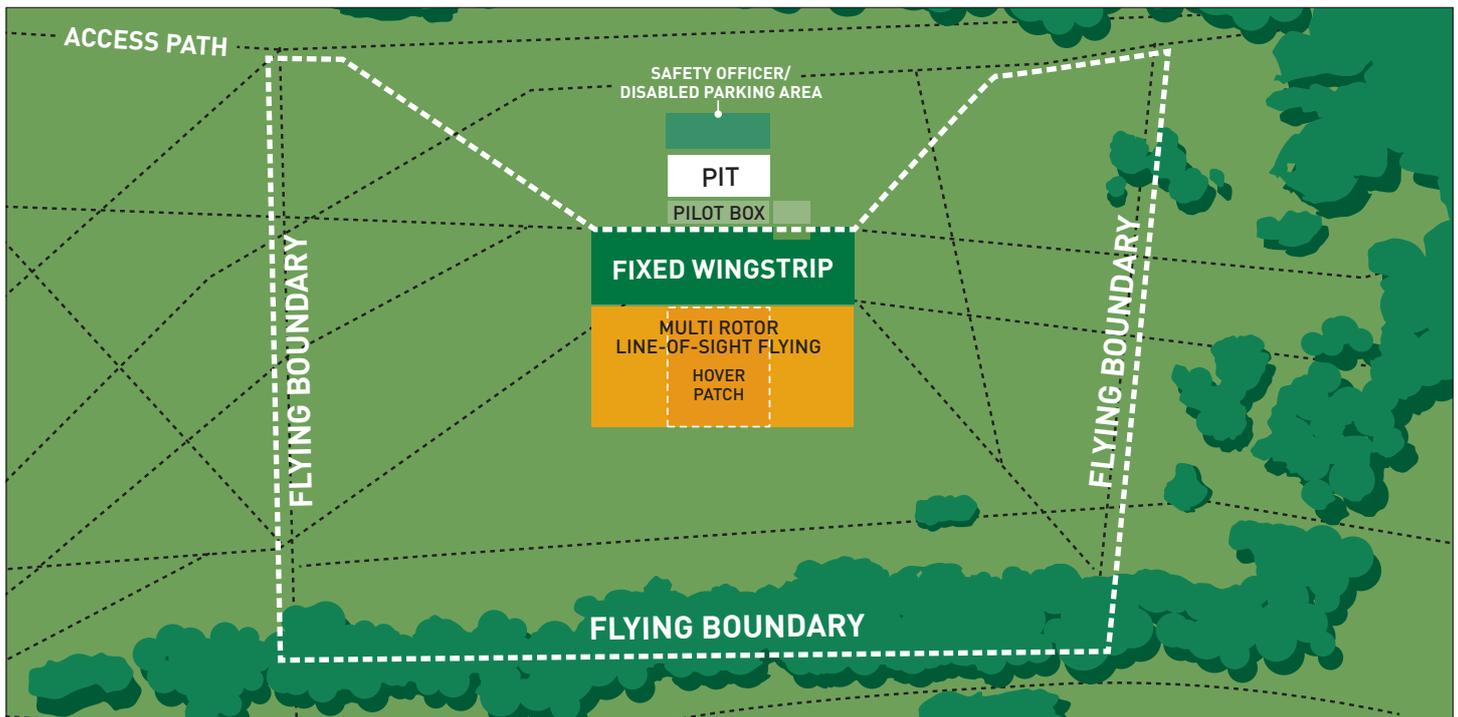




## CHINGFORD PLAIN: SITE RULES



### FLYING STRIP BOUNDARY & DESIGNATED PILOT AREAS

The flying boundary is indicated by the white dotted lines above. The black dotted lines are forest paths. The boundary follows three paths, the access path to the rear and two paths at either side.

We fly just past the tree line at the front. Everywhere outside of the dotted line is a no fly zone including the pilot box, pit and safety officer parking area. Maximum flying altitude is 400ft (122m).

To the right is a close-up of the strip. It shows the Pilot Box for fixed wing pilots to stand in. Take-off and landing is on the Fixed Wing Strip. Next to the Pilot Box is a small box marked 'MR', the Multi Rotor Pilot Box for FPV drone pilots. In front of it marked MRTL is the Multi Rotor Take-off and Landing Strip for FPV drones.

Below the Fixed Wing Strip is a large shaded area for Multi Rotor line-of-sight flying. LOS drone pilots fly inside this area including take off and landing. Within this area is a dotted line which shows the Helicopter Practice Hover Patch for helicopter pilots to practice hovering in. For normal flight helicopter pilots will stand in the main Pilot Box.

### PIT

All aircraft must be kept in the Pit area when not flying. No flying over the Pit area at any time.

### PERMITTED FLYERS

Members should carry their membership card and Epping Forest Permit with them in case of a request to verify their right to fly. Only CMFC and Enfield members are allowed to fly here.

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

There is paid car parking in Bury Road managed by 'RingGo'. Our flying strip is a 5 minute walk away. There is a parking area at the strip for the designated Safety Officer and one other member if they are a 'blue badge' holder registered with the club. Enfield Model Flying Club also have site access for their Safety Officer.

Only one Safety Officer car is allowed on site at any time so first to arrive will get the parking spot.



## CHINGFORD PLAIN: SITE RULES

### FLYING TIMES

All week: flying is permitted between 10:30am to sunset.  
Night flying is not allowed.

### 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 visitors to the Plain. 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.

### FILMING

To comply with the City of London Corporation who manage Chingford Plain, airborne video recording/photography is not allowed but you may use a camera for the purpose of flying FPV\*. You must always have a designated spotter. This applies to all aircraft types. You may not retain any airborne video from your flight.

### 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.

### SOLO FLYING

Solo flying is not allowed at Chingford Plain.

### SAFETY OFFICER

There must be a minimum of two people on site when flying. One should be a designated Safety Officer wearing a yellow hi-vis vest with the words 'Safety Officer' on the back. The club appointed Safety Officer will usually perform this role.

If they are not available another person must step in as Acting Safety Officer wearing a similar hi-vis vest. If no one agrees to take on this role you cannot fly. The Acting Safety Officer should be a club member but can also be an Enfield club member if they agree to perform the role. The loan of one of our spare hi-vis vests can be requested from the club committee.

### ACTING SAFETY OFFICER

When you take on this role you should warn members who are flying of potential hazards like members of the public crossing the flying strip or proximity of animals or low flying aircraft etc.

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.



## CHINGFORD PLAIN: SITE RULES

### **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.

### **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**

We are fortunate to have a public site to fly in. It is important that members recognise their responsibilities for maintaining good will with Epping Forest Conservators and other visitors to the Plain.

Members have a responsibility to maintain the standards we set for flying and general behaviour. 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.

### **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 safety of the pit area and any injuries they might receive from other flyers equipment will be the owner's responsibility.