these might affect your take off, flight and landing.
- 5.18 All take off's should be no closer than an imaginary line down the centre of the strip and always be pointing away from the pits area.
- 5.19 All pilots should fly the same circuit, dictated by the wind direction, when below 100ft unless you are the only one flying at the time of take off. Subsequent pilots will match in with the flight pattern of the first pilot.

- 5.20 No plane shall be flown any closer to the farm house than half way across the adjacent left hand field or much further than the tree line in front of the pilots' boxes
- 5.22 No model shall be flown within 350mtrs of any noise sensitive premises. Models should not be flown over the pits, near animals or people at any time. Be especially careful when there are horses on the lane - Land or throttle back at a safe altitude.
- 5.23 Once airborne, it is advisable to stand in the designated pilot areas at the side of the strip as, even if there is only you, others might wish to join you later, and the first turn should always be away from the pits. It is highly recommended that learners fly from the pilot boxes when airborne
- 5.24 Always announce your intentions for a low pass, low aerobatics, landing or dead stick or any other problems that you may experience. Shout, be heard, be seen and be safe.
- 5.25 Dead Sticks take priority over all other situations, except people's safety.
- 5.26 Never fly in conditions of poor visibility. If you can't see your model you cannot control it.
- 5.27 Do not start an engine, whatever the motive power, with anyone in front or at the side of your model, ask them to move. A propeller will always fly out and forward.
- 5.28 A maximum of four i/c engines running at any one time. (This does not apply to silent flight)
- 5.29 Always handle your model, whatever the motive power, with care - especially with the engine running. A rotating propeller can easily cut through clothes and more easily through skin.
- 5.30 Any glitch or unusual aircraft movements whilst flying land immediately and investigate. Only take off again when you are satisfied your radio equipment is performing correctly and that frequency control is correct.
- 5.31 Learners are not allowed to fly unsupervised; there must be a BMFA 'B' certificate or, with prior consent of a committee member, an A rated pilot on the field.
- 5.32 No Pilot should be embarrassed by asking for assistance if they have problems during a flight. An example is if you inadvertently fly through the sun and lose sight of you plane, shout out. This potentially does two things,
- 1:- someone responding to your shout could help you retrieve the situation and
 - 2:- it alerts everyone to a possible unscheduled arrival.

- 5.33 Transmitter aerals 35mHz only to be extended when vacating the pits.
- 5.34 All models are to be adequately restrained at all times when the engines are running.
- 5.35 No mobile phones to be active on the flight
- 5.36 No litter or wreckage (however small) of any kind is to be left at the flying site.
- 5.37 Pilots of limited ability must always enlist the help of one of the instructors or an experienced pilot.
- 5.38 All models in the pits area must face outwards.
- 5.39 Last member leaving the site locks the gate and scrambles the combination lock
- 5.40 All models of any description to display operator ID in a area deemed-accessible by the CAA. You have a legal requirement to ensure this —happens

6 Guests

- 6.1 Members who wish to invite a guest to fly must first either consult a member of the committee who will advise on the implications of guest flying or must have the authority of a member of the committee who will confirm the guest may fly at the Club site.
- 6.2 If you bring a guest, members of your family or friends to the site as spectators, you must make it clear to them that they are present entirely at their own risk - This also applies to AD HOC visitors to the field
- 6.3 All children and pets must be under the constant supervision of an adult and stay *within the* designated area of the site designated by the committee at all times
- 6.4 You will be held personally responsible for their behaviour and safety.
- 6.5 If in doubt consult a member of the committee for advice.

7 Parking

- 7.1 Cars must be parked on the field or hard standing and not on the road.
- 7.2 After unloading, vehicles should be parked by the hard standing / stone wall or on the grass behind the pits
- 7.3 In Winter & when ground wet, please park on the hard standing at the entrance. Unless you are certain your vehicle has the ability to get off of the wet grass safely. Do not get stuck or churn up the field!

7 Respect

- 8.1 All members must be courteous and tactful when dealing with members of the public who may through lack of understanding, place themselves, their children or pets in a dangerous position. In case of difficulty please consult a member of the committee.

8 Club Property.

- 8.1 The club owns and loans items of property for use of its members. Upon leaving the club for whatever reason you are required to return any item loaned to you.

