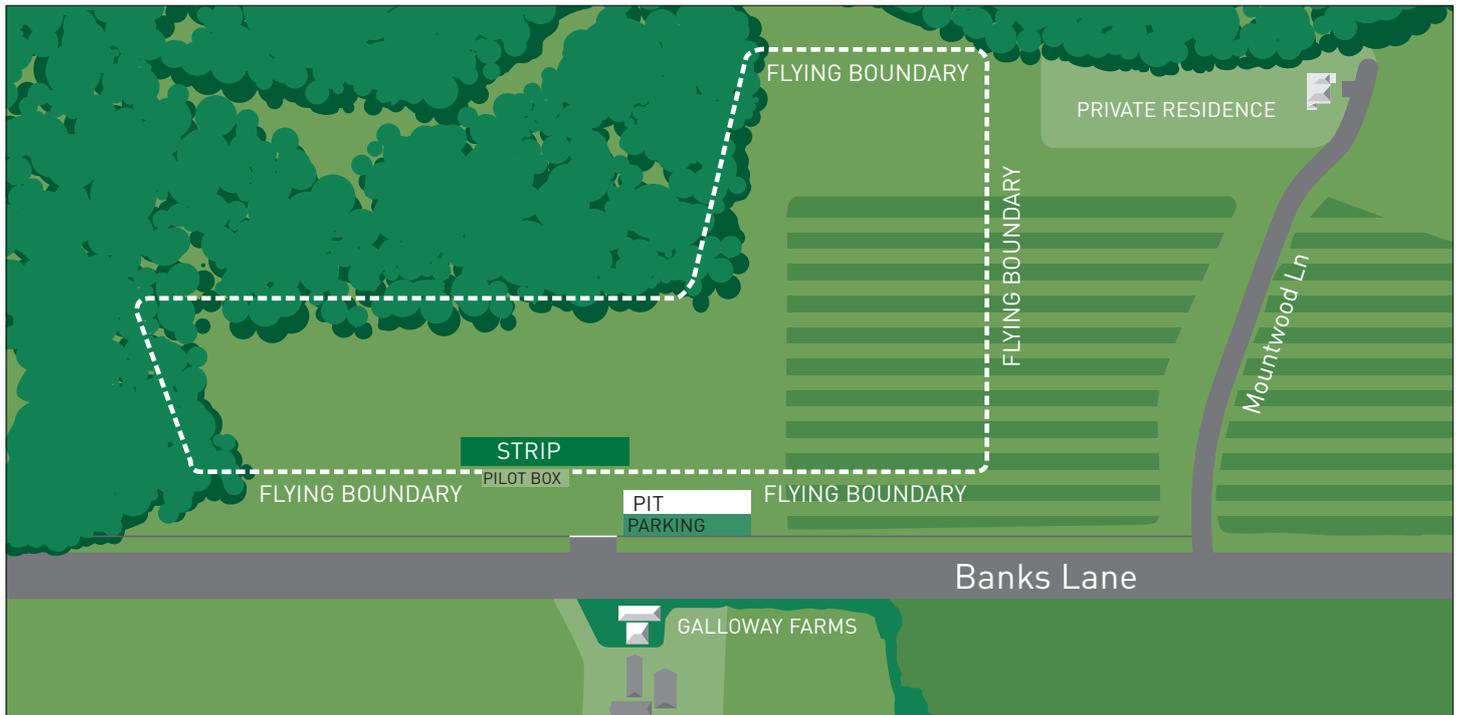




BANKS LANE: SITE RULES



FLYING STRIP BOUNDARY & DESIGNATED PILOT AREAS

The flying site is shown on the map above. The flying boundary is clearly marked by the white dotted line. Everywhere outside of the dotted line is a no fly zone. Do not fly behind the line of the pilot box or you will be flying too close to the road and may also be overflying the pit and parking area.

At the top right of the map is marked a private residence. Flying anywhere near here is not allowed.

If a member should stray beyond the flying boundary other members should warn them of their error with the instruction 'flying off site'. The flyer should take immediate action and bring the aircraft back inside the flying boundary. Deliberately ignoring warnings from fellow members may lead to expulsion from the club.

Maximum flying altitude is 400ft (122m).

