

IMPORTANT – SEE PAGE 14 REF. COVID-19



Lee Bees Model Aircraft Club



Rules & Procedures

Revision 12c March 2021

Other Publications and Documents

Specific Airfield Information, Airfield Procedures Manual and Airfield
Visitors Brief can be found at

www.solentairport.co.uk

CAA - CAP 722 ~ www.caa.co.uk
(this has replaced CAP 658)

BMFA Members Handbook ~ www.bmfa.org

Available from the Club Secretary

leebeessecretary@aol.com

Lee Bees Child & Vulnerable Adult Policy
Lee Bees Health & Safety Risk Assessment
Lee Bees Club Constitution

Revision 12c ~ March 2021

(to be reviewed/updated by March 2022)

An Introduction to Lee Bees and Model Aircraft Flying at Solent Airport

The hobby/sport of flying model aircraft has taken place at Solent Airport (formerly HMS Daedalus) since the mid-sixties when still used by the Royal Navy, with model flying displays also taking place during Daedalus Air Day in the 70`s and 80`s. Over the years the Club has had many members who have competed at both National and International level in the various disciplines of the sport from Free-Flight, Control-line, Scale and Precision Aerobatics. Recently we have had at least two members actively competing at International level; one in Scale Gliding and another in the GB Team competing in the 2017 World Championship held in Argentina for Precision Aerobatics.

After the Navy vacated the site in 1996, the Hampshire Police Air Support Unit managed the airfield and we were able to continue model flying until 2006 when due to operational requirements we had to leave the site. Then, with help from the efforts of the LFA and Cllr. Sean Woodward we regained use of the site late in 2010. Since taking over the management of the airfield, RCA and Fareham Borough Council have kindly given us permission to continue to operate on the airfield.

Briefly, our operation on the airfield for flying models is governed by CAA Publication CAP 722, with direct references to ANO Articles 240 and 241 amongst others. It is from these that the Guidelines and Operational Procedures are written and published by the British Model Flying Association who provide our Insurance. These Guidelines are then further enhanced by the Club with Site Rules to reflect local conditions and in our case with consideration for `Mixed Site` use. We have an Insurance Indemnity of £25,000,000 in place for our activities on the airfield.

Model Aircraft Pilots who fly at Solent Airport may only fly solo, ie without an instructor or training aids, if they hold the BMFA `A` Certificate of Achievement. This is a nationwide scheme, taken in the presence of an examiner and is designed to show that the model pilot has reached a required standard of Safety and Control of a model aircraft as well as awareness of the CAA Laws and Guidelines and Local Site Rules.

Also when on site, a nominated Safety Marshal is on duty to advise model pilots of movements and activities in the surrounding airspace and also ground movement in the vicinity of model flying for avoidance of possible conflicts. The Safety Marshal also holds a Ground PMR Radio issued by RCA for direct communication with the Tower during hours of operation. A mobile phone is also held, the number of which is shown below and is circulated to the other airfield users should contact need to be made while on site. Other duties of the Safety Marshal include overseeing model flying activities and ensuring Rules & Procedures are adhered to.

Thus far, we have enjoyed the use of the site without major incident with no third party claims ever having been made and with our continuing assessment of our surroundings and communications with other airfield users hope to continue to use the site with fellow aviation enthusiasts for the foreseeable future.

These Rules and Procedures should be
read in conjunction with the BMFA
Handbook and are subject to change should
Airfield Operations require it.

Changes and Amendments will be notified via
Email in the first instance.



Lee Bees Model Aircraft Club

Incorporating the Lee on Solent Model Flying Group
Club 0133 Affiliated to the British Model Flying Association



SITE RULES & PROCEDURES

The Following rules apply to all members:-

1. Model aircraft flying is authorised by permission of the Airfield Management, Regional & City Airports, (RCA) and the owners Fareham Borough Council. A condition is that all model pilots must have insurance arranged through the BMFA.
2. Model aircraft flying at Solent Airport is to be carried out strictly in accordance with the relevant codes of conduct outlined in the latest version of the British Model Flying Association Members Handbook and as amplified by these rules. The site is a 'mixed site' as defined in the handbook 'Safety Code for General Flying` (page 19) and **all forms of full size flying take priority over models.**
3. Pilots must be BMFA 'A' Certificate qualified for the aircraft type they wish to fly, as a minimum, and must read and sign for understanding and agreeing to abide by both the site rules and the Solent Airport Procedures Manual, a copy of which members are strongly advised to examine.
4. The first member to arrive at the airfield on any flying day will collect a two-way hand held PMR radio, a mobile phone and the safety kit bag from the Control Tower Main Reception. The Tower is accessed by continuing along Daedalus Drive past the access to the CEMAST Centre and on past the DSA Test Centre and Coastguard Helicopter Hangars to the Tower. Access to the model flying area can then be made via the access gate adjacent to the eastern end of old runway 10/28 (dis), also known as the Airport Community Space. This is locked with a combination padlock, the number for which will have been given to members with their membership card.

