

Guidance notes for new LMFC members

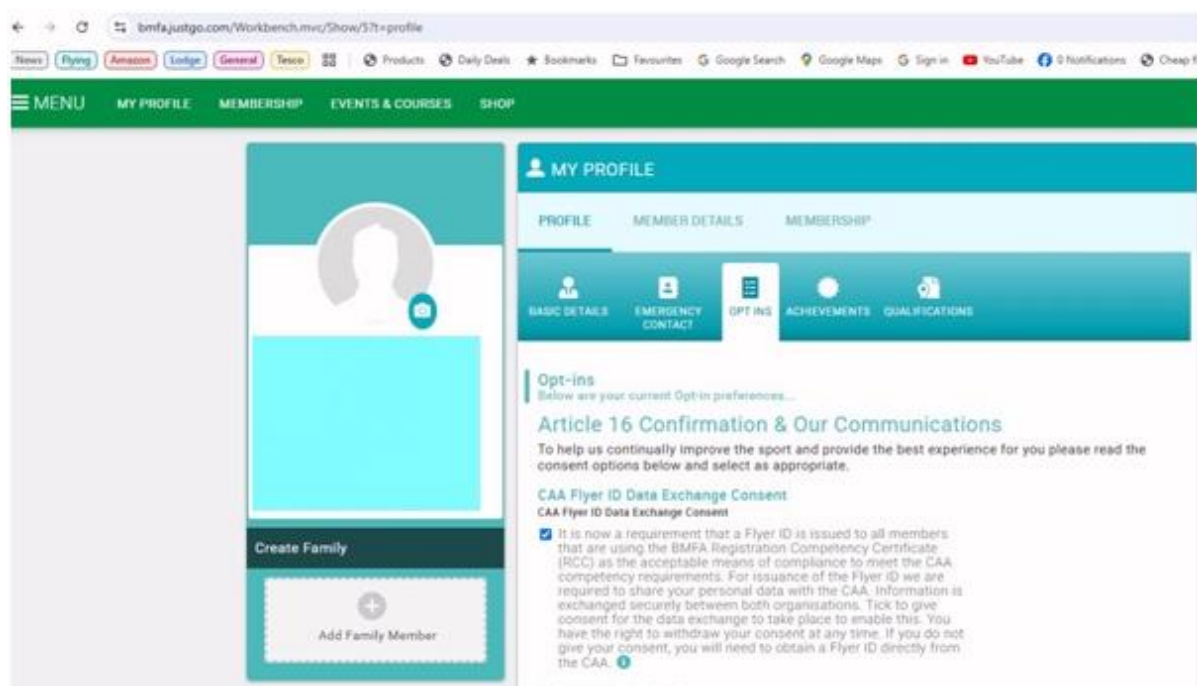
There are a number of things all fliers need to be familiar with either because it is the law, for safety or just for awareness. As a club we value our flying site and do not wish to endanger our use of it in any way. For this reason we ask all our members to obey the law, follow our site rules and treat the public and club members with respect.

Flyer ID (if you are familiar with this/already have one then click [here](#))

This takes the form **GBR – RP – XX12345XX123**. Note the letters **GBR-RP** which always appear in a Flyer ID.

It is a **legal requirement** that you have a Flyer ID (unless you're flying as a trainee on a buddy box). A Flyer ID does not cost anything to obtain other than passing an on-line test. There are two ways of getting a Flyer ID:

Our recommended route is to do the [BMFA RCC](#) on-line test: successful completion will get you their RCC certificate. When you receive it, follow their instructions to upload the certificate to the BMFA portal where it will appear against your achievements. Please then go to the [BMFA portal](#), then **MY PROFILE**, select the **OPT-INS** tab then click in **CAA Flyer ID Data Exchange Consent** box. This will allow the BMFA to apply for your Flyer ID on your behalf (see screenshot below).



The test is mainly common sense and can be taken as many times as necessary in order to pass. When completed you will be shown the correct answers to the questions you get wrong so it is also a useful training tool. Note that you lose a mark for each wrong answer or each answer you should have given but don't.

[The other route is to complete the on-line DMARES test with the CAA who will send you a Flyer ID when successfully completed.]

Having done the BMFA RCC will mean when you take the 'A' test you won't be asked any of the otherwise mandatory questions (getting any one of these wrong would mean immediate failure with no discretion). If you have done the CAA's DMARES test instead you do not get this benefit, which is why we recommend the BMFA RCC.

