FLYING SITE RULES - KNETTISHALL

The following rules are specific to this flying site and supplementary to the general rules.

4.1   Access
Normally available routes onto and off the site are indicated on the plan. Gates are padlocked. For the code, please contact the Club Secretary

4.2   Retrieval
In the event of a forced landing in the crops, recovery must not damage the crops. If the model cannot be found or recovered, inform the Secretary and the farmer.

4.3   Full-size Aircraft
Beware always of full-size activity. This is an active airstrip for both resident and visiting light aircraft. An observer must be present in the Pilots' Box whenever a model is airborne and is responsible for continuously checking for full-size activity in the air and on the ground. **Compliance with this rule is the responsibility of the pilot.** (NB: An instructor cannot also be the observer). In the event of a full-size movement, the model must be landed without delay.

A radio-scanner (set to Safety Com 135.480MHz) is provided and **must** be used when models are flying. The spotter is responsible for ensuring a radio watch is maintained when models are airborne. Replacement batteries are kept in the container and, if replenishment is required, either replace them and reclaim the cost or inform a member of the Committee. Do not "fiddle" with the radio settings!

IMPORTANT: If the radio-scanner is not in use, no model flying Is permitted.

When R/W 26 is in use, Fersfield Flying Group (FFG) pilots will taxi past the model site to reach their take-off point and thus their intentions will be evident to any modellers present. This is not the case when R/W 08 is active. However, visiting and FFG pilots will now taxi towards the windsock to signify their intention to depart. Any modellers should acknowledge (thumbs-up or a wave) and land their
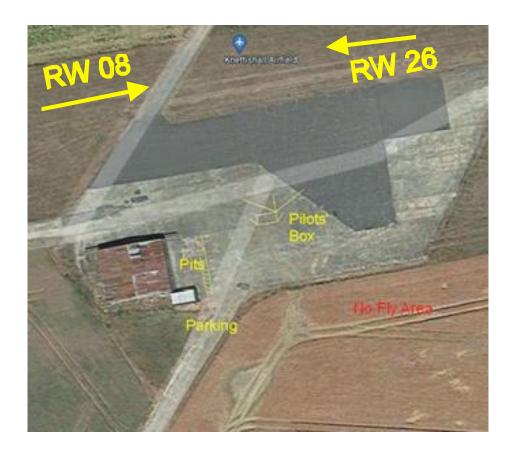
models as soon as the taxying aircraft has moved away towards the 08 threshold. Departing aircraft will turn on landing lights and strobes (if fitted) prior to rolling.

Visiting aircraft will now receive an updated briefing prior to their arrival. The briefing will include the requirements outlined above. However, it is worth stressing that it is entirely possible that an emergency landing could occur at any time, should a transiting aircraft experience an emergency requiring an immediate landing. There may be no radio call and thus the spotter must remain vigilant at all times.

Do not over-fly or take-off/land towards parked full-size aircraft. In addition, beware of LOW FLYING military aircraft.

4.4   RESTRICTIONS

4.4.1   The site is open every day. I/C powered models may be operated only between 0900hrs and sunset.

4.4.2   Between 1st March and 31st October, i/c engines must not be operated on Sundays after noon when the wind is from the North in the sector shown by the paint lines in front of the Pilots' Box.

4.4.3   All flying must be to the north of the take-off/landing area. Any landing approach from the south due to wind direction should be done at low power. Flying to the south of the paved area is not acceptable during take-off. In the event of any full-size movements, a landing is the correct course of action. Flying to the South should only be undertaken in an emergency, when a full-size aircraft appears on short finals without giving normal landing indications, and then done at low power and for the shortest time possible
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Noise emissions should be reduced by the application of effective noise suppression techniques.

i   The pits, start-up areas and Pilots' Box are marked with yellow paint.

ii   Start-up with the model facing East.

iii   Gas turbines/large models may be started elsewhere in the interests of safety.

iv   Flight permitted in the area designated "No Fly Area" is defined in para 4.4.3 above.

v   Park only in the marked area.

vi   A Team Up Calendar is available on the Club Website. This provides a convenient means of coordinating flying sessions so that members can easily arrange their mutual flying sessions. Contact the Webmaster (Ian McDowell) to activate this.