PLEASE NOTE THERE IS NO OTHER ACCESS TO THE FLYING SITE

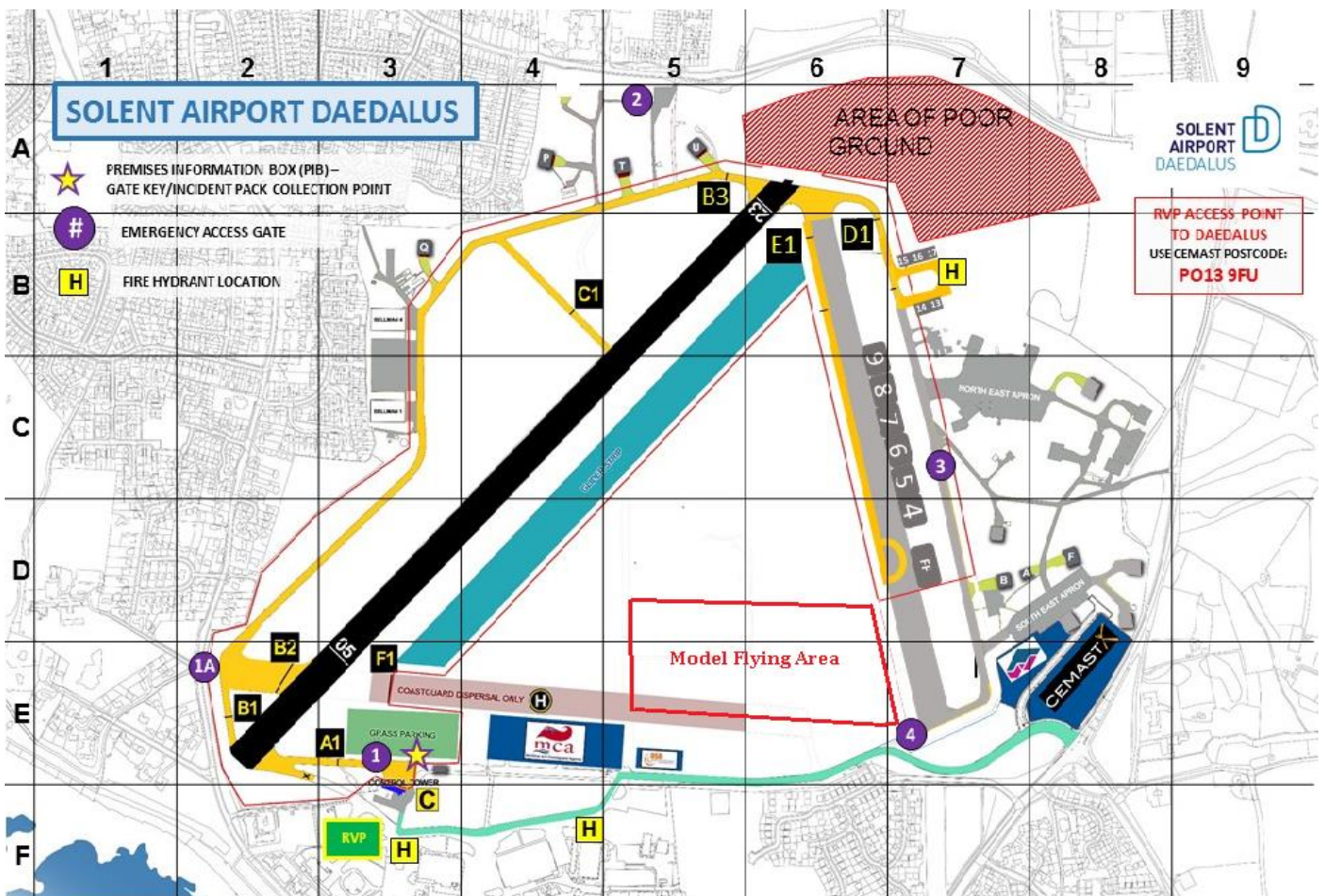
Members will have their vehicles registered with RCA and may be issued with a car pass which must be displayed at all times while on the Airfield Site. Members must also be in possession of a current club membership card to be presented if challenged by security or RCA staff.

