



CLUB FLYING SITE RULES

TO BE READ IN CONJUNCTION WITH THE LADMAS CONSTITUTION

IT IS THE RESPONSIBILITY OF EACH CLUB MEMBER TO READ, UNDERSTAND, ABIDE BY AND APPLY THE LADMAS AND THE BMFA FLYING FIELD RULES (*the latter is contained in the BMFA handbook, downloadable from their website*) FOR EACH OF THE CLUBS RESPECTIVE FLYING SITES.

Article 138 of the Air Navigation Order states,

‘A person must not recklessly or negligently cause or permit an aircraft to endanger any person or property’.

Article 137 of the Air Navigation Order states,

‘A person must not recklessly or negligently act in a manner likely to endanger an aircraft, or any person in an aircraft’.

These laws cover ALL model flying.

CAP 658

During 1996 some changes were made to the Air Navigation Order which re-defined model aircraft as ‘small aircraft’ and which are covered in detail in the section ‘Legal Controls Over Model Flying’.

The Civil Aviation Authority (CAA) issued Civil Aviation Publication 658 (CAP 658), Small (Model) Aircraft: A Guide to Safe Flying.

This document gives advice for all model flyers, much of which is based on the existing BMFA Safety Codes

Whilst the recommendations in CAP 658 are not regarded as legal requirements, one of the reasons why it is issued by the CAA is to provide a guide to what would be considered ‘reasonable practice’ in the event of a model flyer being prosecuted by them under the Air Navigation Order.

This makes CAP 658 an important document for all model flyers and with the recent change to web based distribution; every model flyer can now obtain a copy very easily.

Go to www.caa.co.uk and type CAP 658 in the search box for the download.

RULES COMMON TO EACH FLYING SITE

- G1.** It is each individual club member's duty to ensure that, before every flight, the Air Craft¹ is fully operational and in fit condition to be flown. It should be controlled/flown in such a manner both on the ground and in the air, as not to give cause for concern or accident to other club members or their property at the club flying field. This will help to ensure that each member dispenses their 'duty of care' to each and everyone present at the flying site.
- G2.** All aircraft must always be in direct line of sight and within unaided visual range of the operator / assistant.
- G3.** Failure to act in such a responsible manner could or will result in disciplinary action to offending member by the club committee.

¹: 'Air Craft' in this case refers to any airborne vehicle either free flight or radio controlled, fixed or rotary wing.

- G4.** All vehicles must only be parked in the designated area.

FREQUENCY CONTROL

- G5.** Mainly these days the use the 2.4 GHz band radio systems is prevalent but there are some people who are still operating 35 MHz
- G6.** If you are still operating a 35 MHz Tx then you must **BEFORE SWITCHING ON**, check with the peg board that no one is using your frequency. Then, and only then, can you place your name tag on the correct frequency number, if it is free, and take the corresponding peg, which should be placed on your aerial for others to see.
- G7.** You must also ensure that you are operating on the frequency you believe you are on and must display the appropriate frequency pennant on your transmitter.
- G8.** When you have finished your flight, then, after switching off, you will return the peg to the peg board and take your name tag, ready for the next person.
- G9.** All 35MHz transmitter aerials must remain retracted unless the model is being flown. The flight is defined from the point of release to when the engine is stopped or the model is restrained.

FLYING

- G10.** On matters of field safety and discipline needing an immediate decision, the responsibility lies with instructors, Safety Officer or a member of the committee in that order. Any instructions must be accepted **without dissent**. However, should a member believe the instructions to be wrong, then he should bring this to the attention of the Committee through Article 17 of the Constitution.

