

BEGBROKE VILLAGE HALL PLAYING FIELD



MODEL FLYING PROCEDURES

OXFORD MODEL FLYING CLUB (OMFC) BEGBROKE VILLAGE HALL PLAYING FIELD
MODEL FLYING PROCEDURES

Date: 30 June 2020

References:

A. BMFA Handbook

B. CAP658

1. Begbroke Village Hall Flying Site

- a. Model flying may only take place within the area designated by the boundary of Begbroke Village Hall Playing field.
- b. The maximum operating height for model aircraft is 100ft above ground level (agl).

2. Model Types and Limitations

- a. The maximum all-up mass for any type of model is 500 grams at launch.
- b. Only gliders(hand or catapult), rubber, CO2 or electric powered models may be flown from the Begbroke field.
- c. Radio-controlled power models fitted with a standard fail-safe must have this set to reduce the throttle setting to 'off' should the radio signal be lost or degraded. This should be tested for each model before it is first flown at each flying session.
- d. For powered free-flight models, including rubber-powered models, the motor run-time must be set to ensure that the model does not depart from the flying site or exceed 100ft agl.
- e. Radio-controlled models, including helicopters and multi-rotors, must be flown manually and remain within the remote-pilot's line-of-sight. Autonomous drone operations are not permitted. *Note – auto-stabilisation systems designed purely to assist the remote pilot in maintaining manual control of the model may be utilised.*

3. Persons Permitted to Fly

- a. Current members of OMFC who have completed and signed the Pilot Competency Check Form are permitted to fly at Begbroke Village Hall flying site. Exceptionally, guests may be permitted to fly provided they:
 - i. Are BMFA members (note – temporary membership is acceptable iaw BMFA guidelines).
 - ii. Either sign the Pilot Competency Check Form, or are directly supervised by an OMFC member who has signed the Competency Check Form.
 - iii. Agree to abide by OMFC Begbroke Village Hall Playing Field Model Flying Procedures.

4. Supervision and Safety

a. Model flying at Begbroke Village Hall Playing Field is to be monitored by a Safety Officer. Normally, the Safety Officer will be a Committee member; however, any suitably experienced club member may be nominated. The duties of the Safety Officer are as follows:

- (1) Ensure that London Oxford Airport (LOA) Air Traffic Control (ATC) has issued a NOTAM to cover the flying period. Note – for monthly Wednesday evening club meetings, the Committee will normally have informed LOA ATC in advance.
- (2) Using a mobile phone, contact London Oxford Airport (LOA) Air Traffic Control (ATC) on (mobile phone number). Ascertain the Runway in use and advise the controller that:
 - i 'Model flying is commencing at __:__:__ hrs (Local Time)'
 - ii 'Model flying is due to end at __:__:__ hrs (Local Time)' (in accordance with NOTAM)
 - iii 'The Safety Officer will be contactable on (mobile phone number)'.
- (3) Ensure that the Safety Officer's mobile phone is monitored at all times while model flying is taking place to facilitate prompt communication with LOA ATC.
- (4) Check that the models to be flown are suitable for the site in accordance with Para 2.
- (5) Monitor flying to ensure that it is being conducted safely in accordance with Para 1 and guidance at Reference A.
- (6) Maintain a constant lookout and listen-out for conflicting full-size aircraft, taking note of the particular likelihood of helicopter traffic passing nearby when Runway 01 is in use. If necessary, order model flyers to land and cease operations until the traffic is clear.
- (7) To warn LOA ATC if any model aircraft suffers from a 'flyaway' that might present a hazard to full-size operations. LOA ATC must be contacted immediately using the mobile phone, and given an estimate of the model's height and direction of flight.
- (8) Stop all flying if instructed to do so by LOA ATC on the mobile phone number provided.
- (9) Monitor weather conditions, in particular wind and thermal activity. Order free-flight models to cease flying if conditions are likely to result in a 'flyaway'.

5. Remote Pilots

a. A remote pilot must not fly at the Begbroke Village Hall Playing Field site unless a nominated Safety Officer is present and LOA ATC has been advised in accordance with para 4 a (2).

b. All remote pilots flying model aircraft at the Begbroke Village Hall Playing Field site are responsible for the safe operation of their model. Remote pilots are to:

(1) Comply with Para 1, Para 2, and Reference B.

(2) Check and operate their models in accordance with the advice provided at Reference A.

(3) Maintain a constant lookout and listen-out for conflicting full-size aircraft, taking note of the particular likelihood of helicopter traffic passing nearby when Runway 01 is in use.

c. If a remote pilot becomes aware of an approaching full-size aircraft, he or she is to:

(1) Advise other remote pilots and the Safety Officer.

(2) Land and cease flying until the traffic is clear.

d. Cease flying immediately when instructed to do so by the Safety Officer

6. Risk Assessment

All remote pilots are to read and understand the Risk Assessment for operations within the LOA Flight Restriction Zone (FRZ).