5. On completion of model flying activities the last member to leave should return the safety kit bag, PMR radio and mobile phone to the control tower. **If this is to be outside of official airfield opening hours the kit must be returned before normal closing time shown below.** Access to the flying site through the gate is to be controlled by the members present during their flying session.

6. After hours flying - Starting model flying activities during normal operating hours. Normal hours are as follows : Winter (01/11 to 28/02), 0900 to 1630, summer (01/03 to 31/10), 0900 to 1800. Flying can continue after normal hours providing the Safety Kit is returned before the Tower closes. The Safety Kit in the Lee Bees box can then be used, making sure the gate is closed and left locked with the combination lock by the last member to leave.
7. There are no security or airfield staff present outside these times to enable us to pick up our safety kit, mobile phone and PMR radio. **If members wish to START flying after normal closing time this can be done by making a call to the tower using the number listed later in these rules and leaving a message on the Answerphone as to when flying commences. A call should also be made when leaving to record the time when flying has finished.** The gate should be secured at the finish of flying using the lock and during flying the Safety Kit contained in the Lee Bees box next to the access gate should be used.
8. All pilots are to stand in the area marked on the runway by four coloured dots whilst flying. The two traffic cones contained in our kit box are to be used to mark the front of the pilot box. All models are to be kept in the airspace as defined on the Airfield Diagram. If this cannot be assured then flying is not to take place. Full size powered aircraft and glider circuits are outlined in the airfield procedures manual. The Hi-Viz Orange Triangle should be deployed adjacent to the flying area.
9. No member is to fly at the site alone. At all times at least one other member with a BMFA A Certificate should be present to act as the site Safety Pilot.
10. **THE DUTY SAFETY PILOT** shall wear the Hi-Viz Jacket from the Safety Bag and be in possession of the mobile phone and PMR ground radio at all Times. They will keep a good look out for all full size movements in the air and also ground movements, with particular attention for SAR and other Helicopter movements when all models are required to land, (Rule 12).
The Duty Safety Pilot will advise Model Pilots of movements close to Model Airspace where models will take action to avoid possible conflict with full size aircraft as per Rule 2. The Duty Safety Pilot shall oversee model flying activities and will be expected to uphold these Club Rules and the guidelines from the BMFA Handbook. In the event of a problem or dispute, all models are to land until the issue is resolved. Members are advised to check with the Duty Safety Pilot before model take-off for clearance and will be expected to comply immediately with requests made by the Duty Safety Pilot.
11. The following special conditions shall apply:-
 - a. All internal combustion engines are to have silencers fitted so that the model complies with the BMFA safety code for noise (Page 67). Facilities are

available within the club to check noise and should be used if there is any doubt over a model's compliance.

- b. Any models over 7kg, pulse jets, pylon racers, gas turbines or ducted fan (except electric) may **NOT** be flown at the site.
- c. All radio control equipment is to be on authorised frequencies for model flying ie 35mhz or 2.4ghz. The use of 27mhz is not permitted. No peg board for 35mHz is currently available. The individual member will need to make their own arrangements for frequency control if they still have 35mHz equipment they wish to use.
- d. All flying is to be carried out in an agreed pattern or circuit depending upon the conditions on the day. The pits are to be located on the side of the runway nearest the blue security fence as per the BMFA Safety Code and with reference to the attached map.
- e. All flying is to be strictly carried out in the area marked on the attached airfield map. Flying behind the pilot box, over Echo taxiway, over the main runway (05/23) or closer than indicated to the coastguard heli-pad is strictly forbidden and will potentially lose us this site.



- f. Note that The Tigers/Rockets motorcycle team may operate from the grass area in front of the 10/28 site. They normally use the area on a Sunday in the Winter and Spring months only. It is not possible to fly when the Tigers/Rockets are there as they have priority over us.
- g. Monday to Thursday, there may be operations on site by a Multirotor/Drone School. Checks on this can be made via an online diary on the Airport Website, link below. Again, when on site, they have priority but may be approached to discuss time/length of operation.

