LANCASTER & MORECAMBE MODEL AIRCRAFT CLUB

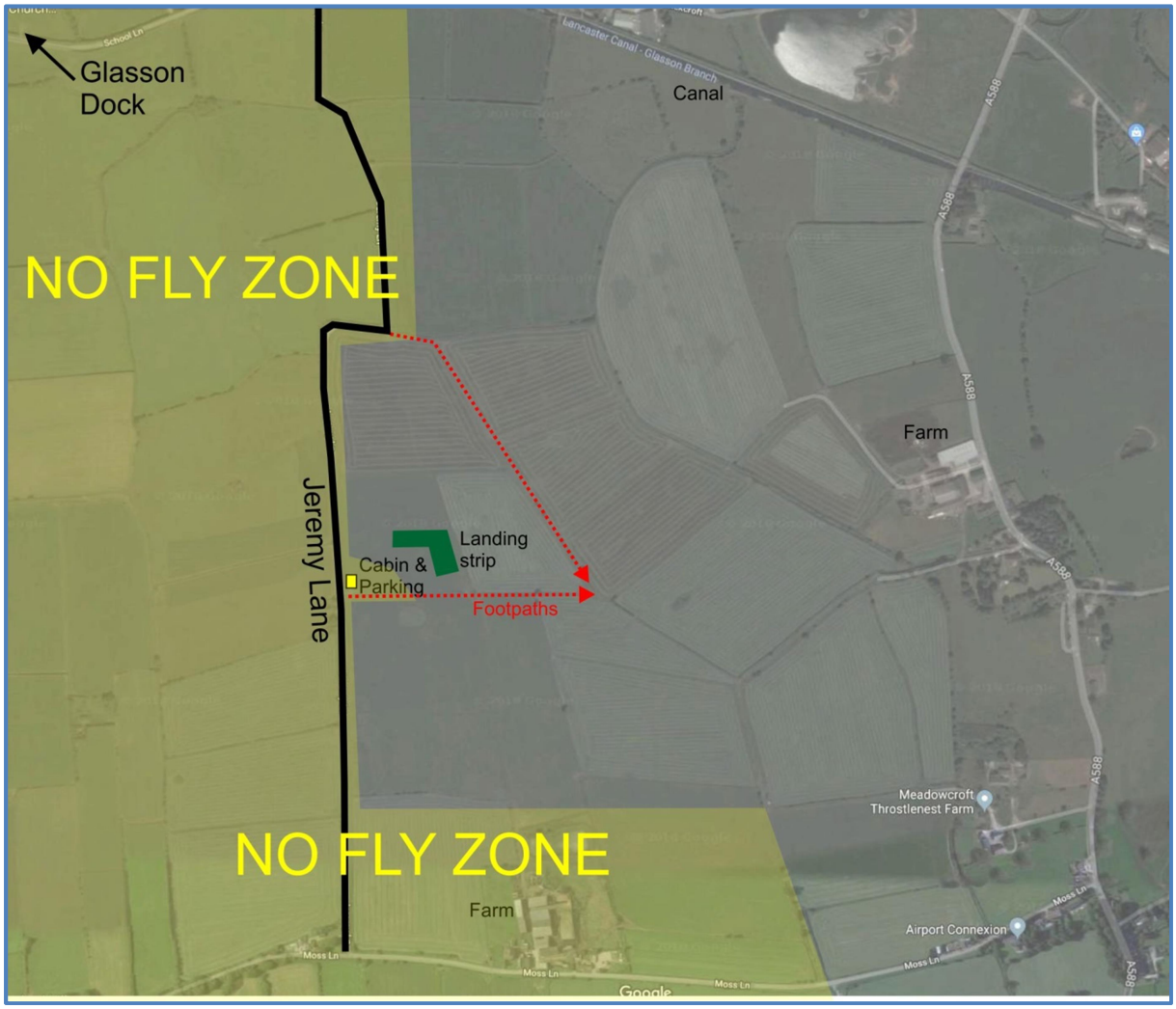
FIELD & SAFETY RULES 2018

1) GENERAL REQUIREMENTS

- All flyers must read these rules.
- All flyers must observe field discipline and comply with Air Navigation Orders, all relevant BMFA safety codes and Civil Aviation publication (CAP) 658.
- FPV (First Person View) flyers must comply with the specific CAA rules concerning this type of flight, which are published on the BMFA website at https://bmfa.org/Info/Model-Flying-Types/First-Person-View-FPV and may be reviewed and changed from time to time.
- On matters requiring an immediate decision, the responsibility for that decision lies with the Safety Officer or a member of the Executive Committee.
- All flying must be carried out with 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 11:00 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 meters 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 propellors
- 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.
- Mobile phones must be switched off or set to "aircraft mode" when in or near the pits, flight line or pilots' box.
