

**King's Lynn Aero Modelling Club Ltd.
Operating as King's Lynn Aero Modelling Club (KLAMC).**

Field Safety Rules:

All members must observe field discipline and comply with the Air Navigation Order, all relevant BMFA safety codes as contained within the **BMFA Members' Handbook, Civil Aviation publication CAP658** and the following club specific rules:-

1 - General:

- a. These flying field rules apply to all members and their guests regardless of model type unless exceptions are listed in these rules.
- b. Model flying at the club field is only authorised to members of King's Lynn Aero Modelling Club and their guests.
- c. No person is allowed to fly any form of model aircraft unless they have BMFA insurance or equivalent and can supply supporting documentation to any member of the KLAMC, if requested.
- d. Members should be prepared to produce their membership card if requested by a committee member.
- e. No pilot is to fly any aircraft from the flying field unsupervised unless they have attained and presented proof of a current BMFA 'BPC' or 'A' Certificate of Achievement as relevant to the model to be flown.

Helicopter or Multi-rotor pilots without an 'A' Certificate are allowed to practice hovering in the designated multi use area unsupervised, subject to rule 4 i.

- f. Pilots without a 'BPC' or an 'A' certificate must be supervised by someone who holds at least that qualification in the relevant discipline and has been registered by the club as an instructor.

The supervising pilot will be responsible for all aspects of safety while supervising a novice flyer.

- g. The Committee has the authority to ground any aircraft on the basis of excessive perceived or measured noise levels.

All IC propeller driven models will be subject to completion of a noise test in accordance with BMFA guidelines (currently 82 dBA at 7metres) and witnessed by a Committee Member.

Electric models may be flown without such a test.

- h. Members must operate their cars with care in order to limit damage to the field, especially in the winter months.

- i. Model flying times are 8.00am to dusk.
- j. All persons under 16 years of age and vulnerable adults must be accompanied by their legal guardian at all times. Children at the flying field must not be allowed to run around the pit area or enter the runway area. Children will be allowed in the flight area if they are flying or being tutored. The parents or guardians of said children must be responsible for their behaviour at all times.
- k. All litter must be taken home. The bin in the container is only for dry non-flammable or non-toxic waste.
- l. Dogs are not permitted on the site.
- m. A toilet is provided on site for the use of Members & their guests. Please keep it clean and report any maintenance problems to the committee.

2 - Safety:

- a. It is every member's responsibility to ensure that they and that other members or visitors fly in a safe and responsible manner.
- b. Any member of the committee may ground a pilot who is deemed to be flying or acting dangerously.
- c. Pre-flight checks as per the BMFA handbook should be made before each flying session.
- d. IC models must not be started and electric models must not be made live (armed) when behind the pits line.
- e. All models should be set to fail-safe as per BMFA handbook.
- f. Members entering or leaving the flying field should check that no model is about to take off or land before crossing the runway. Ideally acknowledgement from someone in or near the pilot's box that it is safe to cross, otherwise visually check for models taking off or landing and wait until safe to cross.

Pilots must be aware of vehicles about to cross the end of the runway, do not proceed with take-off or landing until clear to do so.

In the event of a 'dead-stick' landing, try to avoid the crossover point if at all possible. (Remember you should have called a **DEAD-STICK** landing by this point to alert others in the pilot's box, they could possibly warn any approaching vehicle of the danger.)

The requirement to cross the East end of the runway when using the access track is not ideal but it is a condition of the landowner and must be respected. With due care and attention from members any risk involved can be managed at a safe level.

- g. Before any Flying activities take place, open the container door to enable access to the First Aid Box or Fire Extinguisher. (This could be difficult with an injured hand!) When re-locking the door, please ensure numbers on the lock are facing outwards. It is only necessary to move the bottom row of numbers.
- h. A periodic risk assessment of the site will be carried out and a copy available from the secretary. Any member identifying a risk not covered must inform the committee in order that the risk can be assessed.

3 - Accidents and Injuries:

- a. Fatal or serious (life threatening) accidents. The course of action should be as laid down in the **BMFA** handbook i.e. alert the emergency services, call the club safety officer if not on site, do not touch any models or equipment, take names of all persons present and do not leave the field if police are called. Take as many photographs as possible. Safety officer should inform the **BMFA**.
- b. Minor injuries. Complete an injury form, which is kept in the container.

4 - Control of Transmitters and Frequencies:

- a. Aircraft are to be flown on any of the approved frequencies of 35MHz and 2.4GHz bands.
- b. For 35 MHz transmitters, a peg must be displayed on the peg board. Check and double check that your frequency is not in use before switching on a transmitter. Failure to comply will be treated as a serious breach of Club rules.

These are not needed for 2.4 GHz transmitters.

- c. All frequency pegs must have the pilots name on to assist in identifying pilots on the same frequency.
- d. Transmitters are to be switched off and extendable aerials retracted when not in use.
- e. Transmitter control may be operated differently at invitation or open events.

