



Livingston Model Flying Club Rules

Introduction.

Model Flying is controlled by CAA Regulations, BMFA/SAA Safety Codes and Rules and additionally by Health and Safety and Child Protection Legislation. Furthermore as a Club we are required to have a Code of Practice and ensure that a set of rules regarding the operation of the site [Flying Site] is generated and applied. This rule book sets out the rules pertaining to the operation and use of our flying site. These are Rules, which together with the CAA and SAA Rules, Members must adhere to as a condition of Club Membership. Members must also ensure that their visitors also observe these Rules when visiting and operating model aircraft on the Club site.

1. General.

1.2 Accident Book.

The Safety Officer must be notified of all accidents, no matter how small, and the details recorded in the Accident Book. A note of the accident must also be forwarded to Headquarters No 2 Flight Training School.

1.3 Junior Members.

The Junior Member must, at all times be accompanied at the flying site or at other Club activities by the Parent or Guardian.

1.4 Gas Turbine Models/ Models over 25Kg

Models in these categories are not permitted to fly at Kirknewton.

1.5 Day Membership.

Day membership is available for visiting flyers that have the required safety scheme and liability insurance credentials. Arrangements for this would normally be made in advance through a committee member. A register of these membership arrangements shall be maintained

2. Kirknewton Airfield.

2.1 The Club flying site is located within Kirknewton Airfield and is subject to conditions and rules prescribed by the Ministry of Defence and Comdt 2 Flight Training School.

2.2 The Club is authorised to use the flying site Monday to Friday between 10a.m. and dusk. Friday flying is permitted only when the RAF Gliding Squadron is not in attendance. If we are on site and the Gliding Squadron appear we must stop flying and vacate the site. We also may be asked not to use the site if the RAF Gliding Squadron has a planned course of training during our authorised use.

2.3 The number of persons [participants and spectators] expected to attend is limited to less than 30.

2.4 The main access gate must be closed after entering or leaving the Airfield.

2.5 Vehicles are limited to 15 MPH whilst travelling within the Airfield.

2.6 All vehicles or groups of vehicles in motion within the Airfield should have low beam headlights and amber hazards flashers on when in the vicinity of the runways.

Runways/tracks are to be considered strictly out of bounds. No vehicles should use the main runway for any reason whatsoever, without the express permission of Comdt 2 Flight Training School and RFCA.

The only authorised entry exit route from the main gate to our flying area is the one shown by black arrows on the site map.

2.7 Vehicles destined for the LMAC Flying Site must not proceed past the westerly end of the secondary runway until they receive and acknowledge a proceed signal from the Model Flying Club flight line. After receiving the signal to proceed it should be acknowledged by flashing the vehicle headlights.

2.8 Vehicles leaving the Model Flying Club parking area must establish that it is safe to do so by informing the pilot's stance of their intentions and agreeing their departure details.

3 The Club Flying Site

The Flying Site layout is shown in Annex A.

3.1 The permitted and prohibited flying areas take account of the fact that we share this airfield facility with light aircraft and the Model Flying Club site north easterly limit is relatively close to the main runway. This has serious implications if a light aircraft is on a landing approach from a north easterly direction.

As a consequence of the above implications while Kirknewton Flying Group are either taking off or landing all LMAC model aircraft must be temporally grounded.

3.2 The maximum number of model aircraft permitted to fly together is strictly limited to four.

3.3 Model Aircraft pilots should always be aware of full size aircraft movements in the immediate vicinity of the Airfield and the Model Flying Site. It is strongly recommended that model pilots not flying keep those flying aware of Light aircraft movements.

3.4 Access to and use of the flying site is limited to Club Members. Day membership is however available to visitors who have approved liability insurance and SAA Bronze or BMFA A certificates. Visitors must be accompanied at all times by the inviting member and that member will be responsible for the actions of the visitor.

Only guests that have been invited by a member of the Livingston Model Aircraft Club, with the consent of the Chairman or Secretary shall be permitted as guests.

3.5 Aircraft in the pits area should be aligned parallel to the rear of the parked vehicles with their propellers facing away from the parked vehicles.

Large models should establish a second pits area significantly forward and to the side of the main pits lane.

3.6 Models must not exceed a height of 400ft.

3.7 The prolonged high speed running of aircraft engines and motors on the pit lane is prohibited.

3.8 High speed low passes should not be flown up the runway but flown over the grass area North of the runway.

3.9 Models must not be flown to heights where they are a spot in the sky.

3.10 Models without an undercarriage should not be landed near the pits area but landed over the grass North of the runway.

3.11 The preferred minimum standard for unsupervised solo flight is SAA Bronze or BMFA A cert. However experienced students, who, in the opinion of the committee, are ready to take their Bronze test, will be allowed to fly unsupervised.

3.12 Inexperienced student members must not fly at the field unless under the supervision of a Club Instructor.

3.13 Only members approved by the Committee will supervise students.

3.14 A Frequency Control Peg Board will be used for 35MHz. A peg with the member's name will be securely attached to the frequency board to indicate clearly the frequency being used.

It is the responsibility of the first 35MHz user who arrives at the site to fly to ensure that the frequency board is set up for use.

3.15 Abide by the Countryside Code and always leave the site in a clean and litter free condition. Please be courteous and tactful in your dealings with other site users.

3.16 All aircraft configured in a state ready to start the motor/engine and move must be physically restrained. Note: A throttle safety switch is not considered sufficient to meet this requirement.

3.17 There is a set of verbal procedure calls which all members must adhere to.

Call “Ok to Take off?” and wait for acknowledgement before entering the active runway

Call “Taking Off” before starting your take-off run

Call “Landing” before starting your landing approach

Call “Crossing” and wait for acknowledgement before crossing the active runway to retrieve your model

Call “Clear” when you have exited the runway

Call “Low Pass” (and direction) – before performing a low pass over the runway (note rule 3.8 still applies)

Call “Dead-Stick” in an emergency

Call “Full Size” in the event that a full size aircraft approaches the flying area

NEVER assume that the landing area is clear even if you have called landing. In emergency situations call for help from your fellow flyers and always be prepared to land in a safe place off the landing area if necessary. Pilots retrieving models from the active runway must call out their intentions ‘loud and clear’ and GET CONFIRMATION from any pilots still flying that it is safe for them to do so. In ALL cases, the safety of people is paramount.

4. Flying over 400ft AGL.

The club has negotiated a special agreement with air traffic control at Edinburgh Airport in relation to operating aircraft above 400ft AGL (Above Ground Level).

Should the club wish to use the airspace above 400ft AGL they must get the approval from the Watch Manager (0131-348-4828) to use it. The maximum height shall be agreed on a tactical basis between the watch manager and the club member for each day and shall not be higher than 1800ft AGL. The club member must be careful that if they are given an operational altitude to subtract 700ft from the quoted altitude to get the height above Kirknewton airfield. The aircraft must be capable of transmitting their height/altitude. When LMAC ceases flying above 400ft AGL they should notify the Watch Manager by telephone. All flying must be carried out within the confines of the aerodrome boundary. The watch manager may ask for your mobile number in case of emergencies.

Members are reminded that it is a strict condition of our licence that the above rules are read and complied with and that the annual membership renewal form (see Annex B) must be signed and dated that you have read the rules and agree to comply with them.

5 Annexes

Annex A. Flying site layout

Annex B Membership renewal form

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