- 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'! All fences should be erected and activated by the last members to leave unless advised otherwise.
- ***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. ***No flying should take place over Jeremy Lane*** itself except when necessary for landing into an easterly wind.

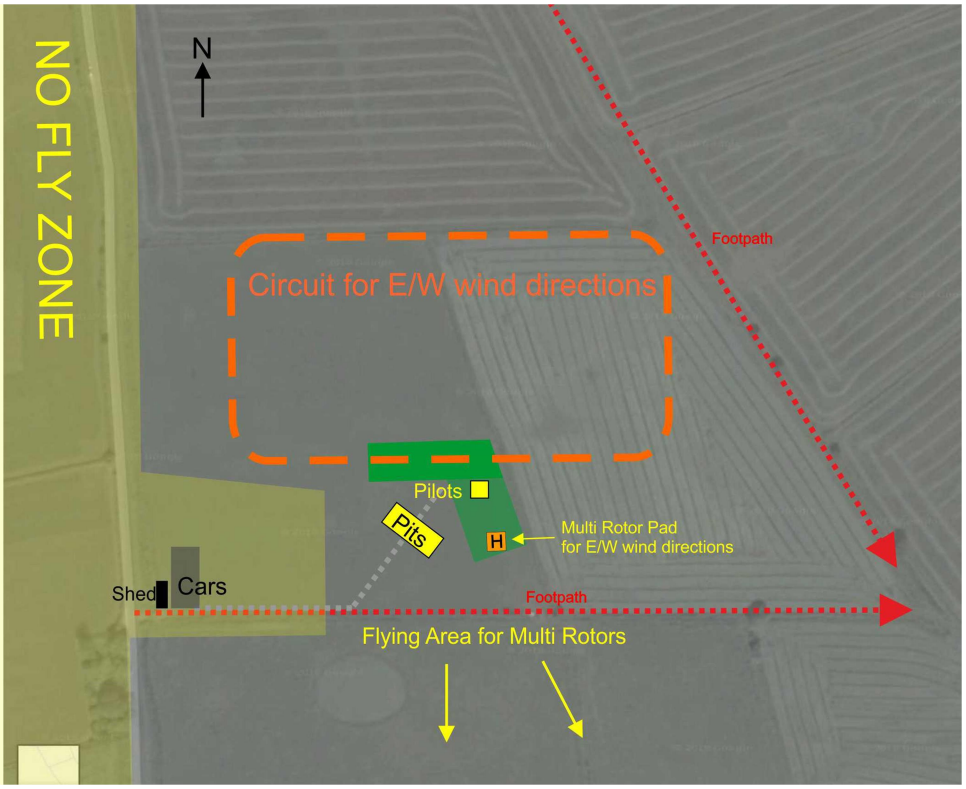
3) FLYING RULES

- New members who do not have a BMFA "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). The number of rotary aircraft is set out in Annex A.
- If fixed wing and rotary aircraft are to be flown at the same time, then the procedures in Annex A should be followed.
- 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 pit 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 includes pilots of all types of aircraft, including rotary aircraft: it is essential 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 diagram illustrates the normal layout of the flying field for the most common wind directions. An alternative layout, which will apply when the wind direction is generally northerly or southerly, is described in Annexe A.