9 2.4 GHz Guidance

- OFCOM have issued the necessary permissions and changes to Government legislation which allow the sale and use of approved equipment transmitting on the 2.4 GHz band at 100mw maximum radiating power in December 2006.
- Below are a few points for your guidance on operation and integration within your normal flying activities, however always remember the final decision on any matter relating to the safety of a flight rests with the pilot.
- 2.4 GHz is a world-wide band that has many applications and users.
- The sets currently available are of the “spread spectrum” variety and hence need no frequency control.
- It can be used to control any type of model either ground based, water or airborne (within the constraints of the law of course).
- Current sets have the facility to reduce power in order to perform a range check, use this facility in line with the manufacturer's instructions.
- Club rules governing the number of models airborne at any one time should still reflect the needs and circumstances of the particular flying site.
- There is no evidence to suggest that 2.4 GHz transmitters will interfere with users of 35 MHz.
- Follow manufacturer's instructions and guidance on installation into your airframe. If unsure - Ask!
- Follow guidance provided by the manufacturer of your specific set on it's operation.
- The effectiveness and safety of any equipment still relies on care and vigilance of the user.

10 After Market Plug-in Modules 2.4GHz

- 2.4GHz- Advice on the use of after-market plug-in modules.
- The BMFA has sought advice from Ofcom, regarding the use of after-market plug-in modules, their statement is as follows.
- “Ofcom have advised that replacement modules need to be individually compliant and correctly CE marked.
- Additionally, the manufacturer or person who first places the module on the market in the EU, is responsible for ensuring the compliance of the overall unit (transmitter plus module).
- If you are considering using such a module, you should ensure the manufacturer of the module certifies that when the module is fitted, the complete transmitter unit is compliant with current regulations
- Only if you receive such confirmation can you be certain that the equipment will be legal to use.

10 CAA / Operator / Flyer ID's & Information

- You must register before flying most drones or model aircraft outdoors in the UK.
- There are two requirements and you may need to meet both:
- If you fly, you must pass a theory test to get a flyer ID
- If you're responsible for a drone or model aircraft, you must register for an operator ID

It is against the law to fly a drone or model aircraft without having the required IDs. You can also be fined for breaking the law when flying. In the most serious cases, you could be sent to prison.

You do not need to register if you'll only use a drone or model aircraft that weighs below 250g and is a toy or does not have a camera.

Flyer ID

The flyer is the person who flies the drone or model aircraft.

———You must pass an online theory test to get a flyer ID, or the BMFA Registration Competency Certificate. The test is free

- **Children under 13**

Children under 13 must also pass the test to get a flyer ID or the [BMFA Registration Competency Certificate](#).

Operator ID

The operator is the person responsible for managing a drone or model aircraft. This means they're responsible for things like maintaining it and making sure that anyone who flies it has a flyer ID.

They're usually the person or organisation that owns the drone or model aircraft, but not always. For example, if you're younger than 18 and you own a drone or model aircraft, you must ask your parent or guardian to register for an operator ID. You'll still be able to fly as long as you have a flyer ID.

The operator must:

Make sure that only people with a valid flyer ID use their drone or model aircraft

Label their drones and model aircraft with their operator ID

You must be 18 or over to register for an operator ID. You can use the same operator ID for all your drones and model aircraft.

You must label every drone or model aircraft that requires an operator ID. It is against the law not to do this.

- **What you must do**

You must label your operator ID on every drone or model aircraft you're responsible for.

Use the same operator ID for all your drones or model aircraft.

Always label with your operator ID, not your flyer ID.

- **How to label your drone or model aircraft**

Your operator ID must be:

- visible from the outside, or within a compartment that can easily be accessed without using a tool
- clear and in block capitals taller than 3mm
- secure and safe from damage
- on the main body of the aircraft

- OPERATOR ID - You can LEND your model to someone else to fly with your operator ID on it as long as you are prepared to accept the of being the OPERATOR
- See this link: Article 4:2
- [Operator ID information](#)
- **Type of ID needed**

The IDs you need depends on the weight of your drone or model aircraft, whether it is a toy, and whether it has a camera.

	<u>ID needed</u>	
	<u>Flyer ID</u>	<u>Operator ID</u>
<u>Flying weight</u>		
below 250g - toy	No	No
below 250g - not a toy - no camera	No	No
below 250g - not a toy - with camera	No	Yes
250g and above	Yes	Yes

For more information
[CAA Register](#)

17 Last Orders

Last one to leave the field please close the gate, lock & scramble the padlock.

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Please also see the CLUBS Risk Assessment for further details

Keith Newman
 April 2024