<http://calendar.google.com/calendar/embed?src=ur58im4p4ftj8nssqg9hl9cteo%40group.calendar.google.com>

- h) Hand or bungee launches must take into consideration where the model will go on release in relation to the Model Flying Area and is best conducted on the grass area in front of the runway with belly landings taking place here too, notwithstanding the conditions mentioned above and with agreement from the Safety pilot.
 - i) Helicopter pilots are to fly in the same airspace and operate from the pilot box with fixed wing pilots. This means pilots must liaise with each other as to flying patterns and/or agree on flying slots.
 - j) There will be a maximum of 4 models in the air at any time with a 500 ft height limit.
12. No models are to be in the air whilst there is any movement by the coastguard SAR helicopter or any other helicopter on the airfield.

THE DUTY SAFETY PILOT SHALL ENFORCE THIS RULE.

13. Models must remain under control at all times. This is to be interpreted to mean under radio or wire control, hence no free flight models.
14. Guests at Daedalus.
- a) No guests are permitted to fly at the site.
 - b) Non flying guests may accompany a Club Member in that Members vehicle. This is necessary for Airside Insurance vehicle cover as airside cover is not included in normal motor vehicle policies.
 - c) Prospective members viewing the site should be accompanied by a committee member at all times.
15. On no occasion is any fence or gate to be climbed to gain entry to the industrial site in order to retrieve lost models. Access to this area may be possible by

negotiation with RCA at the Tower or with security staff.

16. No pets are permitted on site.
17. All members will be expected to comply with the reasonable requests made by RCA staff or any other airfield user.
18. Toilet facilities are available to members located by the control tower, (café).
19. The Airfield is to be vacated in a tidy and orderly condition. All litter (FOD) is to be taken home or disposed of in an appropriate bin. - Even if it is not yours.
20. Each member shall be liable for any infringement of the rules which should be reported to the Committee. The Committee shall have the power to withdraw membership without question if necessary. Failure to comply with any of the rules may result in losing the site not only for yourself but others. Please fly safely and remember that this site is a busy active airfield. If in any doubt about your competence to take off, fly and land safely in the weather conditions at the time of flight, or to cope with any emergency or if you are in any doubt about any rule, do not fly and seek clarification and help.
21. Any proposed amendment to any rule or rules should be forwarded to the Committee for consideration as soon as possible. Any problems on the Airfield should also be discussed with Committee leaving them to liaise with the Airfield Management as required.
22. A copy of the pages referring to the PMR use will be Laminated and left in the Safety Kit Bag for on site reference.

Aeromodelling Times of Operation

All models:

| | |
|------------------------------|---------------|
| Monday, Friday | 09.00 – 19.30 |
| Saturday/Sunday/Bank Holiday | |

Note also after hours access procedures

No flying on Christmas Day

No flying when The Tigers/Rockets team`s are practising

Important Addendum

CAA Regulations

Members will be aware of recent changes made to the Air Navigation Order regarding Model Aircraft and Drones, collectively known as UAV`s. these changes include a new

Publication, CAP 722, which has replaced CAP 658. Also included is Article 16 which lays out the exemptions under which we are able to fly. Members are urged to peruse these documents, though members should have either taken the DMAREs test online or have indicated via the BMFA that they have read and understood Article 16 in order to continue flying.

It is also a requirement to fly at Solent Airport that they register with the CAA as an Operator and have their aircraft suitably marked with their Operator I.D. This will have been done either directly with the CAA or through the BMFA with their membership renewal.

In view of the advances in the electronic technology available today for model aircraft and some of the complex setups required for some models, members must be mindfull of the integrity of these as well as more basic setups in their assembly and pre-flight checks before flying, paying attention to not only control surface mechanisms etc. but also the electrics that power them, i.e. battery, receiver, servo electrical connections as well as correct functioning of failsafe systems fitted. If any aspect of the system is suspect or intermittent in operation, do not fly until correct operation is assured.

Since the last revision of these rules, a lot more infrastructure has been erected around the airfield requiring the distance North across the airfield that models can fly to be reduced. Models should not be flown further North than a point before the Southern end of the Hangars erected at the Northern end of 17/35 (dis).

It is highly recommended in the case of New, Second-hand and Re-furbished models, especially complex one`s, e.g. Warbirds, that a fellow modeller assist with final assembly at the airfield for observation in case something may be spotted that may have been overlooked, much the same as Full Size practice has a `Check-Pilot`. Also, that the `Test Flight` be made when conditions are such that a Take-Off can be made in a direction that, should a problem occur, the model can be safely ditched. However the ultimate decision to fly is with the Pilot of the model and is their responsibility. Reference to the way our Insurance works can be found on the BMFA website.