- G11.** Safety officers or committee members have the right to inspect any airframe at any time and if it is found wanting they have the right to ground that model until suitable repairs are affected. They also have the right to stop a person from flying if that person is acting in an unsafe manner, both on the ground or in the air, which is detrimental to other users, or their aircraft is not in a suitable condition.
- G12.** All members must observe LADMAS field discipline and comply with the Air Navigation Order and all relevant BMFA safety codes as contained within the BMFA Members' Handbook and Civil Aviation publication (CAP) 658.
- G13.** No club member flies solo at any of the club flying fields until they have attained the required standard and have passed the BMFA 'A' Certificate in their respective discipline.
- G14.** Any pilot not holding their solo qualification for the type of aircraft they are flying must not fly without the supervision of an instructor or their specially appointed deputy if the instructors are absent from the field. If no instructors are present at the site, any member holding the BMFA 'B' Certificate may act as an appointed deputy until an instructor arrives, if they fly on the same TX mode as the pupil (unless they are on a Buddy Box in which case a Mode 1 can buddy up a Mode 2 and vice versa).
- G15.** An 'A' certified flyer may also fly an over 7kg model **but only if accompanied by a 'B' certificate holder providing that they are both flying on the same Tx mode.** If a Buddy Box system is employed then the B certificate pilot can be on a different TX mode.
- G16.** Guests who want to fly at LADMAS sites must hold a minimum of BMFA 'A' certificate in the respective discipline or the equivalent qualification from a recognised body (LMA, SAA etc) and have adequate third party insurance cover.
- G17.** Due consideration must be given at all times to trainee or novice pilots in the circuit. In the event that the pleasure or concentration of a pilot is affected by the flying style of another, precedence will be given to the pilot who was airborne first. Intimidating flying of any sort is not permitted.
- G18.** All pilots must observe the established flight line and stand in the designated area whilst flying. Any variation to suit daily conditions may be made by the Club's safety officers. Any spectators must remain in the spectators' area (i.e. the pits) whilst flying is in progress.
- G19.** All flying is to be done in the designated areas only. (*See Maps*). Over-flying of *any sensitive areas* is not permitted.

G20. When going out to fly it **you must announce clearly** to the other people flying that it is your intention to take off.

G21. If any of the pilots shouts out '**Landing**' or '**Dead stick**' then you will wait until they have landed and retrieved their model. **Do not take off** when there is someone on the field.

RETRIEVING MODEL FROM LANDING STRIP;

G22. If you need to retrieve your model from the landing area then you must shout out '***On the Strip***' to notify the flyers of your intention before proceeding. If no warnings are called out by the pilots, you will proceed as quickly as possible (do not saunter across the live field) to retrieve said model and return to behind the flight line, being aware at all times of the models already flying in case an emergency is called.

G23. **On no account will you go out onto the strip and leave your Tx at the pilots box and retrieve your model if it has an IC engine that is still running or an electric powered model that is still live, you must be in control of the model at all times,** especially if there is no one to hold the Tx and take charge of the model whilst it is retrieved. **This is the only time that you will take a Tx onto the strip.**

G24. At all other times, if there is a helper or another club member present, that is free, then you must give the TX to them and then you can go on the strip without a TX, otherwise you must wait until all pilots that are flying have landed or they agree for you to retrieve your model. Do not saunter along or across the landing strip, run or at least walk at a brisk pace so as to lessen the time taken on the strip.

G25. Pick up your model and vacate the strip quickly being aware at all times of the models still airborne just in case you do not hear a warning of impending arrival (landing) or an emergency is called.

G26. When back at and behind the flight line inform the pilots that '**the field is clear**'.

G27. No low flying over the strip if there is someone retrieving a model.

G28. When more than one model is airborne it is best that they all fly in a left or right hand circuit which will depend upon which way the wind is blowing.

G29. Should an aircraft go out of control, the first priority must be the safety of persons with the second being avoidance of damage to property. A warning is to be shouted by the pilot which is to be taken up by other members.

G30. If a model loses a part whilst it is in mid air then the model will be landed immediately and checked over.

G31. Members must ensure that they comply with the D of E Noise Code for the Minimisation of Noise from Model Aircraft (BMFA noise code of practice). “Add on” silencers and “quiet” propellers should be fitted unless the model emits below 82 decibels at 7 metres without them.

Notwithstanding, if in the opinion of the Safety Officer or a Committee member, any flyer with an excessively noisy model will be asked to land and the model should not be flown at a LADMAS site until it is suitably silenced.

G32. Models must not be flown or taxied at, or deliberately towards, pilots or over or at vehicles, people or property.

START-UP AREA

G33. No model, irrespective of their motive power will be started up other than in the designated Start-up Area.