5 - Flight Line, Flying Area and Multi Use Area:

- a. Parking Area, Pits area, Flying Area and Multi-Use Area will be as designated on the site plan.
- b. Models and flight boxes to be left in an orderly fashion.
- c. All models shall be physically restrained when starting or in the case of electric models armed, engine tuning and range testing.

The starting tables should be used whenever possible. If models are started in the pits area, the engine should be close to and facing the flight line fence.

- d. No model is to over fly the pits, parking area or any no-fly area.
- e. Models must not be flown directly toward the pilot's box.
- f. Models must not to be taxied in to or out of the pits area.
- g. No models are to be taken in to the pilot's box.
- h. Site must be kept clean and tidy at all times.
- i. The multi use area is for use by helicopters and multi-rotors to practice and learn hovering, as well as for micro/nano models that only require a small area for flight. Models must be capable of safely flying within the confines of the multi use area and not cross over the flight line or exceed the height of the trees.

6 - General Flying, Taking Off and Landing:

- a. Aircraft landing have priority over aircraft waiting to take off.
- b. Aircraft without power have priority over powered aircraft when landing.
- c. When requesting to take off, your intention should be made clear to others by calling '**OK TO TAKE OFF?**' Confirmation from other pilots flying must be obtained before taking off. Pilots requiring to stand behind their model when taking off should return to the pilots box as soon as it is safe and practicable to do so.
- d. When landing a clear call of '**LANDING**' should be made when under power. '**DEADSTICK**' should be called if not under power. You should step forward from the pilot's box to the flight line as a visual indication to other pilots who may not have heard your request to land.
- e. It is the pilot's responsibility before taking off to keep clear of all landing or overshooting models.
- f. When more than one aircraft is in the air, low passes should be called by the pilot and direction given.
- g. Normally no more than 5 aircraft shall be airborne at any one time.
- h. All aircraft must take off or land no less than 5 metres from the flight line.
- i. It is the pilots responsibility, when entering the runway area in order to place or recover a model, to make his intentions clear to the others in the pilot box by asking permission to enter by calling '**OK TO GO ON THE PATCH**'. They must only step beyond the pilot line when acknowledgments have been received from all pilots in the box. On exiting the pilot should announce the field is clear by calling '**CLEAR**' and noting the acknowledgments from the people in the pilot box.

7 - Helicopters and Multi-rotors:

- a. Helicopters and Multi-rotors are not to be flown within 10 metres of any person, except the pilot or a person accompanying the pilot.
- b. Multi-rotor fail-safes must be set within the limits of the craft, for example this may be motors to off for non-stabilised, slow descent for those capable or return-to-home for those equipped with GPS. For models with GPS and 'go home' facilities, special consideration to the arming sequence as per rule c. should be taken to avoid the aircraft returning to an area behind the flight line.
- c. Multi-rotors with GPS and Return-to-Home facilities must be armed a minimum of 5 metres beyond the flight line or in the multi use area. Multi-rotors should not be armed in the pits except for programming requirements, at which point propellers should be removed or the craft otherwise disabled from flight.
- d. Pilots moving from the multi use area to the main patch must switch off the model and re-arm on the runway as per rule c. to prevent any home position being set as the multi use area. Under no circumstances must the model be flown out on to the patch from the multi use area.

8 - FPV (First Person View) flying at the site.

- a. Before any FPV flight the pilot and spotter must make themselves aware of all current regulations and codes of practice as published by the CAA and BMFA. These can be found on the BMFA handbook and website.
- b. The FPV pilot should seek the acknowledgment of other pilots in the pilot's box before taking off, giving them the opportunity to land if they desire.

9. - Check every flight!

Pilots should particularly familiarise themselves with the two acronyms recommended by the BMFA and which should be considered before each flight.

These are:

S.M.A.R.T. for transmitter safety before taking off.

Switch	Transmitter switched on.
Model	Correctly selected.
Aerial	Extended & secure for 35MHz. (see note below)
Rates	Switches in the correct positions for take-off.
Trims	Correctly set. Also transmitter voltage is good.

Note: for 2.4GHz transmitters consideration should be given to the correct orientation of the antenna with regard to it's dead zone.

S.W.E.E.T.S. for flight safety.

Sun	How will it effect my flight in any way.
Wind	What is the direction / strength of the wind and what effect will it have on my flight.
Eventualities	Full size aircraft / helicopters close by. Models / pilots on the runway when landing. People / animals in the area that could be in harms way in the event of loss of control, etc.
Emergencies	Consider the possibility of a dead stick landing, where would I aim to land and what areas would I need to avoid.
Transmitter	Have I complied with the any transmitter control in operation.
Site Rules	Have I made myself aware of any site rules, particularly regarding no-fly areas and model safety requirements.