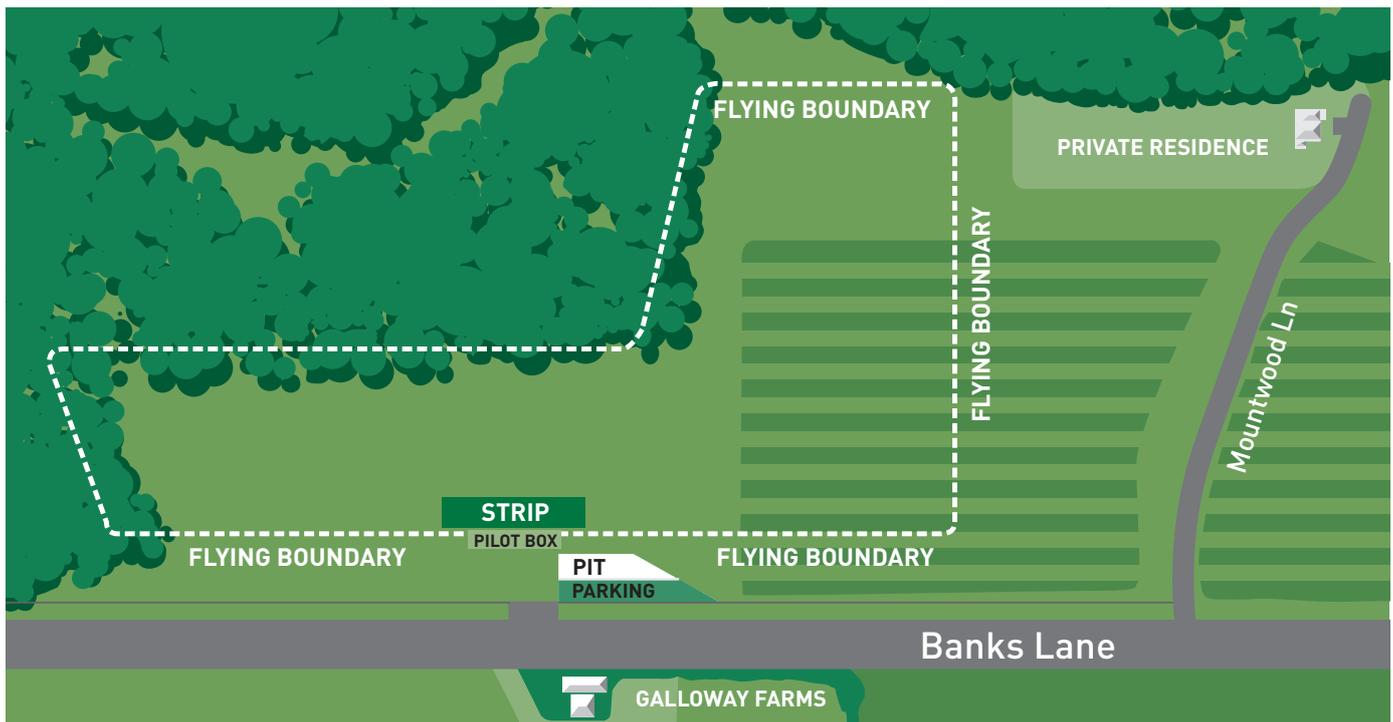




## BANKS LANE: SITE RULES



This document is intended to give our members guidance on rules that apply specifically to flying at Banks Lane.

### 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. This is a curtsey call but North Weald have expressed their desire that we continue to do this. 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.

### 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. The gate must be locked immediately after you have entered and must always be locked when you exit. Members are responsible for ensuring that the gate is locked at all times and that the site is secure from unauthorised visitors.

### PIT

The area in front the parking area is the pit area. All aircraft must be kept in this area when not flying. Follow all standard safety etiquette. Remember to face your aircraft outwards, i.e. away from fellow members.

### PILOT BOX

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

### SITE BOUNDARIES

The flying site is shown on the map above. The flying boundary is clearly marked by the 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 inadvertently stray too far beyond the boundary other members should clearly warn them of their error with the instruction 'flying off site'. Once warned, the pilot should take immediate corrective action and bring the aircraft back inside the flying boundary. Deliberately ignoring warnings from fellow members may lead to expulsion from the club.