G34. In the interest of safety, assistance should be sought when running up engines and taking models to the runway for take-off. All helpers must have BMFA membership. The use of an assistant for pilots with IC Helicopters is mandatory for starting and carrying the model to the flight line

G35. Appropriate use should be made of all the available pit area for assembling models and storage between flights.

G36. Under no circumstances must an engine be run unless all persons are behind the line of the propeller with the exception of the person starting the engine. When carrying out power checks all persons including the pilot are to be behind the line of the propeller.

G37. Models having their engines run-in on the ground must not be left unattended whilst the engine is running.

G38. All new or repaired models should be checked out by an instructor or their appointed deputy before being allowed to fly. All models are subject to random safety spot checks which will be carried out by an Instructor, Safety Officer or a Committee member. If in their opinion a model is unsafe to fly or does not conform to Club rules, it will be grounded until rectified and rechecked.

G39. All operational fail-safe's in use on powered models operated from our Club site must set the throttle to tick-over, not hold, (stopped in the case of electric power) regardless of the other control operations governed by the failsafe. Fail-safe's are to be checked prior to flight by switching the transmitter off whilst the model is restrained.

G40. In the case of Petrol engines, with electronic ignitions (as distinct from the Magneto type) and in addition to the failsafe, it is recommended that a kill switch be employed on the TX to kill the engine in the event of a problem.

G41. No smoking is permitted in the vicinity of inflammable fuels and materials.

G42. Children must be closely supervised at all times and must not be allowed to run around the pit area or runways.

G43. No dogs are permitted at the flying field unless kept on a lead or tethered. Dogs must either be left in the vehicle or kept on a lead at all times and never allowed in the pit area or leading to or on the flying strip

G44. Dog mess must be cleaned up and taken away by the owner, do not leave any fouling on the site.

G45. Any incident involving a third party or another member must be reported to the Committee.

RESPECT ALL OUR FLYING SITES AND KEEP THEM SAFE AND TIDY!

G46. You must take your rubbish home with you, do not litter the site. Do not leave cigarette butts, broken props, old batteries, paper, pop bottles, etc. littering the flying site. It looks bad on the club to have the farmer seeing litter on his land at Halsall. This also applies especially at RAF Woodvale to prevent FOD (Foreign Object Damage). Take your dog excreta home with you, do not leave it anywhere on the flying site.

HALSALL SITE – RULES / PROCEDURE PERTINENT TO

THE GATE

- H1** The first person to arrive at the Halsall site will, using a key, undo the chain with our lock and open the gate. They will then replace and lock the chain to the other gate to prevent loss.
- H2** The last person to leave the site will close the gate and lock the gate via the chain provided, thus securing the site from unauthorised vehicles driving onto the farmers land.
- H3** Keys will be provided, at cost, to members who have passed their BMFA ‘A’ test.#

THE STARTUP AREA

- H4** Electric powered models will only have their main power batteries **connected** in the Start-up Area on the tables provided. After the flight they will be **disconnected** on the tables in the Start-up area before returning the model to the pits/assembly area, **keeping the tables free** for the next person. Under no circumstance will an electric model be potentially live in the pit area.
- H5** The Start-up area will only be used for the Start-up procedure and vacated as soon as the model is live.
- H6** The tables will not be used for running in an engine nor for setting up an engine, this must be done with the model on the ground.
- H7** The tables will not be used as a parking area between flights as this will prevent the next modeller from having a clear table on which to start their model. Remove any other equipment that was used to start the model.
- H8** Before starting an engine the model must be suitably restrained either by a tether or by an assistant.
- H9** Under no circumstances should engines be set up/adjusted in the immediate vicinity of the pilots who are flying at that time.
- H10** **ALL MODELS** should face **OUTWARD** from the start-up area.

RETRIEVING A MODEL OUTSIDE OF THE LADMAS FLYING AREA

- H11** If, on the occasion of a model landing in the field to the right of the flying site (Eastern side) then very great care should be exercised when retrieving the model with special consideration if there is a crop in that field. On no account should more than two people be despatched to search and retrieve said model as this is a very sensitive site. Cross the ditch where it crosses the entrance road. **DO NOT cross using the plank** near the corner

of the woods, it is dangerous and several people have fallen into the foul water and hurt themselves in doing so. **YOU HAVE BEEN WARNED!!!**

H12 Please observe the country code when on any of the farmers land and act in a responsible manner and most importantly, please respect the farmer's crops and land. Don't go trampling, willy nilly, through the crops. Keep to the tracks created by the tractor wheels until you are near enough to retrieve the model.