Lee on Solent Model Flying Group

Airfield Ground PMR & Telephone Reporting Procedures

Lee Radio/ - PMR Ground Radio Procedures

- i. Flying will not commence within airport operational hours until a radio communications check has been carried out between the club and the Lee on Solent airfield duty air ground radio operator using the hand-held PMR radios which are supplied and maintained by RCA.
- ii. The purpose of the radios is to maintain constant two-way communications during airport operational hours, between the club and the airport duty air ground radio operator.
- iii. The first club member to arrive on site during airport operational hours shall attend the control tower, receive the radios from the duty air ground radio operator and receive a brief relevant to the current and perceived airport operations.
- iv. Once on location at the operational area, a club member will initiate a radio check with the duty air ground radio operator. Where communications cannot be established, a club member must identify and remedy the defect before model flight operations begin.
- v. Throughout club flying operations, one member will be responsible for monitoring the radio. During this period of responsibility, the relevant club member shall not operate their aircraft on the ground or in the air. When they choose to fly they must first secure a further member to monitor the radio, giving them a brief where relevant.
- vi. Communications shall normally only be initiated by the duty air ground Radio operator by calling `Model Flyers, Lee Base` to which the Monitoring club member should reply verbally. The club member operating the radio is responsible for passing relevant information and instructions to other club members present.
For all radio communications between the two parties, the duty air ground radio operators call sign shall be 'Lee Base' and the club member in charge of the radio 'Model Flyers'.
- vii. Initiation of radio communications by the club or a club member shall

only be carried out in the event of an emergency or to pass information that may prevent an emergency.

viii. Due to operational exigencies the duty air ground radio operator may not be able to fully engage in communications immediately and may use the option of transmitting in reply to the club member;

"Model Flyers, Lee Base, standby!"

On receipt of this message the club member shall refrain from further radio transmissions and await further reply from the duty air ground radio operator.

ix. All transmissions made by a club member will be kept as brief as practically possible.

x. The last club member to leave the site shall return the radio to the duty air ground radio operator and advise them that club activities have ended.

The Model Club Flying Site Mobile Number is

07806 691675

Airfield Safety and Security

Should a Safety or Security issue be observed or discovered while on the airfield during open hours, (09.00 – 16.30), RCA should be contacted at the Control Tower on

02392 551714

Outside opening hours call on

0800 374485 or 999 if urgent

NOTES

Temporary Addendum – Covid-19 Virus Safety

As we have now been fortunate enough to fly again, certain procedures will change in view of the precautions advised at this time on social distancing etc.

Firstly, it may not be necessary to go to the Tower for the Radio/Kitbag, therefore,

One of the first members on site must phone the Tower to advise of our presence and also leave their Mobile Number should the Tower wish to contact us.

It follows that should that member then leave, another member must call the Tower and leave their number, continuing this until the end of the flying session.

It must be stressed that it is most important that the Tower must be kept up to date with a current phone number from one of our members on site for this to work and that that phone must be monitored at all times, even by another member if the phone's owner wishes to fly.

The Tower will advise on any other procedure they may require at this time.

As From 29/3/21 - Whilst on Site

- 1 – **Track and Trace.** In accordance with Government Guidelines, a book will be provided and kept in the Lee Bees locker by the gate where Members are required to `sign in` with their name, date and time of arrival and departure. 1st member in can unlock the box, last out can lock the book away.
- 2 - Members are to adhere to social distancing of 2 metres as per Government Guidelines whilst on site.
- 3 - Members must carry and use a Sanitary Hand Cleanser or Antiseptic Wipes when handling the Gate and Padlock and when handling other members Models or equipment, eg. When assisting in hand launching a model.
- 4 - Vehicles should be parked at least if not more than 2 metres apart.
- 5 - Senior/Vulnerable Members are advised to wear a mask/face protection if possible.

(a Covid Risk Assessment will be sent with this document)

This situation will hopefully be temporary but for how long it is unknown at this time. Members will be contacted by email as soon as further information is known or procedures are amended.

Lastly, at this time the Committee have decided that we will not be accepting new members until a return to normality and that guests are not permitted on site.



Phantom FG1 XT863 on practice `go-round` over Runway 17 circa July 1974



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