Operator ID (if you are familiar with this/already have one then skip to Site Flooding)

This takes the form **GBR – OP – XX12345XX123**. Note the letters GBR-**OP** which always appear in an Operator ID

All models flying at our field **MUST by law** display an Operator ID. The operator ID must be placed in a location that can be accessed without the use of a tool and should be in block lettering not less than 3mm high. Operator IDs can only be held by someone 18 or over who is responsible for and controls who flies the model. They can be obtained directly from the CAA or through the BMFA (recommended); the annual fee is £11.79 (in 2026). All our training models have their Operator ID displayed but you are responsible for your own models. Note that the correct display of the Operator ID is part of the A test.

Site flooding

It should be noted that our field floods to varying degrees following prolonged heavy rain. The river level can be found [here](#) or [here](#). Our website has a [page](#) which tells you how badly affected the field is for specific water levels. We often fly float planes when it floods ☺ but while training this obviously isn't an option but could be something to look forward to! Water levels above 2.6m make the flying of normal planes pretty much impossible. The normal river level is around 1.1m.

After heavy rain our field can become quite muddy so suitable footwear is recommended and care needs to be taken when driving across the field.

XCWeather app

We are very dependent upon the weather for our hobby. We don't fly in the rain (the electronics in the transmitters don't like getting wet) though we can dodge showers - and we need light winds, especially in the early stages of training. We find [XCWeather](#) quite good at predicting wind conditions. There is also a local weather station that provides live feed of the weather conditions - see our [website](#).

Training and instruction (if you aren't a trainee then click [here](#))

Flying a model aircraft is a lot of fun but will take practice and persistence. Our club instructors provide their time free of charge to help you learn to fly and their expectation is that you ALWAYS plan ahead for your session and try to prioritise continuity for your lessons, subject of course to weather and instructor availability. Turning up at the field once every couple of months and expecting tangible improvement isn't going to be successful for you or your instructor. Continuity in training, and therefore building quickly on prior skills and understanding of the safety regulations is key to achieving the standard needed to pass your BMFA Test.

As a trainee you will have been made a member of the **LMFC Training** WhatsApp group. You can either ask whether an instructor is available (best not to be specific, just ask if anyone can give training on the day you are available) or instructors may offer training if they are available. Check the weather forecast before making a training request - ideally we want both the average wind speed and gusts to have a light blue background in [XCWeather](#)- i.e. less than 12mph. We can cope with gusts with light green background but windier can make it unpleasant in the early stages of training. Let us know your window of availability and make it as big as possible. We often have many people requesting training on any given day and by being flexible (earliest available time, latest time to depart) we can try to accommodate everyone. Unnecessarily limiting your window may result in you missing out! We try to be fair and ensure equal allocation if there are lots of requests. We do not normally provide training outside of the club [flying hours](#) which can be found on our website.

Using your own model for training

We recommend absolute beginners start their training using one of the club's trainer aircraft which are pre-configured for dual-control 'buddy-box'. However, if you have purchased a model aircraft to use for training and use a radio system other than Spektrum, you will probably need two transmitters (Tx's) which can be designated Instructor and Student (and one of which includes Flight Timer, Failsafe, and Motor Cut options). The club uses Spektrum equipment and an instructor can usually assist in setting these up. Our strong recommendation is you try first to familiarise yourself with your Tx as it can be time consuming if done 'on the fly' and consumes instructor time when unplanned. The self-learning process will certainly be of great value as you progress in the hobby.

Any model of your own that you bring to the field for your training should ideally be set up correctly – see the [guidance document](#) on our website. If using your own Tx's then one should be 'bound' to your model, and if you have two (as mentioned above), you should be able to demonstrate quickly to the assigned instructor how control is switched between Student and Instructor. Planning ahead and understanding your equipment setup will save a lot of time and potential frustration and avoid wasted flying or lesson days.

Junior members

Parents are reminded of the club policy and guidelines for [safeguarding of children and vulnerable adults](#) as published on our website.

Essentially, Junior (under 18) members must be actively supervised at all times by a parent or guardian. The level of supervision is to be commensurate with the junior member's age, maturity, capability and level of experience. This means **parents must remain at the field while their children are attending**. This is important both to safeguard the child as well as other members.

We look forward to seeing you at the flying field. Safe flying and good landings!