H13 No person shall attempt to retrieve a model from any land adjacent to the flying site without prior consultation with the appointed safety officer or committee member, to ensure that the situation is properly assessed and minimal disruption caused. If it is considered by the safety officers that the landowner's permission should be sought before retrieving the model, it will be the owner of the model and one of the safety officers who must approach them for permission.

PHONES AND OTHER COMMUNICATION DEVICES

H14 Mobile telephones or any other communication device **must not** be taken onto the flight line or beyond the pits area at the beginning of the Start-up area. They can only be used in the area behind the pits and car parking area. This also applies to the Quad copter area. **It is recommended that you leave your phone in your vehicle.**

H15 One exception is that if you are at the field on your own then you may keep the phone with you just in case you need to make an emergency call for help. If and when a second member arrives then you must return the phone to the designated area or your vehicle immediately.

H16 **You must take your rubbish home with you** see General Rule Section

MULTI-ROTOR / FPV / HELICOPTER AREA GUIDELINES

This area is, to the east and south of the main flying field and is for the use of quad copter flying/racing and for helicopter training only.

Parking will be on the provided grass cut-out to the south of the cut path leading to this area. Drive carefully please so as not to damage the grass surface as this area can be soft especially if we have had rain.

MR1 Check which Video frequencies are in use before turning on your model.

MR2 Always turn on your model in the designated area away from the flight line (At least 5 metres from pilots)

MR3 Observe the boundary for multi-rotor area and DO NOT go past.

MR4 When flying FPV, a spotter must be present.

MR5 Until a BMFA Multi-rotor 'A' certificate has been obtained, a member with Multi-rotor 'A' status must be present when flying.

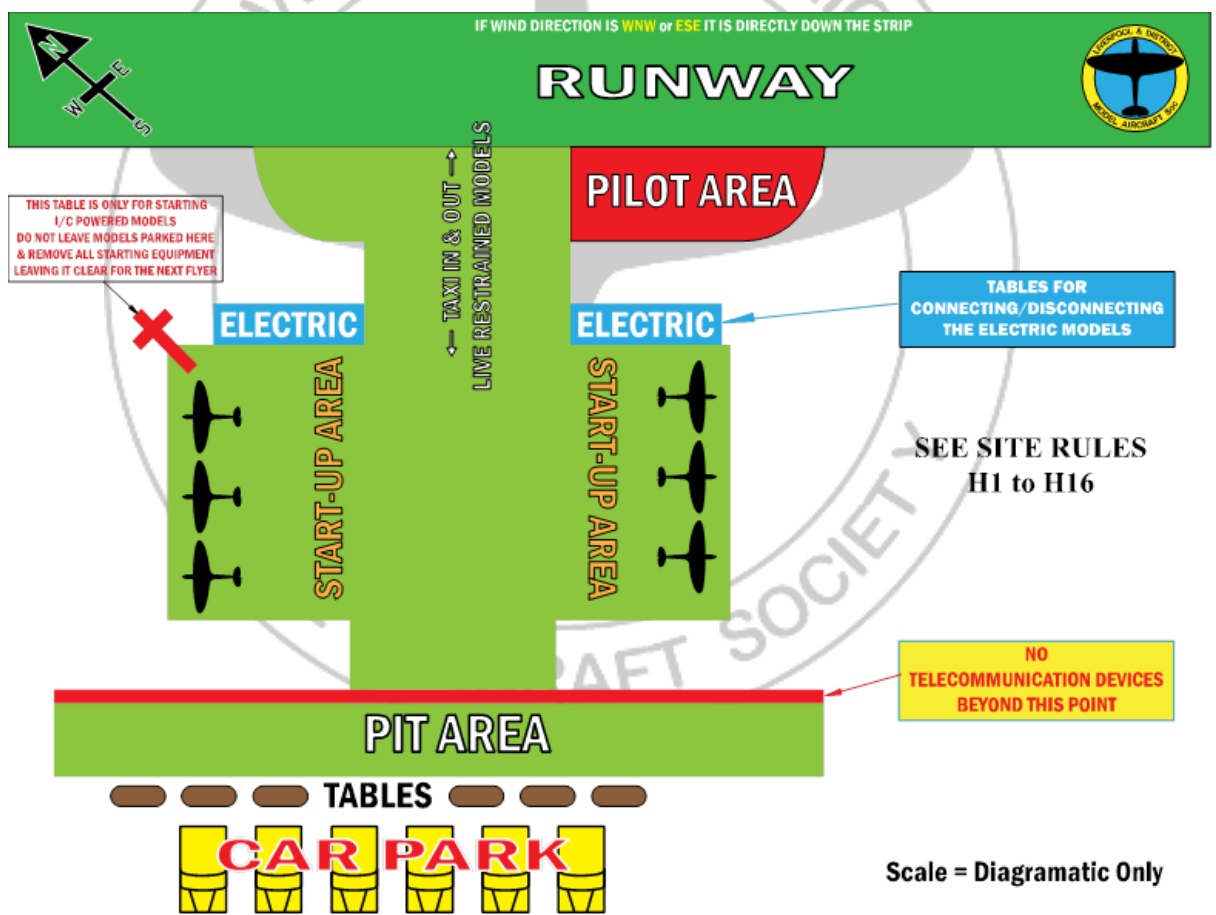
MR6 It is YOUR responsibility to ensure the model is fit to fly safely, propellers on tight, battery attached securely, failsafe working properly, and video transmitting is working correctly with clear reception.

