



## **SAFETY REQUIREMENTS FOR FELBRIDGE FLYERS**

### **INTRODUCTION**

The aim of these safety requirements is not to make the modeller feel inhibited but to put him at ease knowing that should disaster overtake his model while airborne he has minimised the risk to others and himself (bodies and property). The safety requirements try to recognise the position of natural hazards of the various sites. Additional constraints imposed by the landowners are also acknowledged where these have a bearing on safety. The requirements are laid out in terms of each flying site available although in general an attempt has been made to achieve a uniform approach to all model aircraft operation.

The requirements contain mandatory rules and advice. The mandatory rules should be adhered to even on solo visits to the sites. Following the advice should make your own flying more enjoyable and also ensure that the enjoyment of others is not spoiled.

For clarity mandatory rules are in **BOLD CAPITAL LETTERS**. Please note that flying only is covered, not preparation.

These notes are **IN ADDITION TO THE CLUB RULES** and does not replace them. For example you have to have passed a noise test before even contemplating any flying.

### **GENERAL SAFETY POINTS**

#### **1. Potential Hazardous Situations With Full Size Aircraft**

**Both of our fields are within the Gatwick Control Special Rules Zone (SRZ) which extends from ground level to 2500ft.** During the course of 1990 six incidents involving model aircraft caused full size aircraft pilots to file air miss reports in terminal zones around UK airfields. A serious incident, reported widely in the national media, involved a DC10 on final approach to Gatwick in December 1990. The aircraft was approaching from the West at about 1500 feet when the pilot saw a model executing a wing over ABOVE HIM ON HIS FLIGHT PATH. Needless to say it was not a model flown from either of our fields as ours are to the east of Gatwick.

A number of flights have been made from our Newchapel field with a small recording altimeter on board. Preliminary results suggest that normal operation is carried out below a height of 400 feet. During these tests both a trainer and an aerobatic model were flown at heights exceeding 700 feet. Both pilots involved felt very uncomfortable at these heights and only marginally in control. The models concerned were between 60 to 70 inches in span so larger span models could easily exceed 1000 feet, of particular concern would be large span electric or bungee launched soarers which could easily exceed 1200 feet in height. **It should be noted that aircraft landing at Gatwick could be as low as 1200 feet as they pass abeam of our Newchapel field and also be directly overhead at that height if cutting the corner on a right hand approach.**

With the above comments in mind most power models will be operated safely below any full size aircraft. These should not pose any significant problems if models are flown with common sense. However large span soarers (9 feet or larger) could cause a potential air miss situation. **It is strongly recommended that these only be flown with a second person acting as observer**, this person will be able to advise the pilot of appropriate action to maintain visual separation.

To avoid any problems **ALWAYS** keep visual separation and fly away from any full size aircraft approaching the model operating area.

## 2. Operation of Models

All transmitters to have a recognised **FREQUENCY PENNANT** displaying your operating frequency (i.e. channel number for 35Mhz). 2.4 Ghz sets do not need to carry a pennant but can be recognised by their short aerials, there will be no frequency conflict on this band due to the nature of how the sets operate. **BEFORE SWITCHING ON OBTAIN YOUR FREQUENCY PEG** if you do not have the peg **DO NOT SWITCH ON**. All flying at Club sites to be on **ODD 35 MHZ FREQUENCIES, 27 MHZ SPOTS, 2.4 Ghz OR UHF**. Flying on non approved frequencies, that is for example on 40 mhz or 72 MHz is illegal and **NOT ALLOWED. WHEN USING A 35 Mhz TX CRYSTAL FOR THE FIRST TIME VERIFY THE TRANSMIT FREQUENCY CHANNEL BY USING THE MONITOR.**

**IF YOUR FREQUENCY IS CLEAR CHECK THE OPERATION OF YOUR RADIO GEAR**, include a positive check of control surface movement in the correct direction particularly if you use one transmitter for several models. If you have a new model it is advisable to do a collapsed aerial range check with the engine running at full power. To avoid disturbing others do this as far from the pilot areas as possible. With 2.4Ghz sets don't forget to press the reduced output button when doing this check.

