

Touchdown

The Westland & Yeovil District Aeromodelers newsletter

January 2005

From the editor

This is my first newsletter since being appointed at the AGM, and clearly it took a while to get around to it. However here goes....

Eject Eject!!

The one of our battery packs is still missing. On 14th November after a high negative G manoeuvre, there was a canopy failure and subsequent ejection over Merriott. The twinjet suffered minimal damage but our condolences go out to the charger and all the little connectors so sadly bereaved by this tragic accident.

AGM

We held the AGM on 23rd November; at the Westland leisure complex.

There was much discussion about planning permission for the Merriott site, particularly cost of the new entrance, which is required by the highways agency for road safety reasons.

The meeting agreed to go ahead with the new entrance, and apply for grants from the BMFA and Westland Sports and Social to help pay for this.

There was also the usual rush (note heavy sarcasm) to volunteer for club committee roles; after adroitly avoiding the treasure role (eventually filled by Dave Garrett); I was hit with the newsletter editor job.

Copies of the minutes should be available from the secretary.

Merriott Flying site

As of 5th December, we arrived to find the new entrance completed.

The old gate (now blocked): -



The new gate is a just out of the above photo, down the road in Merriott direction: -



BMFA Grant

As discussed at the AGM, we applied for grant from the BMFA - As of 12th December we have received a cheque for £500 from the BMFA, this should keep the club solvent after the bill for the new gate hits us.

WHL Sport & Social Grant

Also as discussed at the AGM, we applied for grant from the WHL sports & Social – we have since received a letter stating they can't help.

Keys to Merriott

We still use the same padlock, so no need to cut new keys.

Mud Mud Glorious Mud

The new entrance to the Merriott field has a *slight* problem, a couple of cars have got stuck, this happened just inside the new entrance. The committee is working on this, in the mean time please take it slow but steady and swing wide to avoid having to turn sharply.

Frequency peg board

Please remember to get this out every time (or at least any time you aren't the only one on the patch); do this regardless of who arrived first / should have done it. Do it even if you know Joe always uses channel XX. This could be the day he tests his new TX on YY.

Failure to do this could cause immense problems with insurance, planning permission, not to mention what happens when I do a range test on the frequency **you** are flying on.

Eyes left



Website

Daniel has created a website for us, <http://www.whlaeromodellers.tk/>

At first glance :-

- It seems to be a bit slow to load, but don't let this put you off – it speeds once loaded, and this is just the introduction; which you can skip easily.
- It works with non-IE browsers E.G. Firefox.
- Good place to share digital photos of your latest masterwork.

Meetings

The Club nights are on the 4th Tuesday of every month (except December) at 20:00 in the Watercombe suite, Westland Leisure Complex.

We meet in the sportsman bar for a drink before.

Articles, cartoons, notices & other contributions

If any of you have anything interesting, amusing or informative that you would like to share in the newsletter please send it to me, by e-mail is best, but if not pass it to me at a club night or on the field.

The above is particularly important given the new editors weird sense of humour.

You can contact me (Jack Mitchell) on 01935 445311 or 01935 823409

Or e-mail jack@home9999.plus.com

Club guidelines

None of the following should come as a surprise, but please reread the club guidelines occasionally: -

WESTLAND & YEOVIL DISTRICT

AEROMODELLERS CLUB



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GUIDE LINES FOR CLUB FLYING



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Revision History

Issue.	Change remarks
Feb 04	Note: these guidelines were submitted with the planning application for the Merriott site at this issue
July 04	Updated to provide a definition of an Instructor.(ref minutes April04)



GUIDE LINES FOR CLUB FLYING

RULES OF CONDUCT

In order to preserve our continued enjoyment of the hobby, and this includes as not the least consideration the use of the airfield, it is necessary to have certain rules of conduct to: -

- Maintain safe operation
- Avoid nuisance to the general public
- Avoid inconvenience to each other

SAFETY

The main aspects of safety are contained in the BMFA Safety Code, which everyone in the Club should ensure that they are familiar with (as they will receive these as Association members,) in addition there are some specific local rules.

Site the pits so that they are clear of the flight path of models taking off and landing.

Keep models, boxes etc. well back from the edge of the patch. The pegboard should be about 3 paces from the edge of the patch and the models should be at least 8 paces behind the pegboard.

After take off, clear the patch as soon as possible to avoid obstructing those wishing to land or take off.

Always call before taking off or landing and make sure that you are given the OK before you proceed. Also call your intention to go onto the patch to retrieve a model, clearing the patch and calling "clear" as soon as possible.

Do not carry out engine test running close to the patch as this drowns the sound of models in the air.

Keep an eye on other models when flying, and always check that the patch is clear before landing, even if you have called landing.

