



LANCASTER & MORECAMBE MODEL AIRCRAFT CLUB

Chairman: Malcolm Ball Secretary: David Monk Treasurer: Peter Sandford



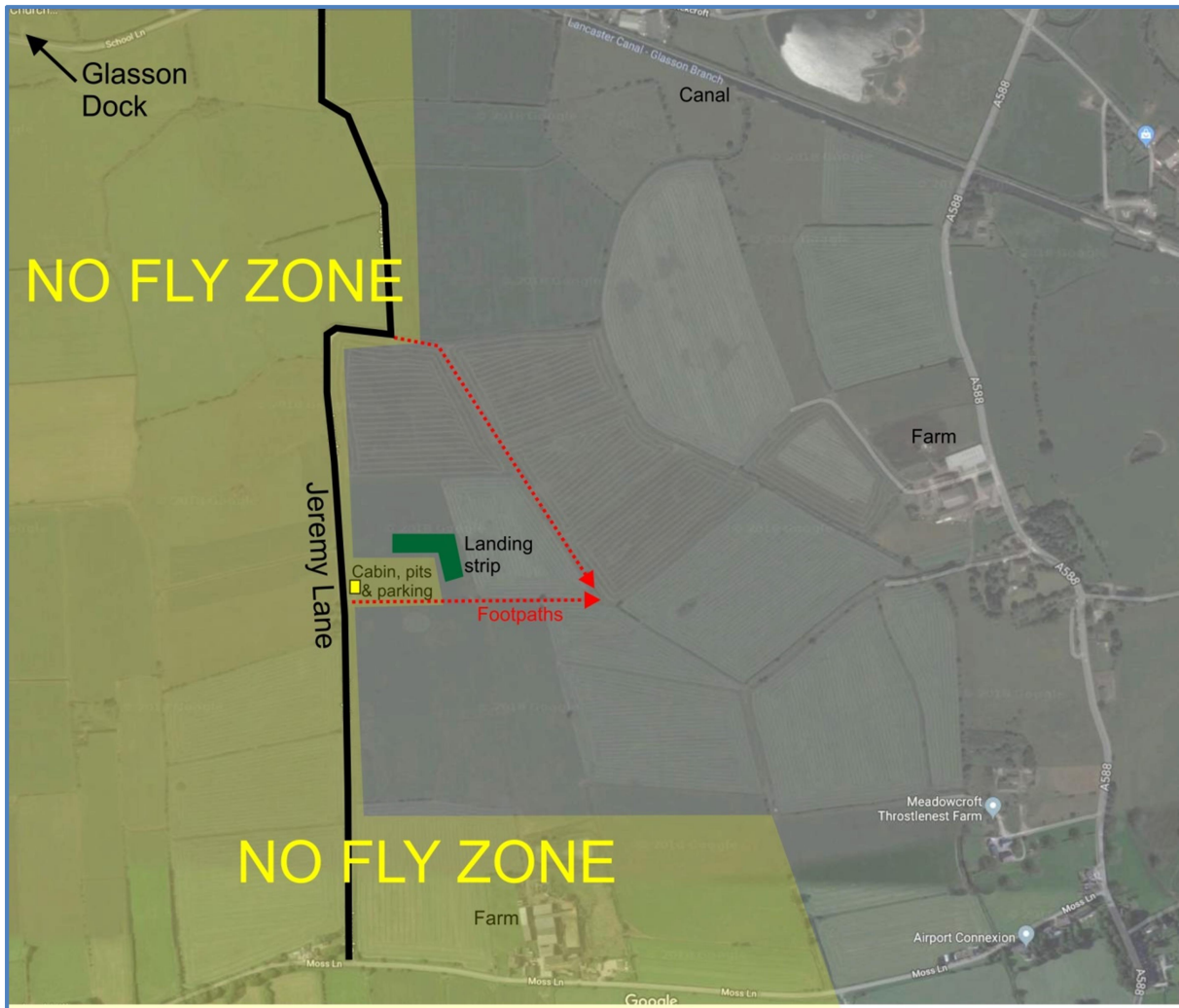
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FIELD & SAFETY RULES 2023