Start your engine on idle **WITH SOME FORM OF RESTRAINT PREVENTING THE MODEL FROM MOVING FORWARD**. Carry out all engine adjustments from **behind** the propeller. Do also ensure **THAT NO ONE IS STANDING DIRECTLY IN FRONT OR TO THE SIDE OF THE RUNNING ENGINE**, a prop blade can be shed or the model run forward. Starting should be done **ONLY IN THE PIT AREA**. Engine **RUN UP SHOULD BE DONE ON THE WALKWAY** leading to the strip so as to ensure people in the pits area are aware of happenings around them. For example they will be able to hear any shouted warnings of an out of control aircraft.

Starting of turbine engines should be undertaken near to the strip, rather than in the pit area, due to the nature of this type of powerplant. Appropriate precautions should be taken with regard to the very hot exhaust and danger of fire. The operators **MUST HAVE FIRE EXTINGUISHER EQUIPMENT AVAILABLE DURING OPERATION.**

Check the take off direction in use and **OPERATE IN THE SAME DIRECTION.**

Check with other pilots for models which are about to land **THESE HAVE PRIORITY**. If clear move onto the runway and take off (or hand launch). **AIRCRAFT MUST TAKE OFF ONLY FROM THE STRIP AREA**. Before taking off ensure there is no one on the strip or on the runway side of the safety line. Once airborne move to the pilot area standing as far away from the strip as possible. Helicopters **MUST NOT BE HOVER TAXIED AT ANY TIME** they must be carried to the strip for take off. Helicopters and fixed wing aircraft **SHOULD NOT BE FLOWN AT THE SAME TIME**, if both are at the same session agree between yourselves when each will fly.

Main circuit and landing circuit direction **TO BE AGREED BY THOSE PRESENT AND USED BY ALL**. Everyone must be able to fly right and left hand approaches to land as **IT IS NOT PERMITTED TO CROSS THE STRIP AND LAND YOUR MODEL, YOU MUST REMAIN ON THE SAME SIDE. ALL PILOTS TO STAND TOGETHER AT THE TOUCHDOWN END OF THE STRIP**. A pilot landing his model must **PLACE HIMSELF BETWEEN HIS MODEL AND OTHER PILOTS** by walking to the edge of the runway.

**DO NOT FLY DIRECTLY OVER THE PITS OR PILOT AREA** unless you are unable to avoid doing so due to some technical problem. You should shout a warning to alert others present.

**WHEN READY TO LAND ADVISE OTHER PILOTS THAT YOU WISH TO MAKE A LANDING ATTEMPT**. If your motor cuts at any time advise others that you are "dead stick" to obtain priority for landing.

After landing **CLEAR THE STRIP AS SOON AS YOU CAN** and announce that the strip is **clear**.

**NO ONE MUST FLY SOLO UNTIL THEY HAVE PASSED THE BMFA A TEST AND BEEN CLEARED BY THE COMMITTEE.**

**ONLY 3 AIRCRAFT ARE ALLOWED TO FLY AT THE SAME TIME.**

## **MODELS EXCEEDING 7KG IN WEIGHT MUST NOT BE OPERATED FROM OUR SITES.**

### **3. Flying Alone**

Should you be considering a Solo trip to the flying field you should first consider what might happen if you are unfortunate enough to suffer personal injury from your model! The nearest help is more than 700 metres away at Imberhorne and about half that at Newchapel assuming you are well enough to flag down a car. You are strongly advised (but it is only advice) to be accompanied by a third party, not necessarily a model flyer who would be able to help with first aid for minor injuries or help in summoning aid if required. A mobile 'phone is no substitute; in a state of shock (with perhaps some badly cut fingers) the 'phone may be difficult to use!!!!!!

There follows information particular to individual sites:



#### **IMBERHORNE SITE**

Imberhorne is available only during the months of October to April inclusive, we can only use it on Sundays between 10am and 5pm. It may be possible to use the site outside of these times but only if stated in the Newsletter or by permission of the Committee. Cars are to be parked along the edge of the track opposite the parking spaces allotted to the Angling Club and local residents - **do not use their spaces. CARS SHOULD NOT BE LEFT IN THE LAY-BY.**

It should be noted that this site is quite close to some houses, the **OVERRIDING NOISE MAXIMUM OF 81 DBA AT 7 METRES** must be improved upon if possible (and it ALWAYS is possible). The Committee would far rather see members making efforts toward lower noise levels at this site than impose a lower limit. We have in the past involved the Mid Sussex Council environmental health officer in our noise tests and may well do so again.

