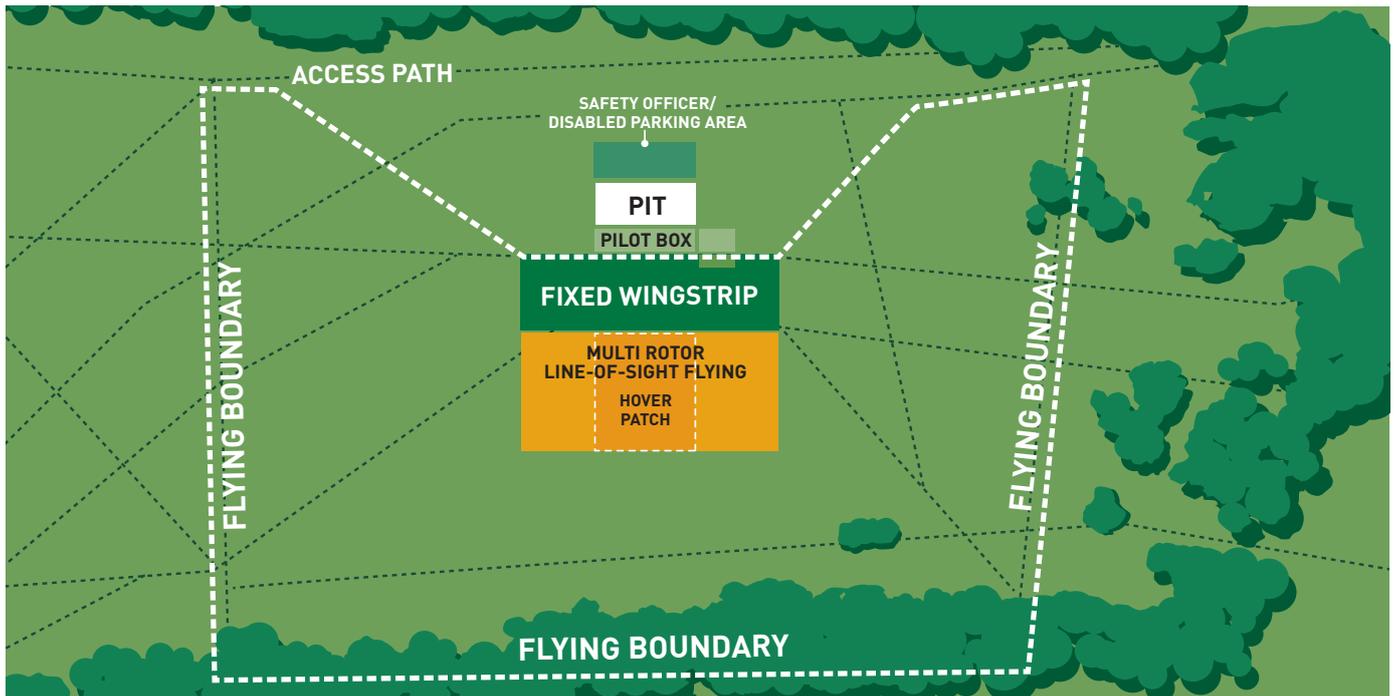




CHINGFORD PLAIN: SITE RULES



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

FLYING STRIP BOUNDARY & DESIGNATED PILOT AREAS

The flying boundary is indicated by the black dotted line above. The grey 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.

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.