Multi-rotor aircraft must not fly within the orange fixed wing circuit under any circumstances



5) ACCIDENTS AND EMERGENCIES

- All accidents involving injury to pilots, other persons or animals, or damage to third party property shall be reported to the Safety Officer who shall record the event in the incident book (which is kept in the cabin), recording:
    - Pilot's details.
    - The reason (e.g. Pilot error, engine failure, structural failure, suspected interference, etc.)
    - General area of the crash (to give any substance to the claim of interference).
    - Details of any injury or damage to people, livestock or property. If such damage may even possibly result in civil or criminal action, or involve costs of any sort to the club or any of its members, then a full investigation will be carried out by the Safety Officer and at least one other member of the Executive Committee and a written report submitted to the Chairman for onward transmission to the BMFA
- Currently, the Safety Officer is Mike Shepherd, mobile phone number 07570 971 871
- All members of the club should make themselves aware of the location of the first aid box in the cabin***. It is advisable to carry your own first aid kit in your car in case the cabin is locked***. In the case of a serious injury requiring urgent attention you should dial 999 and quote the grid reference of the flying site (SD451549)

Lancaster & Morecambe Model Aircraft Club

Annex A to Field Safety Rules: Procedures for shared use of the flying site by fixed wing and rotary aircraft

Introduction

Fixed wing and rotary aircraft (especially multi-rotors) have differing flight characteristics. Fixed wing aircraft are generally less manoeuvrable and have to fly in a pattern that respects the prevailing wind direction and allows them to perform a specific approach/departure from the landing strip. Multi rotor aircraft are free to fly in a more varied and (to people other than the pilot) less predictable pattern. There is increased scope for mid air collision if the two types of aircraft share the same airspace at the same time. This could be especially problematic for fixed wing aircraft during take off or landing approach.

The following procedures have been drawn up to minimise risk but allow as much scope as possible for the different types of aircraft to co-exist at our flying site.

General requirements

- A basic principle which should be adhered to at all times is that pilots of all types of aircraft should always stand together in the same area (the "pilots' box"). This is essential so that they can communicate quickly in case of emergencies or unforeseen circumstances (eg equipment failure, dead stick situations, or walkers on the footpath).
- Whilst fixed wing aircraft should always be flown from the main take-off and landing strip (even if hand launched), small helicopters and all multi rotor aircraft should take off and land from a designated landing pad (a platform of wooden panels) which will be placed approximately 10m from the pilots' box and separate from the main landing strip.
- 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.
- Rotary aircraft shall be subject to a limit of no more than 4 to be airborne at any one time. This is **additional** to the maximum allowable number of 6 fixed wing aircraft.

Special events for FPV flying which differ from the procedures outlined here (eg FPV racing events involving larger numbers of aircraft) may be organised from time to time by agreement with the Club Executive.

Scenarios for multi-use flying

There are three different scenarios, depending on the number of people present and the wind direction.

Scenario 1: Small numbers of pilots present

If the number of pilots present at the field is small (5 or less) then the risk of conflict is minimal, and no special procedures are required, provided:

- the fixed wing and rotary pilots all stand together in same pilots' box and communicate with each other, especially when landing or taking off, and;
- the rotary aircraft operate from the separate rotary landing pad as described above and ***do not fly over the main landing strip***

Where there are a larger number of pilots present the risk of conflict increases and there is a need for some segregation of airspace. There are two alternatives, depending on the wind direction:

- Winds predominantly from an East or West direction
- Winds predominantly from a North or South direction

Scenario 2: East/West wind directions

Where the wind direction is predominantly from the east or west, the multi-rotor pad will be placed on the southern "leg" of the landing strip (which is not used by fixed wing aircraft in this wind direction). Multi rotors will take off from here and fly in the field to the south of the main field boundary. ***Rotary pilots will need to be particularly alert to the possibility of people using the footpath along the side of the field and to check this is clear before landing/takeoff***. Anyone flying FPV will need to ask their spotter to pay particular attention to this.