In addition the farmer, Brian Emmett, as part of our agreement to use his land, has stipulated certain requirements for our conduct on his land these, all mandatory, are:

1. Cars are to be parked along the edge of the track opposite the parking spaces allotted to the Angling Club and local residents - do not use their spaces. Cars should not be left in the lay-by.
2. Do not drive to the end of the concrete road to turn round, if you drive to the lay-by to unload, turn around there or reverse back.
3. Do not fly over the concrete road or near to horses that may be using it. It is a public right of way and we must co exist with other users.
4. **FLY IN THE AREA SPECIFIED** in figure 1, it is accepted that in an emergency this will not always be possible nor during take off and landings.
5. If aircraft do come down off the strip area they should be retrieved by a single person to minimise crop damage.
6. There may be times when we cannot use the strip, in these instances there will be a Club notice put up on the fence by the lay-by, **PLEASE COMPLY, DON'T IGNORE IT.**
7. The nearest occupied dwelling is The Gullege House to the SW of the strip. **DO NOT IN ANY CIRCUMSTANCES FLY OVER OR NEAR TO THIS HOUSE.**
8. Club membership Cards to be displayed inside of car windscreens.
9. Access from Imberhorne Lane end only.

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#### **SAFETY PRINCIPLES AT IMBERHORNE**

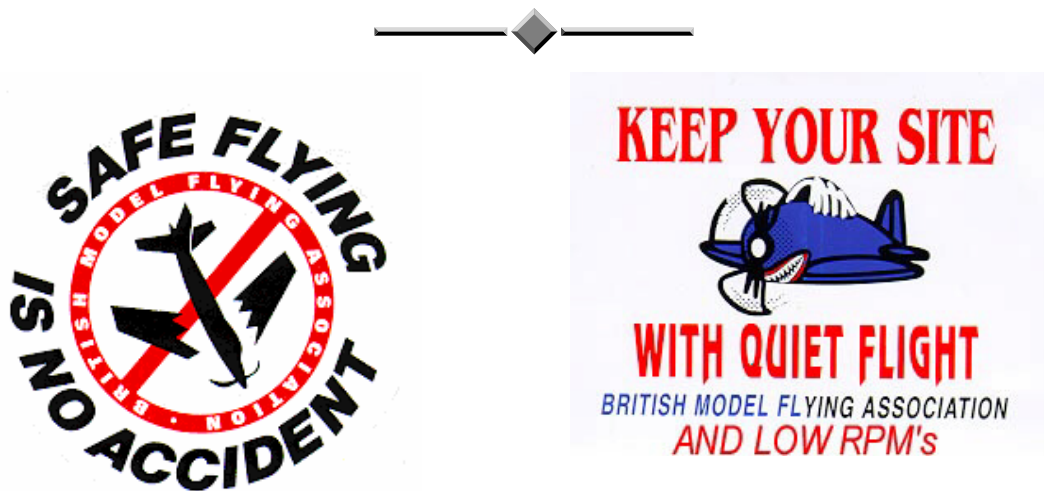
#### **ACCESS TO THE STRIP**

The access to the strip is across the field on the pathway at the SW end of the normally active runway, this is potentially hazardous. Approaching the active runway can be hazardous; you should pause to determine if it is safe to proceed. If possible contact should be made with members already on the strip before continuing. When flying be aware that the pathway at the SW end of the runway is now used by walkers. Do not takeoff or land without first ensuring that the area is clear and in addition **DO NOT FLY LOW PASSES UNDER ANY CIRCUMSTANCES.**

**MODELS AND EQUIPMENT TO BE LOCATED IN THE PIT AREA AS INDICATED IN FIGURE 2.** The general principle is to keep the pit area at a safe distance from the strip and pilot area. Only members actually flying, or about to fly, should be near to the runway. All pilots to stand together at the touchdown end of the strip. A pilot landing his model must place himself between his model and other pilots.

After landing clear the strip as soon as possible, stop the engine, turn off the radio and return the frequency peg. **DO NOT TAXI BACK TO THE PIT AREA.**

Gliders or thermal soarers may be launched from an agreed area of the site. It will however only be possible to operate winch or bungee launch models between harvest and ploughing as no room exists to lay out launch equipment without damaging the crop. If flying large soaring models do bear in mind the height problems mentioned earlier in respect of Gatwick control zone.