1) GENERAL REQUIREMENTS

- All flyers must read and observe these rules.
- All flyers must comply with current legislation concerning model aircraft flying, which is summarised by the BMFA here: <https://rcc.bmfa.uk/article-16>
- All flying must be carried out with courtesy and due consideration to other pilots, particularly those in training to whom precedence will be given except in any emergency.
- Flying can only take place between 10:00 and 21:00 Mondays to Saturdays and 10:00 and 20:00 on Sundays, and not at all on Christmas Day and Boxing Day
- No flying of any type of aircraft should take place after sunset (defined as the time the sun goes below the horizon)
- Flying of IC aircraft will be restricted to between 10:00 and 18:00 on all days, except for those aircraft which have been noise tested and achieve a noise emission of less than 82db at a distance of seven metres from the aircraft
- All petrol powered aircraft must be noise tested by a nominated Committee Member before being allowed to fly. Aircraft that exceed 86 db will not be permitted to fly. Owners of aircraft which give a test reading between 82db and 86db will be encouraged to take measures to reduce noise towards the 82db level, such as fitting more noise efficient mufflers and/or propellers
- If any aircraft is perceived to be excessively noisy at the flying site, at any time, the pilot may be asked to stop flying and subject the model to a noise test, by a decision of any two committee members who are present.
- Any aircraft having a fail-safe mode should set the throttle to idle, or 'stop' in the case of electric motors.
- Users of "legacy" 35 Mhz radio equipment are likely to be few in number so the "Peg-Off" frequency system has been discontinued. However, users of such equipment MUST check with all other pilots before switching on to make sure that no other 35 Mhz transmitters are in use that day, and to check that channels do not clash.
- All spectators must at all times be supervised by a club member whilst in the club areas. Dogs must be kept on a lead or tethered.
- All gates must be kept shut at all times even when there are no animals in the fields. This rule is at the request of the farmer to ensure that the default is 'gates closed' so he should not find it necessary to check!
- Before leaving the field each member must check to ensure that no 'foreign objects' are left which might be ingested by the animals. This is particularly important in the area of a crashed aircraft where there are bound to be 'bits'!
- ***The last person to leave the field must check that the cabin has been locked and that the gate into the flying field has been closed***

2) NO-FLY ZONE



The No-Fly zone covers all land to the west of Jeremy Lane and leading towards Glasson Dock, plus the farm to the south. It also includes the car park and pits areas. **No flying should take place over *Jeremy Lane*** itself except when necessary for landing into an easterly wind.

3) FLYING RULES

- New members who do not have a BMFA “BPC” or “A” certificate (or better) must carry out an evaluation flight with one of the club’s instructors before attempting to fly solo. They will need to demonstrate to the instructor’s satisfaction that they are safe to fly without assistance and that they have read and understand these safety rules.
- No more than 6 fixed wing aircraft shall be airborne at any one time (not counting electric powered gliders).
- Except in an emergency, no flying will be carried out over the pits or in the ‘No-Fly’ area as shown in the diagram.
- Before starting an engine, the aircraft must be properly restrained and the pilot must ensure that other people in the immediate vicinity are behind the propeller arc.
- No engine is to be left unattended whilst it is running. Electric engines must be disconnected or isolated in the pits area so they cannot run.

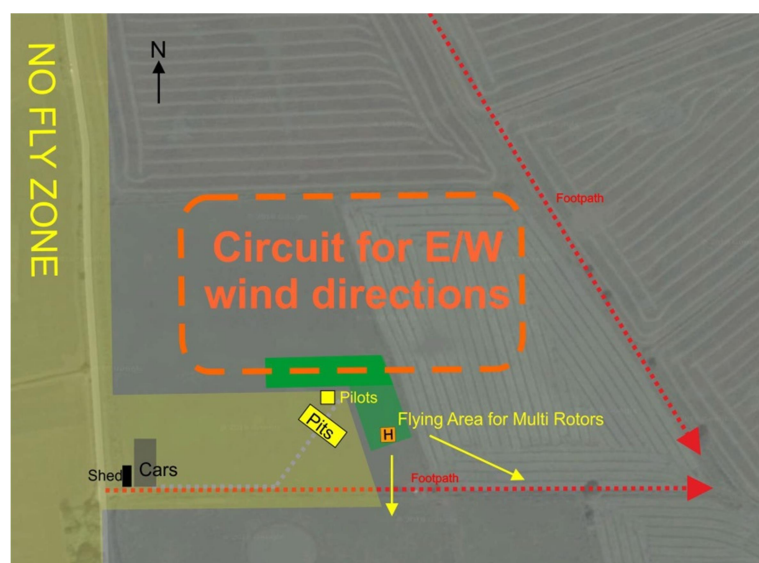
- Before take-off all pilots must ensure that flyers already in the air are aware of the intent and have given clearance.
- Once their aircraft is airborne all flyers must move to the 'Pilots' Box' as designated by a marker. ***This is an essential safety requirement; it is important that all pilots are grouped together so they can communicate easily in case of any incident or emergency***
- All flyers intending to land must give a clear warning to other flyers by calling loudly "LANDING"! Other pilots must then ensure that they are clear of the landing area.
- In the event of an engine failure, the pilot must call loudly "Dead Stick" at which time all other pilots will give absolute priority to the pilot in trouble.
- Should an aircraft go out of control in any area where there is danger to people on the ground then a warning must be shouted.
- ***Pilots should have particular regard to the proximity of the flying site to the public footpath which passes through the field close to the landing strip and avoid flying over it if walkers are present.***
- Other potential hazards to be aware of are: sheep and cattle encroaching into the landing area; farm machinery in the field; members of the farmer's family entering the field on horseback; and low flying aircraft and microlights (and possibly even stray parachutists!) from the nearby parachute centre and microlight airfield.
- FPV pilots are reminded of the CAA requirement for the presence of a "competent observer" (spotter). ***The club considers the use of a spotter to be an essential requirement for FPV flying at our site.*** BMFA have confirmed that is a ***legal requirement*** for each FPV pilot to have their own dedicated spotter who is capable of taking over the controls in the case of the pilot becoming incapacitated.
- FPV pilots must be particularly aware of the proximity of the road (Jeremy Lane) and maintain a 50m distance from any pedestrians, cars, or cyclists using it.