### 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. A guest can only be allowed on site if accompanied at all times by a member.

A guest is not permitted to fly unless they have applied for a training flight with a view to joining the club. The committee should be advised of the request and may arrange to meet the applicant and organise a training flight if the applicant is considered suitable.

The applicant would fly with an pre-arranged member acting as instructor using a buddy box. Up to three flights may be allowed before they would need to apply for membership.



## BANKS LANE: FLIGHT RULES

### GENERAL

Members can fly at Banks Lane all week but must follow the guidance given below in regard to flying times, adhering to noise levels and behaviour on-site. Any pilot flying FPV must have a spotter on hand to assist them.

### FLYING TIMES

'Open flying' is permitted between 10am and 6pm.

'Quite flying' is allowed from 6pm to sunset.

Night flying is not allowed.

### PERMITTED AIRCRAFT

Aircraft that comply with the CAA's **Air Navigation Order CAP 658** describing aircraft for sporting and recreational use may fly at Banks Lane (excluding jets) but with the following provisions.

1. During the period described above as 'Open flying', aircraft that adhere to reasonable noise levels are permitted to fly. The permitted noise level will be determined by the club's committee with the intention of ensuring our neighbours are not unduly disturbed.

The club does not wish to exclude specific aircraft from flying but to regulate the noise they make. Noise assessments will be ongoing. If a member is considered to be making excessive noise they will be advised of the issue. If they wish to continue flying the aircraft they will be offered the opportunity to rectify the problem. If modification proves ineffective the committee will have the authority to stop the aircraft from flying.

Members flying without due care may receive a friendly warning from the Safety Officer. They may be offered help to improve their technique but we will always err on the side of safety so if improvements are not made, a pilot may, for a time, be excluded from the site.

2. During the period described above as 'Quite flying' only aircraft that can fly more silently are permitted. Aircraft such as some foamies and powered gliders would be likely to fall into this category. If pilots wish to fly other models of aircraft they will need to demonstrate that they fall within the category of 'quiet flying'. Whatever their 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 for the sensibilities of our neighbours.

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.

### ENGINE TUNING

This is done at the rear of the Pit area. A short time is allowed to get an engine started but if you experience problems you should not spend undue time adjusting your engine at the site. If you do you may be asked to leave and set it up elsewhere.

### INCIDENTS

All incidents on the field involving the club should be reported to the safety officer. If they are not present at the site then the first member to arrive at the site is designated the Safety Officer. They will in turn report to the Secretary or club official at the earliest opportunity.

Examples of this could be injuries sustained, accidents or conduct contrary to club rules. If any damage is caused to the site by our activities that must be immediately reported to a committee member who will contact the landowner. If a member or guest should directly cause damage to another's model or property, that person will be responsible for damage incurred.

### OTHER RULES

In addition to our site specific rules, all flyers must fly in compliance with **ANO** regulations in regard to safe flying, maximum flying altitude and no fly zones. Refer to your BMFA handbook or the CAA's website if any clarification is needed as to how the regulations relate to us. BMFA codes should be followed in regard to safe handling and set-up of aircraft, transmitter and range checks.

Although Banks Lane is a private site without members of the public having access, all standard warning calls must be made for taking off, landing, dead-stick etc. This is for the safety of your fellow members and any other individuals authorised to be there.

### GENERAL ETIQUETTE

Members have a responsibility to maintaining good will with the landowner and nearby residents. Any requests we receive from the landowner or their representatives should be treated with due respect. If they or their staff should be present on our site, appropriate care must be taken.

It is expected that members understand the need for them to be 'self-policing'. All members have a responsibility to maintain the standards we set for flying and general behaviour. Any consistent excesses or problems caused by any member should be reported to the committee.

We have access to the flying field only. We do not have access to private land adjacent to where we fly and cannot trespass there to retrieve lost aircraft.

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 they are permitted if under the control of their owners at all times and are their owners responsibility. They must be confined to the pit area for their safety and also to ensure they cannot roam onto private land.