#### **NEWCHAPEL SITE**

Always ensure the **GATE TO THE ROAD IS CLOSED** when you have come in or gone out. **ALWAYS RELOCK THE GATE AND "SCRAMBLE" THE COMBINATION** The padlock combination will be changed every year and notified in the newsletter

Cars should be parked as indicated on the map at figure 3, if you feel that the ground is too wet do not even try to drive across but park on the area marked on the map, this has hard standing and matting under the grass. If you do not wish to drive into the field **DO NOT PARK IN THE GATEWAY**, unload by all means but park in the lay-by 300 yards to the south on the A22. **DO NOT REVERSE OUT ONTO THE A22, IT IS VERY DANGEROUS**

When driving out onto the A22, be VERY careful, the cars can be travelling fast and are difficult to see until the last moment, give a brief "toot" on the horn as you pull out to alert drivers.

The map at figure 3 gives the areas to fly in and also those NOT TO FLY IN. It is important to observe these restrictions so we can live in harmony with our neighbours. the majority of flying should be to the east and south.

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## **SAFETY PRINCIPLES AT NEWCHAPEL**

**MODELS AND EQUIPMENT ARE TO BE LOCATED IN THE PIT AREA**, see the diagram at figure 4. The pit area should be located beyond the roller if the take off direction is toward the NE. This will ensure that any models that veer towards the hedge will be less likely to land in an active pit area.

The take off area has a safety line with a low barrier, **ONLY THOSE ACTUALLY FLYING**, or directly helping, are allowed on the runway side of the safety line.

When wishing to take off you should walk with your model along the safety line, **THROUGH THE PILOT AREA TO ASK IF IT IS OK FOR YOU TO TAKE OFF**. Once the OK has been given take off or hand launch from the strip always assuming there is no one on the strip (see General section).

Once you have landed you can taxi back **ONLY TO THE SAFETY LINE KEEPING YOURSELF BETWEEN MODEL AND OTHER PILOTS. DO NOT TAXI BACK TO THE PITS.**

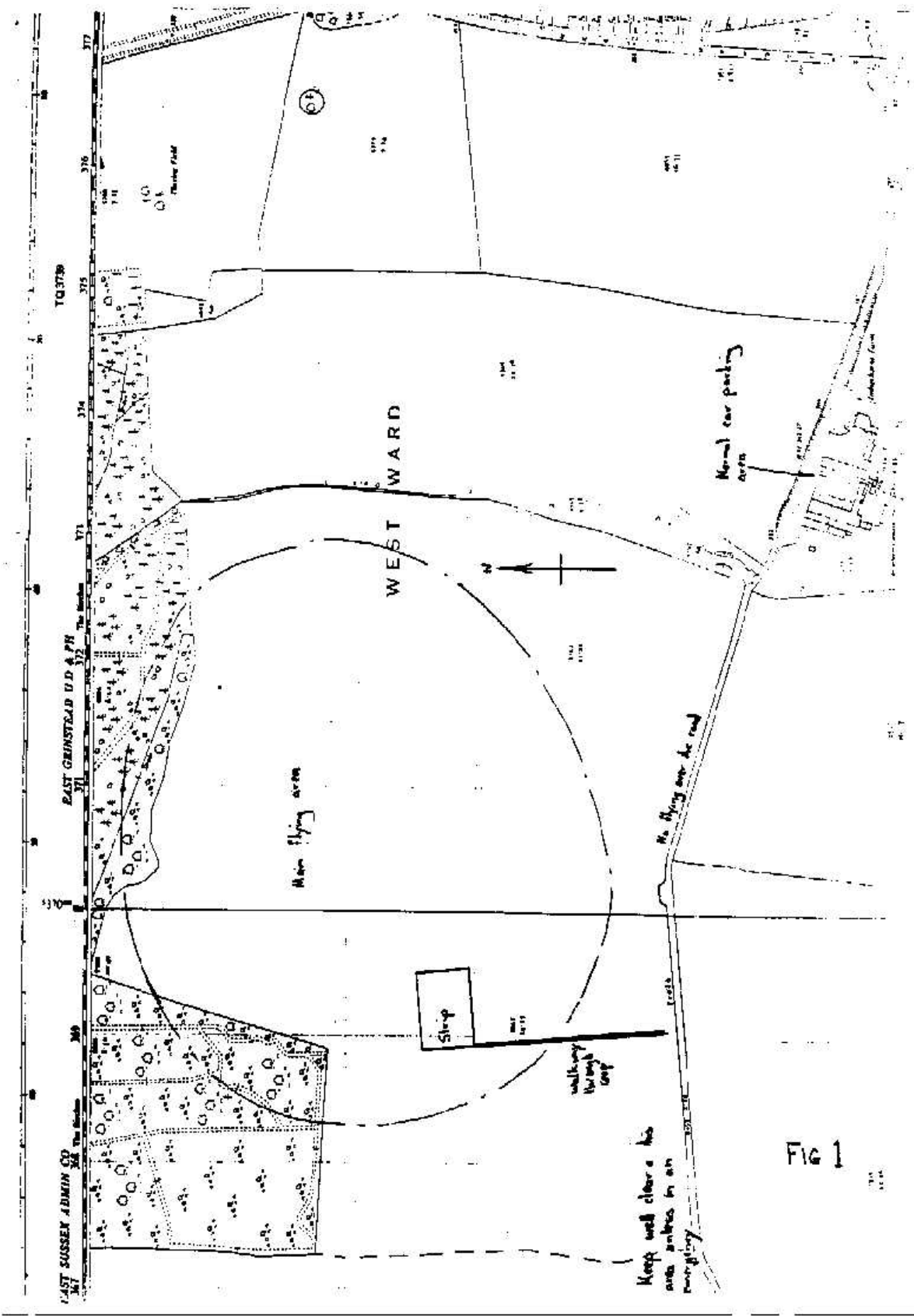
Once you are back in the pit area turn off your Rx and Tx, collapse the aerial and **REMOVE YOUR PEG AND PUT THE TX INTO THE SHED OR STAND.**