4) FLYING FIELD LAYOUT

This first diagram illustrates the normal layout of the flying field for the most common wind directions, when it blows from either the west or east.

The orange rectangle represents the circuit that will be flown by fixed wing aircraft, either clockwise (for winds coming from the west) or anti-clockwise (for winds coming from the east)

Pilots of drones and other rotary powered aircraft should operate from the inactive part of the flying strip (denoted by the orange "H" in the diagram), and keep away from the fixed wing circuit.

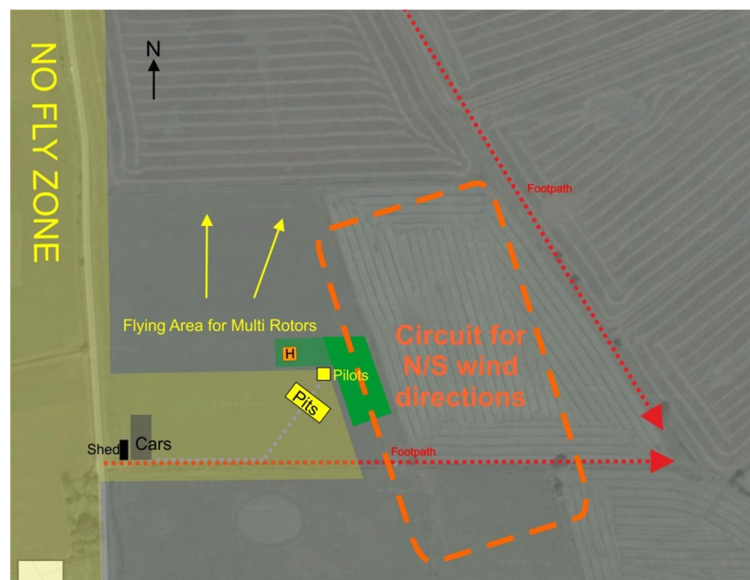


Multi-rotor aircraft must not fly within the orange fixed wing circuit under any circumstance. Equally, fixed wing pilots should not enter the designated area for multi rotors if any are active.

Larger helicopters and especially those wanting to perform 3D flying need to be treated as a special case and should only fly in separate flying slots from fixed wing aircraft, operating from the main landing strip.

This second diagram illustrates the arrangement when the wind is blowing from a northerly or southerly direction.

On arrival at the flying field, all pilots should discuss and agree which of the two arrangements will be adopted, based on the wind direction. If there is any uncertainty then a decision will be taken by any committee member or club instructor who is present.



5) ACCIDENTS AND EMERGENCIES

- All club members should ensure that their car carries a general purpose first aid kit. Although the club does keep a first aid kit in the cabin, this is only accessible when it is unlocked so it is advisable to have access to your own kit in case of injury to yourself or others
- All club members must comply with the CAA's Mandatory Occurrence Reporting Requirements, as set out in the BMFA's Article 16 authorisation. Full details, including the BMFA's online reporting portal, are set out here: <https://rcc.bmfa.uk/art16-occurrence-reporting>
- These requirements have changed in recent years, and form an important part of the "Article 16 Authorisation" that BMFA have negotiated with the CAA and which allows model aircraft clubs like LAMMAC freedom to operate. It is important that all club members, and especially Committee Members (who may be called on to assume control in the event of a serious accident) should read and understand them (using the above web link)
- The Occurrence Reporting Requirements include a requirement for reporting of "instances where aircraft have flown beyond visual line of sight" (ie including "fly aways"). If any such incidents occur, you should first contact the Club Secretary who will assist in submitting the report.
- If a significant accident should occur (defined as something involving injury to other pilots, other persons or animals, or damage to third party property) then the following procedure should be followed:
 1. In the case of a serious injury requiring urgent attention you should dial 999 and quote the grid reference of the flying site (SD451549)

2. If there is a club committee member or Instructor present, they should be asked to take control of the situation and decide on appropriate action. If no such person is present, then you should try and make immediate contact with the Club Chairman (or if not available, the Secretary or Treasurer) for advice
3. As a minimum, the following information should be recorded:
 - Pilot's details.
 - The reason for the accident (e.g. Pilot error, engine failure, structural failure, suspected interference, etc.)
 - General location of the crash
 - Details of any injury or damage to people, livestock or property
 - Details of any witnesses
 - If possible, mobile camera photos of the crash site and/or damage
4. If the incident is of a relatively minor nature, then this may be sufficient and these details should be passed on to the Club Chairman or Safety Officer who will decide if further reporting is needed to CAA via BMFA
5. For more serious incidents, particularly those that involve serious injury to a third party, there is likely to be a need for formal investigation and **it is important that the crash site, aircraft wreckage, and radio equipment is left undisturbed**. Clearance should be sought from a relevant club official before recovering any such equipment.