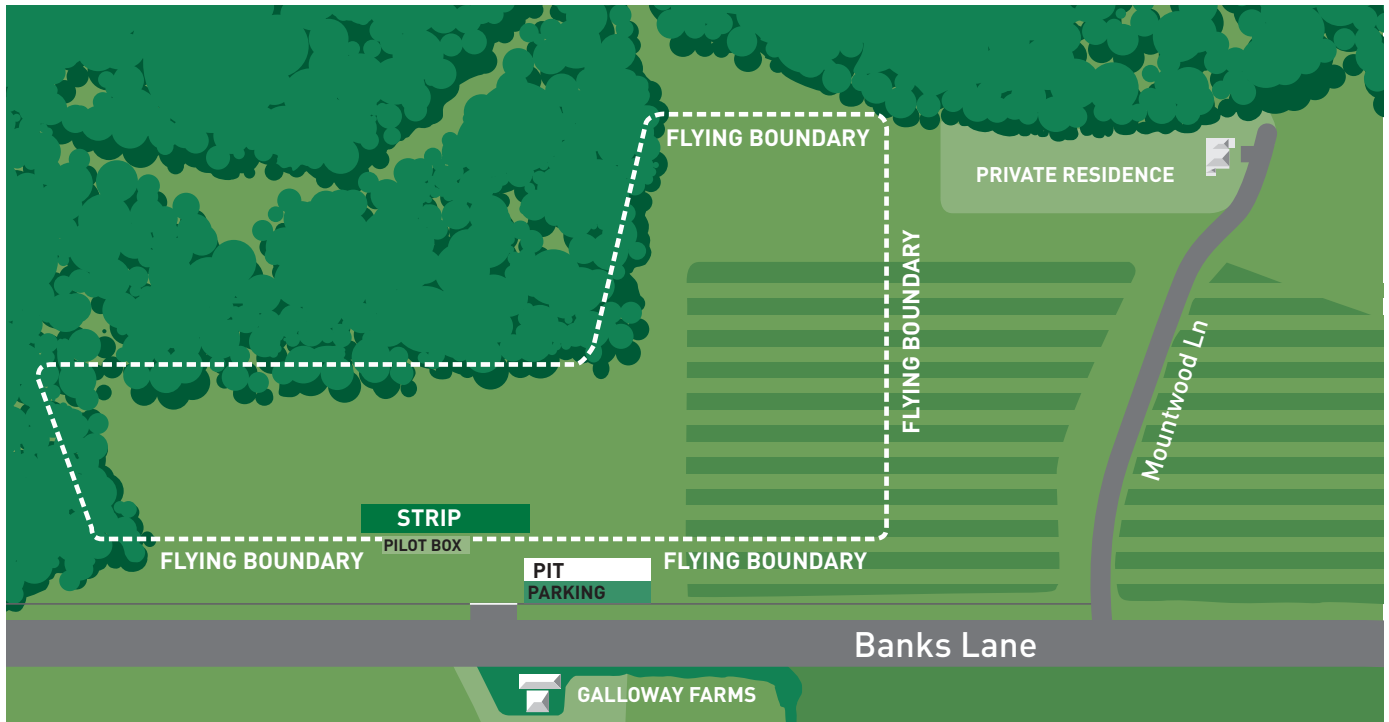




BANKS LANE: SITE RULES



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. 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 should be closed after you have entered and 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.

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. Guests can only be allowed on site if accompanied at all times by a member.

A guest flyer may be allowed if the Club Safety Officer or Club Secretary is notified.

A guest might also be someone who has applied to join the club. The committee will arrange to meet the applicant and organise a training flight if the applicant is considered suitable. The applicant may be asked to fly on a buddy box. Up to three flight dates might be allowed before they would need to apply for membership.



BANKS LANE: FLIGHT RULES

FLYING TIMES

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

Saturday: 'Quiet Flying' between 10am to dusk.

Sunday: 'Quiet Flying' between 11am to dusk.

No flying on Bank holidays.

GENERAL

You must have your 'Operators Number' visible on your aircraft in accordance with the CAA's specification.

PERMITTED AIRCRAFT

Aircraft must comply with CAA Article 16 Authorisation for flying at a registered club with the following provisions.

1. During the period described above as 'Open flying', aircraft must adhere to reasonable noise levels to avoid unduly disturbing neighbouring properties. This cannot be precisely measured as it is dependent on the manner of flying as well as the aircraft. We ask members to be sensitive to the issue and if in doubt contact the committee for clarification. If we receive complaints the committee may be obliged to consider banning an aircraft from flying at Banks Lane.
2. During the period described above as 'Quite flying' only aircraft that can fly more silently are permitted. No IC aircraft. 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. We do not allow jets or ducted fan aircraft.

ENGINE TUNING

This is done at the rear of the Pit area. If you fly IC some 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. You can only tune your engines during the 'Open flying' periods specified above.

FPV

You may use a camera for the purpose of flying FPV* and airborne video recording **is allowed** (within our flight 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.

SAFETY

There is no need for a Safety or Acting Safety Officer but members should still look out for each other and be aware that things may appear on site unexpectedly such as farm workers, vehicles, dog walkers or even low flying aircraft from North Weald Airfield.

If a plane flies out of control and is lost beyond our flying boundaries, gather as much information as you can and pass it on to the Safety Officer or Club Secretary so that we might prepare for any potential consequences.

You should report to the Safety Officer or Secretary incidents with the public such as plane strikes or other actions that might lead to investigation by other parties e.g. 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. Any injuries occurring on site should also be mentioned to the committee.

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.

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 people who may be in the vicinity.

FLYING SOLO

You can fly solo if you have a minimum A certificate. If you do not have an A cert 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 may need to serve a probationary period before being cleared to fly solo.

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 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 and are their owners responsibility. They should be confined to the pit area for their safety and to ensure they cannot roam onto surrounding private land.

*Flying FPV relying only on goggles, phone, tablet or other screen-type to monitor your flight will require a spotter