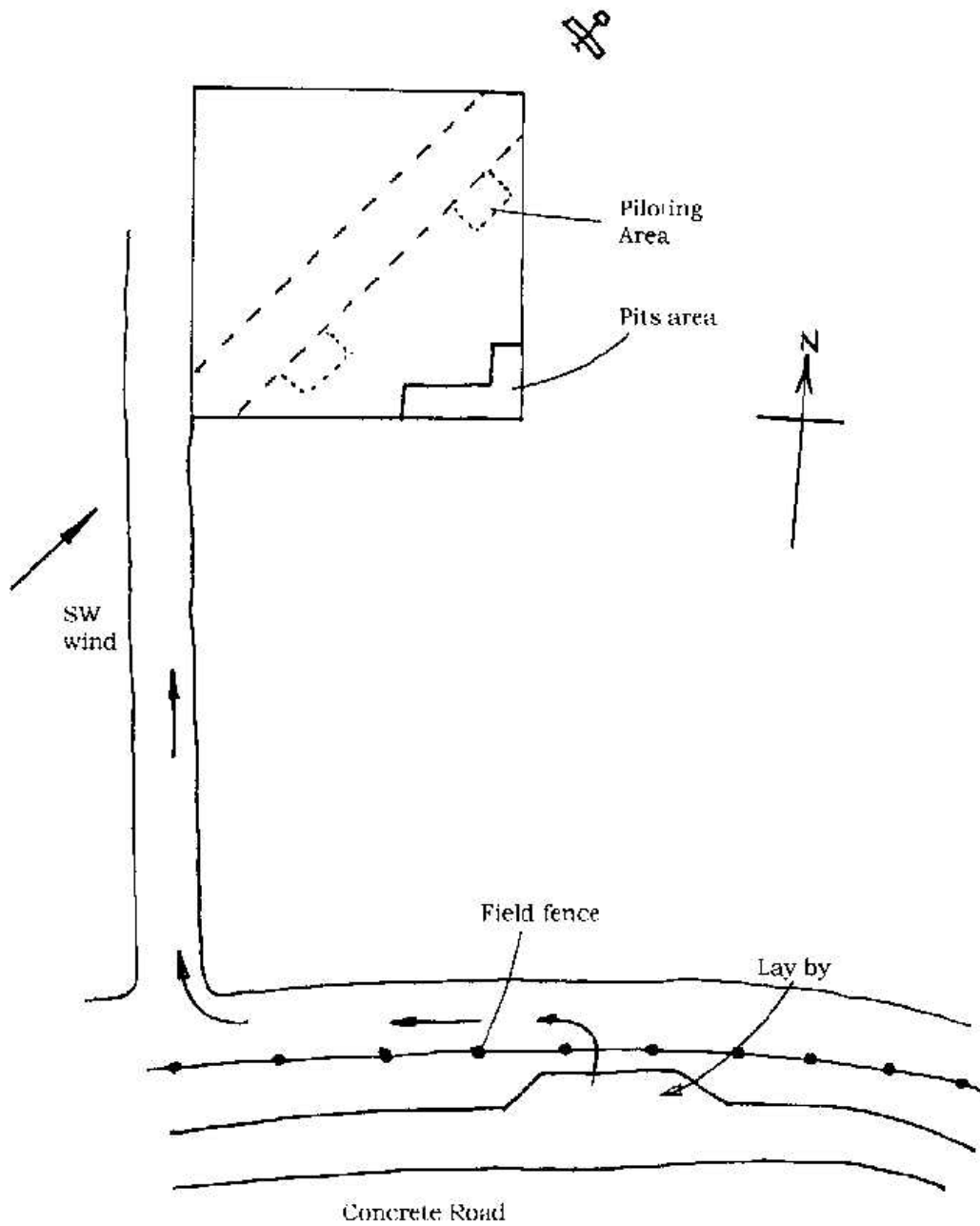
Winch or bungee launch soarers can be operated from this site with care. **POWER FLYING SHOULD BE SUSPENDED WHILST LAUNCHING IS IN PROGRESS** to avoid problems with tow lines. See also the general guidance concerning Gatwick control zone. There is also a bungee launch strip for launching small span models which will allow a ramp to be positioned off the strip.

