

Club & Field Safety Rules *(revised 2023-11-27)*

Model flying is fun, but it's serious fun, and therefore we don't take safety lightly. The following rules are not there to curb your enjoyment, but observing these rules will not only help towards a safe environment for all concerned, including our club members, spectators, the landowner, and our village neighbours, but also will ensure the Club complies with the conditions set out under the planning consent to fly model aeroplanes at our flying site.

Abbreviations and Definitions

British Model Flying Association	BMFA	The BMFA is the body delegated by the Royal Aero Club to be responsible for all aspects of model flying in Great Britain.
Civil Aviation Authority	CAA	The CAA is responsible for the regulation of aviation safety in the UK, including model aviation.

General Rules for Model Flying at Lincoln Aeromodellers (The Club)

Sections in italics are notes only and do not form part of the rules.

General

1. For the foundation of its general club rules, Lincoln Aeromodellers has adopted the Air Navigation Order and all relevant BMFA safety codes as contained within the BMFA Members' Handbook and Civil Aviation publication (CAP) 722, which can be found at <https://rcc.bmfa.uk/article-16> and <https://handbook.bmfa.uk>
2. All members of Lincoln Aeromodellers must observe and comply with these adopted rules and, in addition, observe and comply with the club's **Field and Safety Rules** as defined below:
3. Reference to Club Rules shall also means Field and Safety Rules.
4. Club Rules should be read in conjunction with the Club Constitution.
5. By paying the club's annual membership fee, members confirm they have read, understood, and will comply with the Club Rules and Club Constitution.

Membership

6. All members must:
 - a. have full membership of the **BMFA**,
 - b. have a valid **CAA** operator ID for any model aircraft and drone for which they are responsible and display the number:
 - i. visible from the outside or within a compartment that can easily be accessed without using a tool,
 - ii. clearly and in block capitals taller than 3mm,
 - iii. securely and safe from damage,
 - iv. on the main body of the aircraft.
7. Any member not paying their annual subscription in full or in part by 31st January will be deemed to have left the club.

Field & Safety Rules

8. Flying Times:
 - a. Electric models are between the hours of **9am** and **dusk**.
 - b. Electric models with factory fitted integrated high-visibility LED lights are between the hours of **9am** and **one hour after dark** provided the model is considered low noise. If, after dusk, the pilot receives a complaint or negative comment from a member of the public, the pilot is to cease flying immediately and report the incident to a member of the committee as soon as possible thereafter.
 - c. IC models are between the hours of **10am** and **8pm (or dusk if earlier than 8pm)** except on Weekends and Bank Holidays when all IC models are to cease flying by **4pm**.
9. All vehicles are to be parked close to the hedge bordering Plot Lane.

Note: In prevailing south westerly winds, we recommend members refrain from parking vehicles on the south side of the cabin (left-hand side). In such winds, this will leave a clear and safe area for take-offs and landings.