Scenario 3: North/South wind directions

Where the wind direction is predominantly from the North or South, the multi-rotor pad will be moved to the western half of the landing strip. Multi rotors will take off from here and fly in the field to the north. ***Particular care should be taken to avoid encroaching into the landing circuit for fixed wing aircraft near the eastern boundary of this field.***

Rotary pilots using this zone will also need to be aware of the possible presence of people or vehicles on Jeremy Lane and the need to remain 50m from them, in accordance with BMFA rules (these state that unmanned aircraft with "surveillance equipment" (ie cameras) should remain 50m from any people or vehicles). If anyone is flying FPV, they need to ensure that their spotter checks for the presence of people or vehicles on this section of the road.

Decision making

At the start of the flying session, the first pilots to arrive and set up the field will need to decide on the location of the pilots' box, according to the wind direction. A marker should be placed in the position of the relevant pilots' box. As soon as any rotary pilot arrives they should set up the landing boards in the relevant location.

If there is any dispute or uncertainty, then a decision should be made by any committee member or club instructor who is present.

LANCASTER & MORECAMBE MODEL AIRCRAFT CLUB

Chairman: **Mike Shepherd** ***Secretary:*** **Martin Ireton** ***Treasurer:*** **Peter Sandford**

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Fig 1: Arrangement for East-West wind directions

Note that the pilots' box and heli pad occupy the southern "leg"of the landing stri; multi rotors fly in the field to the south of the main field.

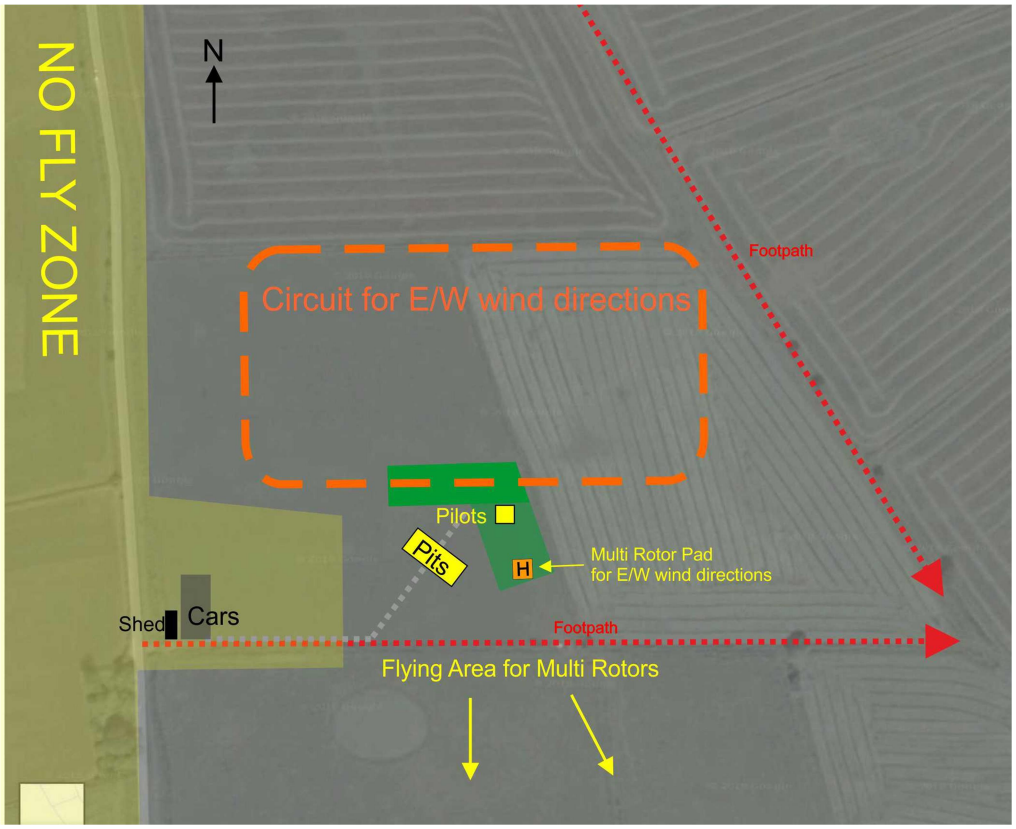

Fig 2: Arrangement for North-South wind directions

Note that the pilots' box and heli pad are moved to the western leg of the landing strip; and the multi rotor flying area is switched to the northern half of the main field