FELBRIDGE FLYERS COMMITTEE

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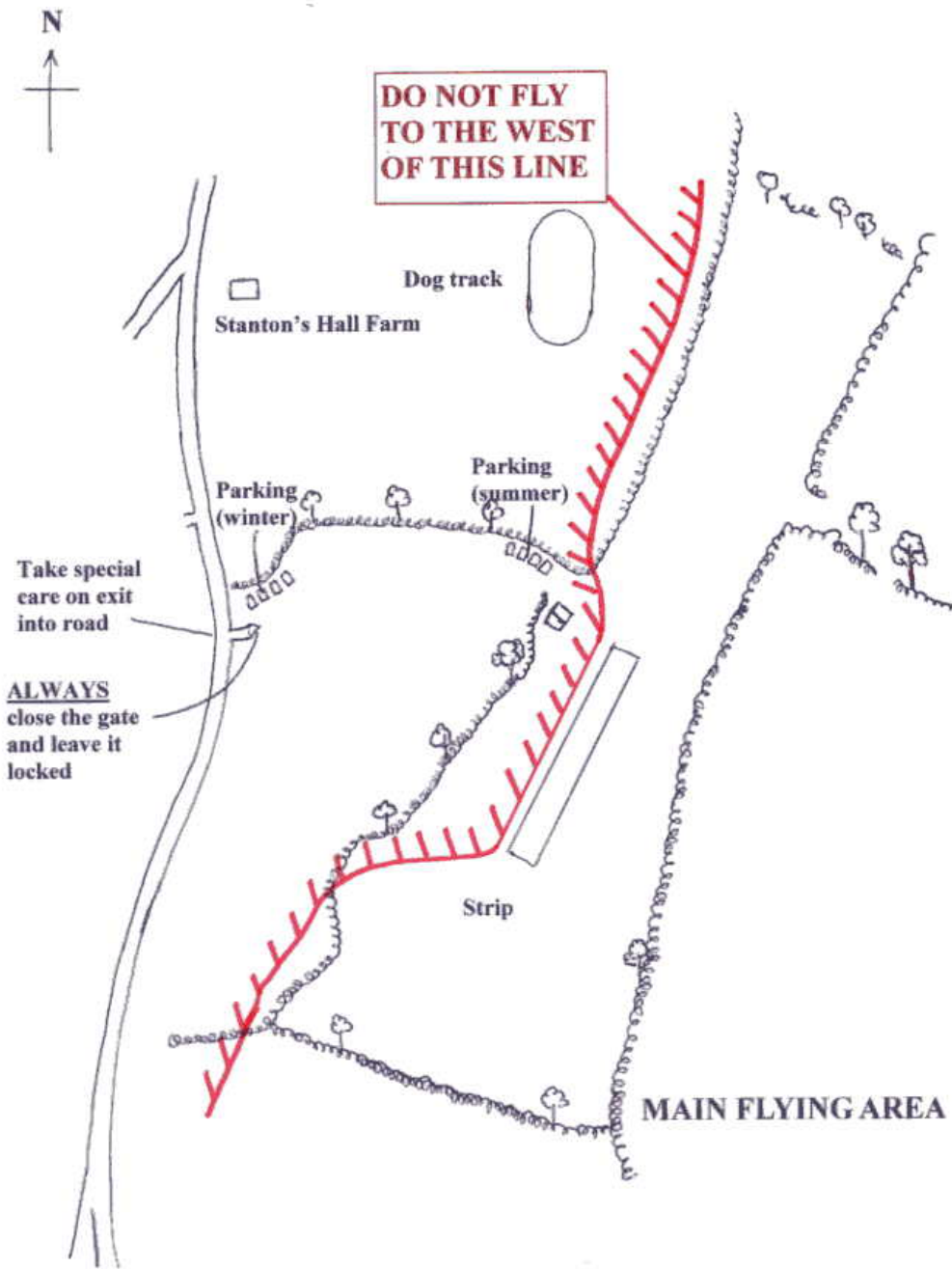
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