MR7 Cones and hoops used on the course must be returned to a common area to keep the flying site tidy and leave the course free for the mowing machine.

MR8 Members must make sure to collect broken blades and parts from the area.

MR9 The flying of FPV (First Person View) models, being they of fixed wing or multi-rotor types will only take place if the pilot has a competent helper/Spotter. (BMFA/CAA rules).

MR10 You must take your rubbish home with you see General Rule Section



AUGHTON SITE; RULES / PROCEDURE PERTINENT TO

FLYING

- A1** The site is available for flying using the following guidelines.
Quiet electric and silent flight 7 Days per week from 11am till dusk.
Power flying is available from 11am until 7pm.

All members must be away from the site before dark and leave the field and pass the farm/stables quietly and respectfully.

** Thermal gliders of less than 7kg may fly above the 400 feet standard limit.

- A2** No flying more than 100 metres beyond the site boundaries.
- A3** Do not take-off when walkers or horses are on the public footpath.
- A4** Avoid landing across the footpath when it is in use.
- A5** Do not fly behind the flight line or Pit area.
- A6** No more than 3 aircraft will be airborne at any one time.
- A7** Models must not produce noise greater than 82 db (A) at 7 metres.
- A8** Model aircraft must be restrained in the pit area and no unrestrained taxiing until on the flying strip.

PARKING

- A9** The approved parking area is inside the hedges. There is a signed disabled parking area closer to the pits. Disabled persons must be given priority in this area. If the parking area is full further vehicles can offload, but must then park either at the edge of the trees near the bend in the track leading to the site, or in the farm yard. Please consult the parking diagram displayed which will enable the maximum number of flyers to park.

