LINCOLN AEROMODELLERS

Club Rules and Field Safety Rules *(revised 2026-07-01)*

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 help towards a safe environment for all concerned, including our club members, spectators, the landowner, and our village neighbours.

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 Club (The Club)

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 Safety Rules** as defined below:

3. Reference to Club Rules shall also mean Field 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.

Membership

6. The term **Member** shall mean any class of member.

7. It is a condition of membership that all new members joining the club must, within a reasonable but flexible timescale, hold the BMFA's A-Certificate. For details of Provisional Membership go to https://lincolnaeromodellers.com/provisional-membership/.

8. All new members joining the club who hold the BMFA's A-Certificate will join as a Full Member.

9. All members who are flying at the club's field must hold:

    a. full membership of the **BMFA**,
    b. a **Flyer ID** number recorded somewhere so, in the event you are asked for it, you can produce it.
    c. a valid **CAA Operator ID** for any model aircraft and drone for which they are responsible, and display the number:
        - visible from the outside or within a compartment that can easily be accessed without using a tool,
        - clearly and in block capitals taller than 3mm,
        - securely and safe from damage,
        - on the main body of the aircraft and drone.

10. 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

11. Flying times are between **9am** and **dusk**.

12. All vehicles are to be parked close to the hedge either side of the cabin.

13. 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.

14. Consideration must always be given to trainee or novice pilots in the circuit.

15. 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.

16. All pilots must attain the minimum standards of flying at Competent Level before being permitted to fly solo. Only club training instructors, or a committee member approved by a club training instructor, can verify when a pilot's competence level is sufficient to fly solo.

17. Any member whose flying standards are considered by a club training instructor to have fallen below Competent Level will only be able to fly whilst under the supervision of a club training instructor or a committee member approved by a club training instructor and will only be able to fly unsupervised once Competence Level has been met as determined by a club training instructor or a committee member approved by a club training instructor.

18. The flying of **free flight** models is not permitted.

19. No model must be operated which gives a noise measurement of more than **eighty-two** decibels assessed at **seven** metres distance.

20. All new models, and models not flown regularly, must undergo a **range test** and a **failsafe test** prior to flight.

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

22. Except for electric powered gliders, no more than **three** models are to be airborne at any one time.

23. Members who wish to practice **helicopter** or **multi-rotor** model **hovering**, or the setting up of a helicopter or multi-rotor model must use the designated area set aside for this purpose. The designated area is the **northeast corner** of the mowed area of the field.

24. **All pilots who are flying are to**:

    a. stand within the pilots' box (between the cones) and remain in the pilots' box whilst flying,
    b. fly only within the designated flying area which is clearly marked on the diagram on the notice board,
    c. operate their aircraft within visual line of sight,
    d. communicate with other pilots who are flying in the pilots' box and call out as appropriate:
        - **Permission to taxi out,**
        - **Taking off**,
        - **Landing**,
        - **Abort landing** or **Go around**,
        - **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.
        - **Dead stick** (landing without power takes priority over all models in the air).

25. **No pilots are to**:

    a. fly outside of the designated flying area, particularly towards to main A1133 road,
    b. fly over the pits area, except for electric powered gliders but then only when at altitude,
    c. perform extreme aerobatics or similar manoeuvres at low level near to the pits area, other members, spectators, or vehicles,
    d. operate drones or model aircraft using First Person View (FPV) without a competent observer next to them who maintains visual line of sight with the craft and who also has full view of the surrounding airspace,
    e. land models in the pits area,
    f. taxi models in the pits area either to or from the pilots' box 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.

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

27. Any incident involving a third party, or another member, must immediately be reported to the club Secretary.

28. 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)

29. In the event of a model landing in the crops, pilots must ensure they make as little damage to crops as possible and remove any detached model parts.

30. 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.

31. 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.

32. Smoking is forbidden in the vicinity of the cabin, near inflammable fuels and materials, or whilst flying a model.

33. The consumption of alcohol at the field is strictly forbidden.

34. At no time are generators to be used at the field to charge batteries.

35. Young children must be closely supervised and must not be allowed to run around the pit area or runways.

36. Dogs are not permitted at the flying field unless kept on a short lead or securely tethered, and any dog waste must be removed. No dogs are permitted near the pilots' box or flying line.

Guests

37. **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, a Flyer 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.

38. **First-Time and Inexperienced Guest Flyers -** By prior arrangement with the Committee, guests who do not hold BMFA membership, or a CAA Operator ID, or a Flyer 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 hold a BMFA A-Certificate or be considered by the Committee to be 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. If relying on the latter, the club member and guest must be flying with transmitters operating with the same Mode.
    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 when the above conditions are met will the Club's liability insurance cover the above.

39. Guest flyers are limited to **three visits** in total before they must apply for membership of The Club.

Discipline and Misconduct

40. 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.

41. Where an allegation of misconduct or gross misconduct is made against a member, the member may be suspended from all club activities pending investigation.

42. 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 40.

43. 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 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 remaining proportion of the current year's club membership fees (excluding BMFA and CAA Operator fees) to be reimbursed.

44. 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