10. When at the flying field, members, and their guests who intend to fly, are to sign in and out using the signing-in book located in the cabin.
 11. Due consideration must be given at all times to trainee or novice pilots in the circuit.
 12. Any member who has not been signed-off to fly solo for the type of aircraft they are flying is not permitted to fly unless under the supervision of a Club Instructor or a Committee member approved by a Club Instructor.
 13. All pilots must attain the minimum standards of flying at **Competent Level** before being permitted to fly solo. Only Club Instructors, or a Committee member approved by a Club Instructor, can verify when a pilot's competence level is sufficient to fly solo.
 14. Any member whose flying standards are considered by a Club Instructor to have fallen below **Competent Level** will only be able to fly whilst under the supervision of a Club Instructor or a Committee member approved by a Club Instructor and will only be able to fly unsupervised once **Competence Level** has been met as determined by a Club Instructor or a Committee member approved by a Club Instructor.
 15. The flying of free flight models is not permitted.
 16. The flying of IC powered control line models will only be permitted if adhering to the noise requirements in Article 17.
 17. No model must be operated which gives a noise measurement of more than **eighty** decibels tested at **seven** metres distance.
 18. All new models, and models not flown regularly, must undergo a range test and a failsafe test prior to a maiden flight.
 19. Before starting an engine, the model must be suitably restrained either by a tether or by an assistant.
 20. Except for electric powered gliders, no more than **three** models requiring constant power to sustain flight are to be airborne at any one time.
 21. All pilots are to:
 - a. observe the established flying line (between the cones) and stand in the designated area whilst flying,
 - b. fly only within the designated flying area which is clearly marked on the diagrams on the notice board,
 - c. communicate with other pilots who are flying on the flight line and call out as appropriate:
 - i. "Taking off,"
 - ii. "Landing,"
 - iii. "Abort landing" or "Go around,"
 - iv. "Permission to recover" (model from field or active runway). Pilots retrieving models from the field or active runway must call out their intentions loud and clear and receive confirmation from any pilots still flying that it is safe for them to do so.
 - v. "Dead stick" (landing without power takes priority over all models in the air).
 22. No pilots are to:
 - a. fly over the pits area or Plot Lane, except for powered gliders but then only when at altitude,
 - b. fly outside the designated flying area, particularly towards the village of South Scarle,
 - c. perform extreme aerobatics or similar manoeuvres at low level near to the pits area, other members, spectators, or vehicles,
 - d. land models in the pits area,
 - e. taxi models in the pits area either to or from the flying line with the exception of pilots whose physical condition or disability limits their movement or activities and renders it problematic or unsafe to do so. It is the responsibility of the latter to ensure members or guests in close proximity are fully aware that a model is about to be taxied in or out of the pits and, prior to taxiing, the pilot must receive clearance to do so from those in close proximity.
- Note. The pits area, Plot Lane, and the designated flying area are clearly marked on the diagrams on the notice board. Plot Lane is a public thoroughfare used by vehicles, walkers, and horse riders and therefore please ensure that you cause no danger or disturbance to the public using Plot Lane. We fly at our field courtesy of the landowner with whom we have a very good relationship. We must maintain this good relationship and therefore please be ever mindful that any danger or disturbance we cause may result in a complaint made to the landowner and/or the local authorities.*
23. Any person wishing to enter or cross the flying or runway area must first seek clearance from any pilots flying at the time.
 24. Any incident involving a third party, or another member, must be reported to the club Secretary.

25. Any occurrence where there may have been danger to life or damage to property must be reported to the Air Accident Investigation Branch (AAIB) and the CAA using the BMFA's Members Reporting Portal. Such occurrences must first be reported to the club Secretary who will advise if the occurrence is to be reported to the BMFA. (See <https://reporting.bmfa.uk>)
26. In the event of a model landing or crashing in the crops, pilots must ensure they make as little damage to crops as possible and remove any detached model parts.
27. In the event of an airborne model going out of control, or out of sight of the pilot, the priority is safety to persons at or in the vicinity of the field. The pilot therefore must call a loud warning and repeat as often as necessary.
28. During busy times, if other members are waiting to fly, pilots in the air must limit their flight to no longer than **ten minutes**, with the exception of gliders, but then only when at altitude. Pilots waiting to fly must make their intention clear to those flying.
29. Smoking is forbidden in the vicinity of the cabin, near inflammable fuels and materials, or whilst flying a model.
30. At no time are generators to be used at the field to charge batteries.
31. Young children must be closely supervised and must not be allowed to run around the pit area or runways.
32. No dogs are permitted at the flying field unless kept on a lead or tethered and any dog waste must be removed.

Guests

33. **Competent Guest Flyers** - By prior arrangement with the Committee, guests who are considered competent flyers are permitted to fly when accompanied by a club member and those guests must have BMFA membership, a CAA Operator ID, and abide by Club rules. It is the member's responsibility to ensure the above conditions are met. Only where the above conditions are met will the Club's liability insurance cover the above.
34. **First-Time and Inexperienced Guest Flyers** - By prior arrangement with the Committee, guests who do **NOT** hold BMFA membership, or a CAA Operator ID, and who are either first-time flyers, inexperienced flyers, or previous flyers who are looking to return to model flying (and who may not have flown for some time), are permitted to fly when personally supervised by a club member who has been nominated by the Committee, and under the following conditions:
 - a. The club member inviting the guest must first seek approval from, and subsequently be nominated by, the Committee.
 - b. The nominated club member must be considered a competent pilot.
 - c. The nominated club member must personally and closely supervise each flight by the guest.
 - d. The nominated club member must be able to quickly take full control of the model, either by using a buddy-box system, or by the guest flyer handing back the transmitter to the member.
 - e. The nominated club member must inform other people present at the field that a new or inexperienced pilot is about to take control of a model and they must receive acknowledgement from those present prior to each flight,
 - f. The guest must abide by the Club rules,
 - g. It is the member's responsibility to ensure the above conditions are met.

Only where the above conditions are met will the Club's liability insurance cover the above.

35. Guests who are flying are to sign in and out using the signing-in book located in the cabin.
36. Guests who are flying are limited to three visits in total before they must apply for membership of the club.