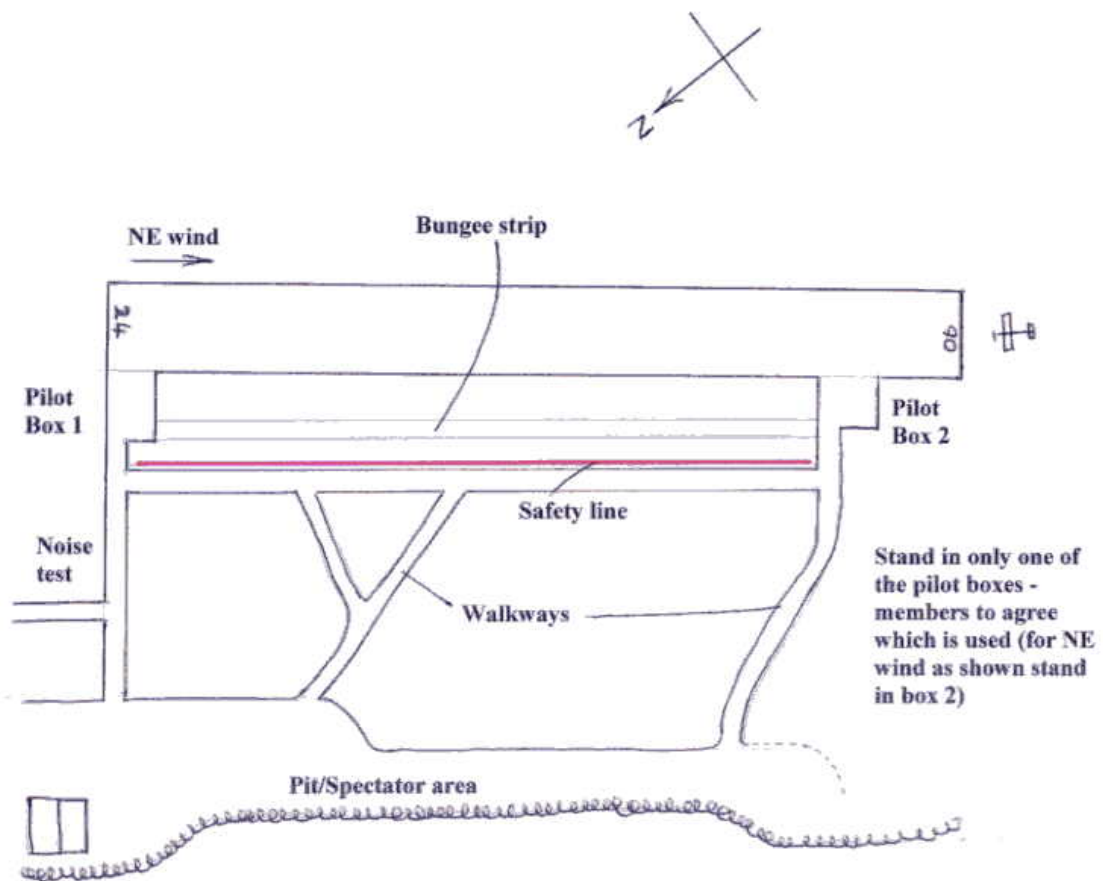
Typical pit and pilot area for a SW wind (Imberhorne)

FIG 2



NEWCHAPEL SITE

FIG 3



FIELD OPERATIONS (NEWCHAPEL)

FIG 4