DOGS

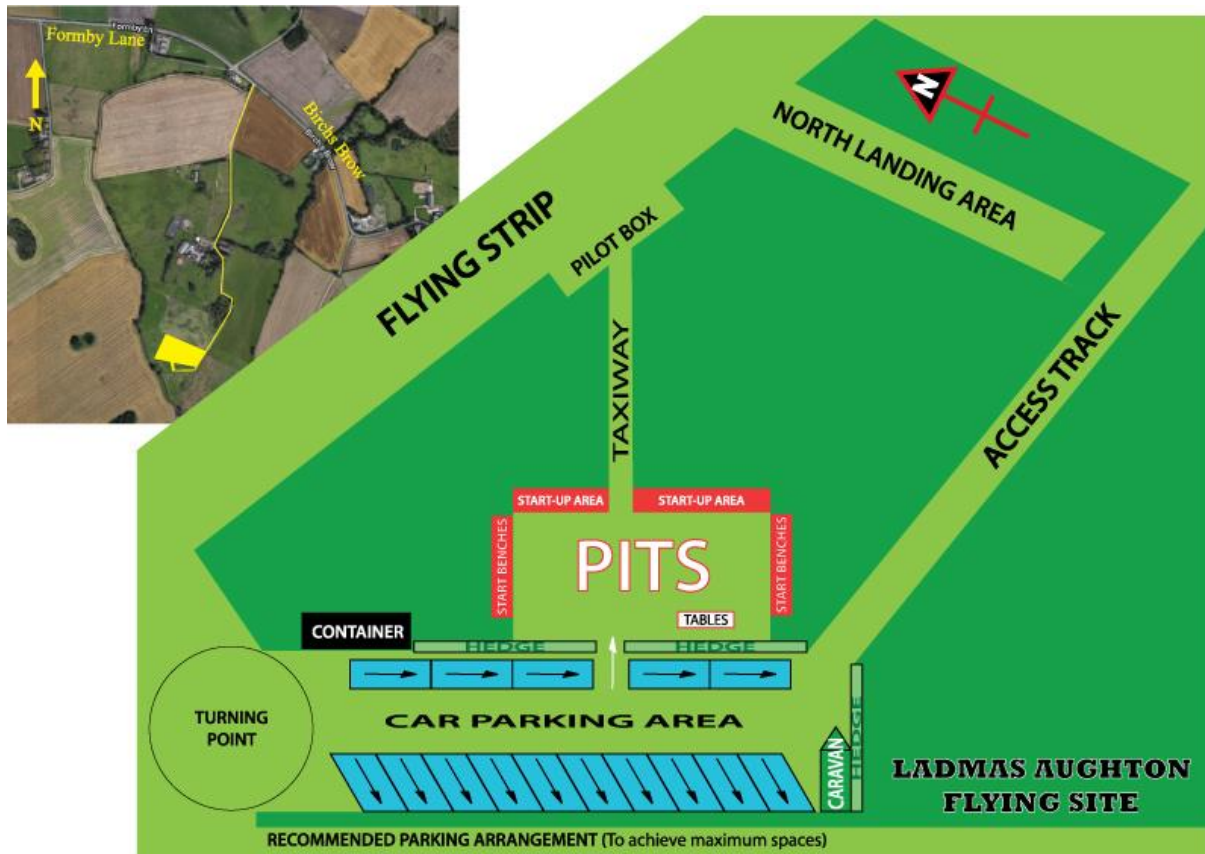
- A10** Dogs must either be left in the vehicle or kept on a **lead at all times**. Dogs will only be allowed as far as the seating area at the back of the pits and no closer.

COMMUNICATION DEVICES

- A11** Communication devices **must not be taken on the flight line** and can only be used in the area behind the pits and car parking area

A12 One exception is that if you are at the field on your own then you may keep the phone with you just in case you need to make an emergency call for help. If and when a second member arrives then you must return the phone to the designated area or your vehicle immediately.

A13 You must take your rubbish home with you see General Rule Section



RAF WOODVALE SITE; RULES / PROCEDURES PERTINENT TO

W1 There is a set procedure at RAF Woodvale which must be adhered too. This is a military site and care must be exercised at all times whilst on the aerodrome.

W2 There are set times at which you are allowed to use the aerodrome, after 5.30pm or when the RAF have stood down.

W3 You must be off the aerodrome by dusk.

W4 It is possible to fly during the days when the RAF is not flying, they work a non-Christian week, but you must check at the guardroom if it is clear to do so.

W5 No dogs are allowed at the RAF Woodvale field (RAF Rules).

W6 RAF Woodvale is MOD Property and access to it requires the correct and current LADMAS Pass to obtain entry to the site.

W7 This pass will only be issued for the current year to a LADMAS member when they have been shown the correct procedure for getting on and off RAF Woodvale by the flying sites representative.

W8 A member of LADMAS or a Guest wishing to fly at RAF Woodvale **must** hold a minimum of a BMFA 'A' Certificate or higher (or equivalent from, LMA or SAA) in the relevant discipline.