PIT

The area in front the parking area is the pit area. All aircraft must be kept in the Pit area when not flying. Follow all standard safety etiquette. Remember to face your aircraft outwards, i.e. away from fellow members. No flying over the Pit area at any time.

PILOT BOX

Both fixed wing and multi rotor pilots should stand in the Pilot Box.

PERMITTED FLYERS

This is a private site for the sole activity of RC flying by CMFC members. Members should carry their membership cards with them should any request be made to verify their right to be on site. Guests can only be allowed on site if accompanied at all times by a member.

A guest may fly if agreed by a committee member or club safety officer. They may evaluate their flying ability, insurance and any other issue that might concern them. A guest should apply for membership if they wish to fly more regularly.

If a guest is someone applying for membership the committee will arrange to meet them and organise a training flight if the applicant is considered suitable. Up to three flight dates may be allowed before they would need to apply for membership.

PARKING

The site is accessed via a padlocked gate. The padlock has a coded lock. The lock code is held by the club committee and authorised members who regularly fly at Banks Lane. New members still on probation will not yet be given the lock code.

On entering the site you should park your car on the right, close to the fence, in the area shown on the map. If members are using the rc car track the parking area may be relocated further towards the pit area.

The gate must always be locked when you exit. Members are responsible for ensuring that the gate is locked and that the site is secure from unauthorised visitors.

MANDATORY REQUIREMENT

Before anyone can fly at Banks Lane a member must call the control tower at North Weald to notify them that RC aircraft are flying at this site. Our site lies on the flight path of aircraft entering and leaving North Weald Airfield. The call only needs to be made once a day by the first flyer on site. The contact number for the control tower is 01992 524740.



BANKS LANE: SITE RULES

FLYING TIMES

Monday - Friday: 'Open Flying' between 10am and 4pm, 'Quiet Flying' from 4pm to dusk.

Saturday & Sunday: 'Quiet Flying' between 10am to dusk. No flying on Bank holidays. No night flying on any day.

During the period described as 'Open flying', most aircraft types can be flown (not jets) but should adhere to reasonable noise levels to avoid disturbing neighbouring properties. This cannot be precisely measured as it may depend on the manner of flying. We ask members to be sensitive and if in doubt contact the committee for clarification. If we receive complaints the committee may consider banning an aircraft.

During the period described above as 'Quite flying' only aircraft that can fly more quietly are permitted. No IC aircraft, fast flying 'screamers' or 3d helicopter acrobatics. Whatever the aircraft type, all aircraft should be flown gently at this time.

The club committee reserve the right to ban the use of any aircraft even of a 'quieter' variety if they are not flown with due care. An aircraft may also be excluded if it is too fast to be flown within our flying boundaries or be judged to exceed the skill level of the pilot.

AIRCRAFT

Aircraft must comply with CAA Article 16. Aircraft with a take-off mass greater than 25kg are not permitted. We do not allow jets.

Aircraft should adhere to reasonable noise levels to avoid unduly disturbing our neighbours. Excessively loud engines may be scrutinised by the club's committee. If the pilot cannot rectify the problem the committee may request that the aircraft stops flying. The committee reserve the right to vet and exclude any aircraft for reasons of public safety.

Reasons for exclusion might be the difficulty an aircraft may have in landing safely on our strip, being too fast to be safely flown within our flying boundaries or being judged to exceed the skill level of the pilot.

All new or repaired aircraft should be checked by the Safety Officer. A range check should always be done. All models are subject to random safety checks by the Safety officer.

You must have your 'Operators Number' visible on the outside of your aircraft.

PIT PROTOCOL

All aircraft are to face outwards from the Pit area. Engine tuning is done at the rear of the Pit area. If you experience problems you should not spend undue time adjusting your engine on site. Otherwise you may be asked to leave and set it up elsewhere. When starting a motor all persons should be behind the propeller with the exception of the pilot if using an engine starter. Aircraft should be tethered where appropriate.

No smoking is permitted in the vicinity of inflammable fuels and materials.

Children must be closely supervised at all times and must not be allowed to run around the pit area or runways.

TRANSMITTER REQUIREMENTS

All aircraft should have a failsafe set to cut throttle if control is lost. Drones should either (in order of preference) return to home, level out and land or cut throttle and disarm. Failsafes to be checked prior to flight by switching the transmitter off whilst the model is restrained. For general safety a throttle cut should also be assigned to a transmitter switch.