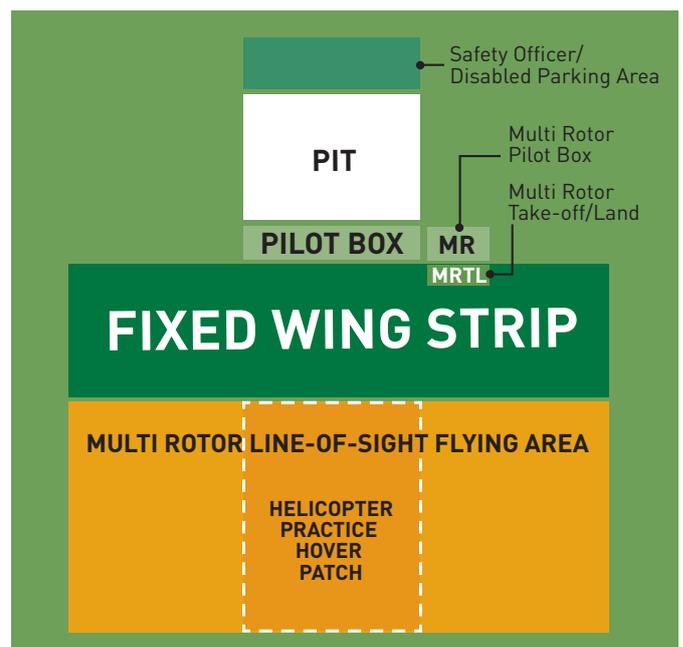
Below the **Fixed Wing Strip** is a large shaded area for **Multi Rotor line-of-sight flying**. LOS drone pilots fly inside this area including take off and landing. Within this area is a dotted line which shows the **Helicopter Practice Hover Patch** for helicopter pilots to practice hovering in. For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

PIT

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

PERMITTED FLYERS

Members should carry their membership card and Epping Forest Permit with them in case of any request to verify their right to fly. A guest may fly if agreed by a committee member. They may evaluate their flying ability, insurance and any other issue that might concern them. A guest would be expected to apply for membership if they wished to fly more regularly.



Another category of guest may be someone who has applied for a training flight with a view to joining the club. The committee should be advised of the request and will meet the applicant and arrange a training flight if the applicant is considered suitable. The applicant would fly with a 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.

PARKING

There is paid car parking nearby in Bury Road. There is also a parking area at the strip for the designated Safety Officer and one other member only if they are a 'blue badge' holder. The on-site parking area is reached by the access path indicated on the map above.



CHINGFORD PLAIN: FLIGHT RULES

GENERAL

Members are allowed to fly at the Plain all week but must follow the guidance given below in regard to flying times, adhering to noise levels and behaviour on-site.

FLYING TIMES

Flying is only permitted between 10:30am to sunset. Night time flying is not allowed.

PERMITTED AIRCRAFT

Aircraft that comply with the CAA's **Air Navigation Order CAP 722** describing aircraft for sporting and recreational use may fly at Chingford Plain (excluding jets) but with the following provisions.

Aircraft must adhere to reasonable noise levels to avoid unduly disturbing visitors to the Plain. Excessively loud engines may be scrutinised by the club's committee. The pilot may be offered the opportunity to rectify the problem. But if modification proves ineffective the committee may request that the aircraft stops 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 member may, for a time, be excluded from the site.

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 landing safely on our strip, being too fast to be safely flown in the public space we share or being judged to exceed the skill level of the pilot. All aircraft must display their CAA Operator's ID code.

ENGINE TUNING

This is done at the rear of the Pit area. A reasonable 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.

FILMING

To comply with a ruling from the City of London Corporation, the committee regrets that no photographic recording (still or video) can be made from any flying craft at Chingford Plain. This does not affect flying FPV, but bans the recording and retention of camera flight data.

FPV

If you fly with a FPV headset you must have a spotter to assist you. If you rely solely on a screen display for flying you should also have a spotter.

INCIDENTS

All incidents on the field involving the club should be reported to the safety officer. Examples could be injuries sustained, accidents or conduct contrary to club rules. 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 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 members of the public.

SAFETY OFFICER

The City of London Corporation has advised us that when members are flying, a designated Safety Officer must also be on-site 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 he is not available when members wish to fly then a member must act as a temporary Safety Officer for the other members and wear a similar hi-vis vest.

PUBLIC SAFETY

On the site map on page 1, there are many forest paths visible. They cross our flying area and the public have full access to them. We need to be aware that the Plain is a publicly shared space. We should strive to be polite when interacting with the general public. Members should not take off or land with anyone on, or in close proximity to the strip.

Often people simply want to watch the aircraft so they may well appreciate an invitation to do so in a safer space behind the flight line. If there is a likelihood of an aircraft colliding with any person a pilot should be prepared to ditch their aircraft in a safe place and not risk an accident.

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. Any requests we receive from the Conservators or other recognised authority should be treated with due respect.

It is expected that members understand the need 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.

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 should be confined to the safety of the pit area.