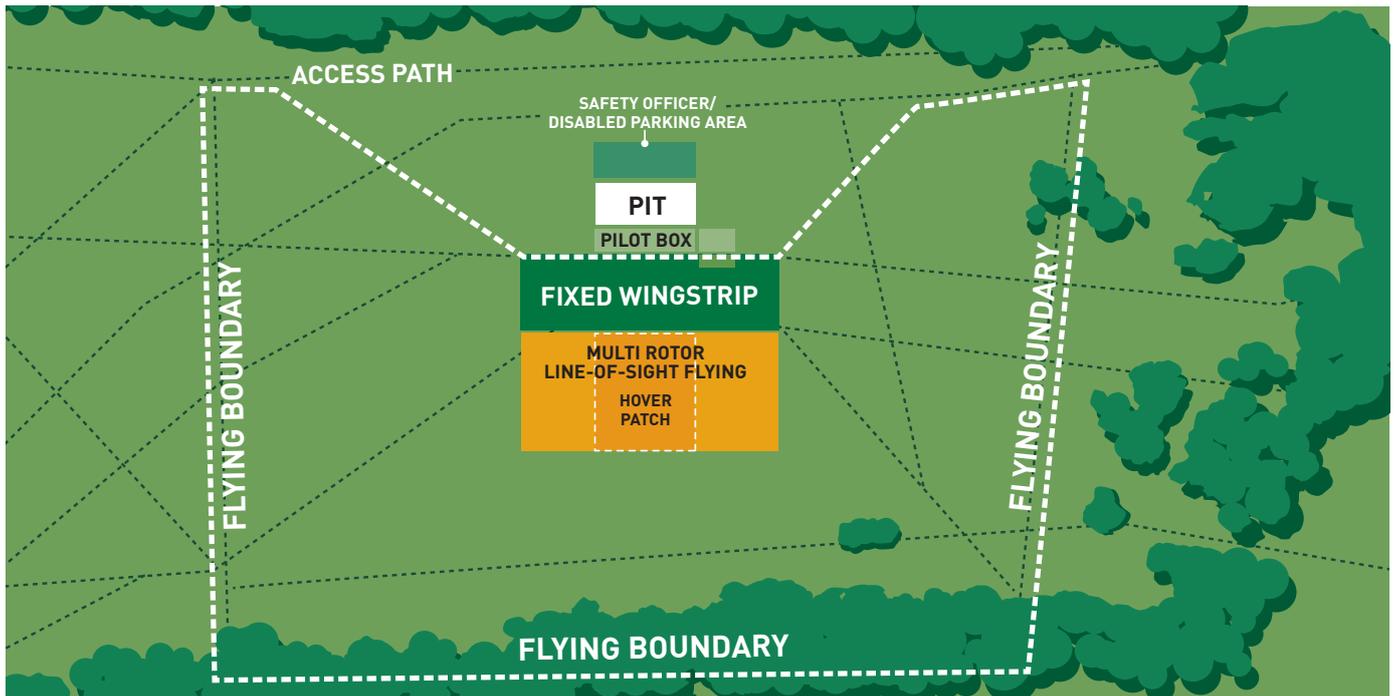




CHINGFORD PLAIN: SITE RULES



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.

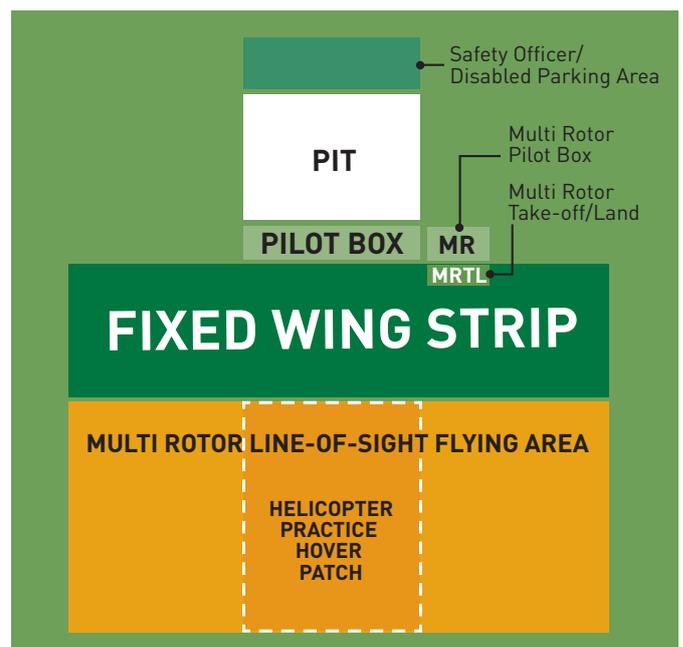
Below the **Fixed Wing Strip** is a large shaded area for **Multi Rotor line-of-sight flying**. LOS drone pilots fly inside this area including take off and landing. Within this area is a dotted line which shows the **Helicopter Practice Hover Patch** for helicopter pilots to practice hovering in. For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

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 are public car parks nearby in Bury Road for forest visitors. There is also a parking area at the strip for the designated safety officer and disabled members only which 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 658** describing aircraft for sporting and recreational use may fly at Chingford Plain (excluding jets) but with the following provisions.

All aircraft must adhere to reasonable noise levels. Excessively loud engines may be scrutinised by the club's committee with the intention of ensuring we do not unduly disturb visitors to the Plain. If a pilot wishes to continue flying 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.

The committee reserve the right to vet and exclude any aircraft for reasons of public safety, even if it complies with **ANO CAP 658** regulations.

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.

If a pilot wishes to fly FPV a spotter must be on hand to assist them.

ENGINE TUNING

This is done at the rear of the Pit area, i.e. near the Safety Officer Parking 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 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.

PUBLIC SAFETY

On the site map overleaf that there are many forest paths visible. They cross our flying area and the public have full access to them. Although we pay a fee to fly at the Plain 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. We can request that they might wish to move clear of the strip but pilots should not take off or land with anyone on strip or in close proximity to it.

Often people just 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 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.

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.