W9 On arriving at the RAF Woodvale Gate show your current RAF Woodvale pass to the guard and he should let you through the barrier.

W10 On being admitted to the site proceed to park your vehicle in the lay-by to the left of the entrance road then go, on foot, to the guard house to sign in.

W11 Sign in the LADMAS book with your name, BMFA number, car registration, and the date. This book is kept on the desk along with the radio monitor.

W12 The guard will usually fill the paper work in the RAF log book for you (but sometimes you may have to do it) and issue you with an RAF car pass. This pass is to be kept on view at all times on the dashboard of your vehicle whilst at the site and handed back to the guards on leaving the site.

W13 The first person on RAF Woodvale will collect the radio from the guardroom; this is used to listen for full size aircraft who may be returning to the airfield.

W14 The runway in use by full size aircraft must be ascertained from the P.F.A headquarters by the first member on.

W15 You need to put your hazard lights on whilst travelling around the airfield, 20mph speed limit.

W16 Proceed to the blue patch on the route and get out of vehicle and check all around and under vehicle for anything that may fall off and attribute to possible FOD damage.

W17 Keep to the approved route around the airfield (See Map). Stop at each runway and do not cross until you are sure it is clear and safe to do so.

W18 You stop at the halt signs that have the **solid yellow line towards you** and turn vehicle 45 degrees to perimeter track to show you are waiting to cross the runway. Observe the sky and the runway to ensure that there are no aircraft either in circuit, landing, or taking off, or waiting to take off and doing their checks. If there is an aircraft then you must wait until they have taken off or landed and it is clear and safe to proceed around the perimeter track.

W19 If, whilst travelling around the airfield, you encounter an aeroplane taxiing towards you, you will immediately pull off the perimeter track, stop, and wait until the aircraft has passed before you continue. Full size have precedence at all times.

W20 Cars, etc. must be parked in the designated area away from the runway perimeter track and must not be used for retrieving models within the airfield boundary.

W21 Flying must be over the grass towards the By-Pass but not over the main runway. If a full size comes into circuit or is going to take off then model flying will cease until the full size has cleared the flying area. No flying is allowed behind the pilots/perimeter track towards the railway. Do not fly over spectators or parked vehicles.

W22 Communication devices must **not** be taken on the flight line and can only be used in the area behind the pits and car parking area.

W23 Extra care must be exercised at all times when full size aircraft are using the airfield.

W24 NO multi rotors or FPV of any kind to be used on site, only fixed wing and helicopters. Flying is to be via visual of the pilot rules.

W25 Any infringement of these rules will result in the immediate loss of your pass and could lead to the club being stopped from flying there by the Commanding Officer of RAF Woodvale.

W26 Note: these rules and regulations may alter depending on what is required by RAF Woodvale or LADMAS.

W27 You must take your rubbish home with you.

Do not leave cigarette butts, broken props, old batteries, paper, etc littering the flying site see General Club Rule Section.

FIRST TIME AT RAF WOODVALE

W28 No one will be allowed onto RAF Woodvale without a current pass and members who have not been onto the site before will have to be shown the correct procedure before they are allowed on.

If it is your first time at RAF Woodvale you will, by prior arrangement with the field representative, and not by a previous user of the site, be shown onto the site and shown in the correct procedure both for entering and leaving the aerodrome. Once you have been shown the procedure, and only then, will you be issued with a valid pass for this site.

RAF WOODVALE PASS: APPLYING FOR

From this year, 2019, the RAF Woodvale passes will have to be applied for at the club meetings. The reason for this is because the RAF Administration require the passes to have the name of the pass holder, their BMFA number, and it to be signed by the person whose name is on the pass and that of the club official.

To facilitate this and to reduce the disruption to the RAF Admin, and the Woodvale reps workload, it will be necessary to apply for the passes in 'bulk' and therefore the following will apply.

Passes may be applied for at the club meetings in **November, December, January and February**, proffering proof of fully paid up club and BMFA membership for the year for which the pass will apply.

The February meeting will be the last one that then current club members will be able to apply for a pass, after that there will be no more passes issued to current members, until the next issue some three months later.

The rules and procedure for RAF Woodvale are on the LADMAS website.

February 2019