Full-Size Aircraft & Microlights (Microlights shall be included in the definition of full-size aircraft)

37. When a full-size aircraft is preparing to take off, all models must be landed, and their main runway cleared. Flying can only recommence when it is certain that the full-sized aircraft has cleared their main runway and left the surrounding air space.
38. When a full-size aircraft approaches with the intention of landing, all models shall be landed as soon as practical. Flying can only recommence when the full-sized aircraft has landed and cleared their main runway.

Note. It has been agreed with the pilots of full-size aircraft that they will circle the field to show their intention to land, however, this is not always the case, so please be aware at all times of full-size aircraft in the vicinity of the field.

39. In the event of an airborne model and an airborne full-size aircraft flying in close proximity, the airborne model must take **immediate** avoiding action.
40. Unless invited to do so, LAM members should not enter the full-size aircraft hanger.

Drones Operating from the Full-Sized Aircraft Hangar

Note: Several Government bodies (i.e., police, coastguard, etc.,) fly drones from outside the full-sized aircraft hangar to train operators in their use. When drones are flying from the hangar area, our east airspace is reduced. LAM members should refer to the designated flying area which is clearly marked on the diagrams on the notice board.

Discipline and Misconduct

41. Any complaint concerning any member must be made in writing and signed by the complainant(s). The written complaint must then be forwarded to the Secretary so that the matter can be addressed at the next committee meeting, or a committee meeting called for that purpose.
42. Where an allegation of misconduct or gross misconduct is made against a member, the member may be suspended from all club activities pending investigation.
43. The committee may impose a suspension from club activities, including attendance at the club's flying field, for a period not exceeding twenty-eight days upon any member in the event of misconduct or gross misconduct. Any suspension must be accompanied by a verbal and/or written warning as deemed appropriate in accordance with Article 42.
44. The committee may consider the removal of membership where conduct on the field or elsewhere is considered to be prejudicial to the club. In order to comply with the laws of natural justice, the removal of membership will be in accordance with the following procedure:
 - a. The member is to be given a verbal warning by the Club Secretary in which the member is made aware of their misdemeanour and what they are reasonably required to do to make amends.
 - b. If the member does not respond, they are to be given a written warning by the club Secretary to advise them of their misdemeanour and what they are reasonably required to do to make amends.
 - c. If the member still fails to respond, the committee should invite the member in writing to meet with them at a previously agreed date and time to discuss the situation, advising that the club is considering withdrawal of their membership.
 - d. If the member still fails to respond to reasoning or fails to attend without reasonable cause, the committee can advise the member in writing that their membership is withdrawn, stating the reasons why this decision was reached.
 - e. When the member is advised of withdrawal of their membership, they must be given the right of appeal. If the member opts to appeal, their appeal is made to the club membership at an EGM which the committee would call on the member's behalf at a previously agreed date and time. The motion to uphold the membership withdrawal or reverse it must be in accordance with the voting procedure set out in Article 32 of the Club Constitution.

In the event of gross misconduct, immediate dismissal without warnings may be considered but the member must still be accorded their rights to present their case to the committee and be given a right of appeal in accordance with sub-paragraphs c, d, and e above.

In the event of dismissal, the committee will arrange for the member's current year's club membership fees (excluding BMFA and CAA Operator fees) to be reimbursed in full.

45. The committee may refuse a new application for membership where the applicant's conduct at any previous club is considered to be prejudicial to Lincoln Aeromodellers Club.

Examples of Misconduct

Examples of misconduct which may lead to disciplinary action being taken include, but are not limited to:

- a. failure to comply with club and field safety rules,
- b. breach of club policies and practices.

Examples of Gross Misconduct

Examples of gross misconduct which may lead to expulsion from the club or refusal of membership to new applicants include, but are not limited to:

- a. dishonesty, theft and fraud from the club or its members,

- b. deception, for example making untrue statements in membership applications or falsifying expenses incurred on behalf of the club, etc.,
- c. vandalism or sabotage of club equipment and property,
- d. fighting, or seriously disruptive behaviour, threatening behaviour, or offensive or abusive language,
- e. serious misuse of computer, email, and internet systems, including posting to club websites or emailing pornographic, offensive, or obscene emails to members,
- f. misuse of club financial or other confidential club information,
- g. acts of bullying, harassment, or discrimination,
- h. model flying under the influence of drinks, illegal drugs, or other intoxicants,
- i. misconduct which may bring the club into disrepute,
- j. serious breaches of the club's policies, procedures, and safety rules,
- k. deliberate or serious damage to the club's/landowner's property or causing loss, damage, or injury through serious negligence,
- l. any criminal offence carried out at the club site or during club meetings/events where such offence impacts or may impact upon the club.

End