FPV

You may use a camera for the purpose of flying FPV* and airborne video recording is allowed (within our flying boundaries) for personal use. You must take care not to intrude on our neighbours. Advise members you are filming. If anyone else should be in the field respect their privacy and do not film them.

Be aware that we are an enthusiasts club only. The CAA regulates commercial drone licences and unpermitted use of drone video could leave you open to prosecution. If in any doubt ask for guidance from the club committee.

FLYING

All standard warning calls must be made for taking off, landing, crossing the strip, requesting permission to join the flight line, a low pass, permission to retrieve an aircraft if others are flying. This is for the safety of your fellow members and members of the public.

Members flying without due care may receive a friendly warning from the Safety Officer. They may be offered help to improve their technique but if improvements are not made, a member may, for a time, be excluded from the site.

All pilots must observe the established flight line and stand in the designated area whilst flying. Any variation to suit daily conditions may be made by the Club's safety officers. Any spectators must remain in the spectators' area whilst flying is in progress.

If a member should stray beyond the flying boundary other members should warn them of their error with the instruction 'flying off site'. The flyer should take immediate action and bring the aircraft back inside the flying boundary. Deliberately ignoring warnings from fellow members may lead to expulsion from the club.

Should an aircraft go out of control, the first priority must be the safety of persons with the second being avoidance of damage to property. A warning such as 'dead-stick', or 'loss of control' is to be shouted by the pilot which is to be taken up by other members.

FLYING SOLO

You can fly solo if you have a minimum A certificate. If you do not have an 'A certificate' you can ask the club committee to evaluate your flying. If they are satisfied that you can fly safely then you can also fly solo. New members will need to serve a probationary period before being cleared to fly solo.



BANKS LANE: SITE RULES

SAFETY OFFICER

The club Safety Officer is not required to be always on site but if they are not, members are required to look out for each other and give warning of things may appear on site unexpectedly such as farm workers, vehicles, dog walkers or even low flying aircraft from North Weald Airfield.

When there is a child or vulnerable adult on site if the club safety officer is not present the most senior member on site should identify themselves to the parent/guardian as the Acting Safety Officer and the contact point should any issues need to be passed on to the club committee.

SITE SAFETY FOR CHILDREN AND VULNERABLE ADULTS

When we have children or vulnerable adults on site there will be a need for all members to take extra care not to cause danger or upset to them. Children or vulnerable adults will at all times be accompanied by their parent or appointed guardian. If any issues arise on site the parent/guardian of the junior/vulnerable adult should bring it to the attention of the Safety Officer or Acting Safety Officer present. They will report it to the club committee. Any concerns arising off site can be communicated directly to any committee member who will raise it with the full committee. At all committee meetings concerning juniors and vulnerable adults, minutes will be taken and provided to the parent/guardian.

INCIDENTS/ACCIDENTS

If an aircraft flies out of control and is lost beyond our flying boundaries, gather as much information as you can, time and date, who was present what occurred, weather conditions and take photos if helpful and pass it on to the club Safety Officer or Club Secretary so that we can pass the information on to the relevant authority.

You should also report incidents with fellow members or the public that might lead to investigation by other parties e.g. plane strikes or injuries or physical confrontations. If damage is caused to the site by our activities it should be reported to the Safety Officer or Secretary who will contact the landowner. If any incident occurs it would be helpful to take photos of anything relevant.

DAMAGE TO PROPERTY

If a member or guest should directly cause damage to another's model or property, that person will be responsible for damage incurred. Members may wish to confirm whether they are covered by their BMFA insurance policy.

GENERAL ETIQUETTE

Members have a responsibility to maintain good will with the landowner and nearby residents. If they, their staff or other members of the public are in the vicinity, appropriate care must be taken.

Behaviour by any member likely to cause a hazard to others should be reported to the committee. The site should be kept clean and tidy and all litter must be removed.

We have access to the flying field only. We do not have access to private land adjacent to our site and cannot trespass to retrieve lost aircraft. Permission will be needed. The site should be kept clean and tidy and all litter must be removed.

ANIMALS

It is not desirable to have animals on site but are permitted if under the control of their owner. They should be confined to the pit area for their safety and to ensure that they cannot roam onto surrounding private land. Any injuries they might receive from other flyers equipment will be the owner's responsibility.