



LONG EATON & DISTRICT MODEL AIRCRAFT CLUB

OPERATING RULES

Note: All members must be familiar with and comply with the guidelines for operating model aircraft contained in the BMFA Handbook. The rules below define additional requirements specific to the operation of model aircraft at LEMAC sites.

1. General Rules

1. All Members must read the Club rules, Articles of the Constitution, Policy for the Welfare and Care of Children and Vulnerable Adults and any flying-field Licensing Agreement and must sign an Undertaking to comply with them.
2. All Members and Guests must be familiar with and comply with the legal requirements of flying model aircraft.
3. Any action by a Club Member or Guest, particularly on retrieval of a "lost" model, that compromises the Club rules or any flying-field Licensing Agreement, is the entire responsibility of the Member or Guest concerned who will compensate the Club or the landowner in full against any claims.
4. Members will be issued with a personal Club membership card (not transferable) that must be carried at all times on the Club field (the Field).
5. All members must be able to show current valid membership of the BMFA (or BDF) and valid CAA registration including proof of valid competency certificate (RCC, DMARES or pre 2020 Achievement Scheme) if requested to do so.
6. No fires are to be lit on the field. BBQs are permitted on condition that they are clear of the ground and completely extinguished before leaving the site
7. No litter is to be left on the field.
8. Members must not bring dogs on to the field.
9. Playing of games on the flying-field is not permitted.
10. All vehicles must be parked in the designated area.
11. No flying is permitted when field maintenance is being carried out.
12. No person under the age of 18 is allowed to operate any club equipment or ride on the mower
13. Silencers must be used on all i/c engines where feasible. If any five Members consider the noise level from any model / engine to be excessive, they have the right to insist upon that model being grounded immediately. The noise level for model aircraft specified by the DoE Noise Code, is 82 dB(A) at 7 metres and all models must comply with this level.
14. A maximum of 4 i/c models may be flown at the same time.
15. Hours of use:
 - a) Silent flight – dawn to dusk Monday to Saturday, 9am to dusk on Sundays
 - b) IC models – 9am to dusk every day
16. No models are to be flown in the designated "no-fly" zone shown on the flying site map.
17. For personal safety reasons the Club does not recommend any flying when no other person is on the flying field.

2. Guests

1. Guests must be made aware of the club rules and agree to abide by them
2. Guests must have proof of current BMFA or BDF membership
3. Guests must give precedence, without question, to any Club Member wishing to fly on the same frequency as the Guest.
4. Guests must be accompanied by a Club Member
5. Guests may not fly on the Club sites more than once monthly.

3. Prospective New Members

The sole purpose of this rule is to cater for persons who wish to experience model flying prior to taking up the hobby.

1. Prospective New Members must be accompanied by a current Club Member. Trial flights must be carried out by an approved instructor
2. Prospective New Members are only allowed to fly on Club sites for a maximum of three occasions.

4. Rules Specifically Relating to the Operation of Radio Controlled Models

1. The Maximum Model weight is 25Kg (take-off weight)
2. The Club has an agreement with East Midlands Airport Air Traffic Control to allow model aircraft between 7.5Kg and 25Kg (take-off weight) to fly at altitudes up to 1500ft. Members must inform Air Traffic Control before doing so, as per the instructions on the flying field notice board.
3. Any person flying models over 7.5kg is required to have a BMFA 'B' Certificate or similar qualification (e.g. SAA Silver Wings or LMA Certificate of Competence.)

4. All new members must have the BMFA 'A' certificate before flying solo. Training to 'A' certificate standard must be carried out by a club approved instructor.
5. All models, equipment, spectators and pilots not actually flying, must remain in the designated pitting area.
6. Models must be carried from the pitting area to the flying area.
7. Models must not to be launched from the pitting area or car park
8. Any flying considered by any two Members to be of a dangerous nature may result in the flyer being warned and/or being grounded for the day by any Committee Member.
9. Any model flyer experiencing difficulty in flight for whatever reason (i.e. R/C malfunction, engine failure, etc.), must give an audible warning to other field users.
10. The use of radio control equipment on the 27Mhz, 35MHz, UHF (458.5 to 459.5 MHz) and 2.4GHz bands are permitted. All equipment must display CE marking
11. If the equipment is fitted with a fail-safe system, then it must be set to close the throttle to idle (or stop) upon loss of control (a legal requirement) .
12. The frequency control peg-board must be used at all times for 27MHz, 35MHz and UHF frequencies regardless of how many people are using the field. There is no requirement to use the peg-board for 2.4GHZ.
13. All flyers must supply their own frequency peg which must be clearly marked with the Member's name and the frequency in use. Frequencies 68 and 89 must be clearly distinguishable by underscoring.
14. Frequency colour/number flags must be displayed on transmitters or aerials.
15. After operating, transmitters must be switched off and the frequency peg (where applicable) removed from the peg-board immediately. The transmitter, with aerial retracted, (if applicable) must be returned immediately to the pitting area.
16. If congestion arises on any frequency, flyers must not retain the frequency for more than 15 minutes.
17. The direction of take-off and landing must be agreed by all members present, who will select a suitable pilot box and remain together.
18. Before retrieving a model or crossing the runway anyone crossing the runway or retrieving shall say that they wish to do so and confirm that it is safe to do so.
19. Flying shall take place on the 'dead' side of the 'Runway In Use' i.e on the opposite side of the runway to the pilot box in use. No flying shall take place behind other pilots. Exceptions to this rule may be sanctioned by the Committee on special occasions such as club competitions

5 Rules Specifically Relating to the Operation of Radio Controlled Rotorcraft

- 1) Model rotorcraft may be "hover-taxied" to remove the model or place the model on the runway (similar to taxiing of fixed-wing aircraft), but no hovering in the pitting area, car parking area or pilot box is permitted.
- 2) Owing to the lack of a dedicated set-up circle for helicopters, all pilots present must agree to allow novices and pilots setting up a helicopter a dedicated solo spot for this purpose. Experienced Helicopter pilots flying conventional circuits have the option to request a solo spot.

6. NOTE APPLICABLE TO BOTH FIXED WING AND ROTORCRAFT

- 1) Due to possible hazards associated with close proximity to helicopter rotors only one discipline (rotary winged or fixed wing) is to be flown at any one time.

7. Rules Specifically Relating to the Operation of Control-Line Models

- 1) When control-line models are being flown, all models not being flown, spectators and equipment not in use are to be placed well clear of any flying circles.
- 2) Models powered by motors in excess of 1cc shall only be flown on steel lines. Smaller models may be flown on thread lines but the practice is not encouraged.
- 3) Lines should be regularly pull tested, preferably with a spring balance to 10G (10 times the model's weight).
- 4) After crashes or heavy landings, the lines and control system should be checked thoroughly and pull tested before any further flying.
- 5) Safety wrist straps must be worn.

8. Rules Specifically Relating to the Operation of models in the Club Room

- 1) In order to ensure peoples safety, when an electric powered model is brought into the clubroom, its propeller (fixed wing aircraft) or main rotor blades (helicopter) must be removed before the power train battery is connected. Models designed for indoor flying are exempt from this rule.

Note: It is recommended that Members should, in their own interests, attend Club meetings as regularly as possible