Observe the "No Fly" areas as shown in the attached maps Figs 1 & 2

Keep a good lookout for full sized aircraft, even when the airfield is nominally closed.



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CLUB RULES FOR CARING FOR CHILDREN AND VULNERABLE ADULTS

All members, parents, guardians and carers are to comply with BMFA and club policies and guidelines for the promotion of welfare and care of children.

A junior member is defined as being under 18 years of age.

A vulnerable adult is defined as a person of 18 years of age or over but through mental or physical attributes requires a higher level of supervision than would be normally commensurate with an adult member.

Junior members must be supervised at all times by a responsible adult. The level of supervision is to be commensurate with the junior member's age, maturity, capabilities and levels of experience.

No child or vulnerable adult shall undertake any activity, which might place him or her at risk. In any event prior consultation with their parent, guardian or carer must take place if there is any doubt on the member's abilities to undertake a specific activity.

No senior member is to be expected to assume responsibility for a child or a vulnerable adult unless he/she has been specifically requested to do so by the parent, guardian or carer. If required to do so, he/she is to assume complete and total responsibility for the child or vulnerable adult whilst he/she is in their charge.

Notwithstanding the requirements of the previous paragraph, should a member discover a child or vulnerable adult that is unsupervised then he/she must assume responsibility for that person's safety in the first instance. The situation should then be rectified as soon as possible by seeking out the parent, guardian, carer or nominated supervisor. Any instance of such an occurrence is to be reported to the club committee as soon as possible and a record made of the occurrence.

Whilst supervising children or vulnerable adults, members should avoid placing themselves in a position that could be open to misinterpretation or question in accordance with BMFA policy. Remember, the policy is there to protect you as well as children and vulnerable adults.

Should any member, parent, guardian, carer or the person themselves have concerns about the welfare of children or vulnerable adults then he or she is



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to contact A *CLUB COMMITTEE MEMBER* or any of the help lines on Page 6 of the BMFA policy

All members are required to respect the rights and dignity of children and vulnerable adults and to promote their welfare. Caring is largely a matter of common sense provided everyone is clear on what is expected of them and a few simple principles are adhered to. It is not a responsibility to be feared but is, nevertheless, essential if we are to ensure that we are to be a club that offers opportunities for all.

"Note to parents, guardians and carers:

Whilst this Club has a moral and statutory duty to take all reasonable steps to ensure the general welfare and protection of children and vulnerable adult members, in particular during the actual act of model aircraft flying and associated pre-flight and post-flight procedures, the Club will not undertake the all encompassing responsibilities of those acting in the role of guardians or carers unless specifically arranged.

Our activities at the flying site do not finish at a regular time. It is therefore your responsibility to ensure the well being of your charge over and above arranging a predetermined collection time. Should you wish to leave a child or a vulnerable adult at the flying site, it is your responsibility to arrange for one of the qualified club members to supervise him/her during your absence and, if necessary, make arrangements for the member to be able to make contact with you.

Should you child have any special medical or physical needs you are required to advise the Club in writing.

Should physical contact be required during model flying for instructional or any other purposes these will be explained to you and you will be required to record your agreement in writing defining the type and limits of contact.

Should the Club wish to use a photographic image of your child, the Club will follow the guidelines laid down by the NSPCC Child Protection in Sport Unit detailed on Page 25 of this document. In addition, your written consent will be required for the Club to do so.

In addition the BMFA and this Club have specific rules and policies relating to children and vulnerable adults, a copy of which can be provided to you, if required.

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This membership form must be countersigned by the parent or guardian if the applicant is under 18 years of age or by the authorised carer of a vulnerable adult, thereby signifying acceptance of the conditions of membership.

Should you wish to discuss any issue, have any concerns or have suggestions on how we may improve our policies, then please contact: a club committee member or contact one of the help lines on Page 6 of the BMFA policy and guidelines as you deem appropriate.



GUIDE LINES FOR CLUB FLYING

CLUB NOISE LIMITATION POLICY

The club has a Noise Limitation Policy, this is to protect us against the possibility of loss of flying facilities as a consequence of noise complaints from local residents, and in order to pursue a “good neighbour” policy.

The policy operates in three ways: -

Limiting noise from individual powered models.

Limiting noise by limiting the number of powered models flying at the same time.

Limiting the times when we operate powered models.

1.INDIVIDUAL MODELS

All models operated by club members and their guests must be effectively silenced and must conform to the current DOE/BMFA code of practice, i.e. noise level not to exceed 82 dBA measured at 7 metres from the model in four directions at right angles. The club has a noise meter and models will have a certificate of compliance issued after measurement.

2.NUMBER OF MODELS

We limit the number of powered fixed wing models operating at the same time to four.

3.LIMITING FLYING TIMES

See rules for relevant flying site.



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SILENT FLIGHT

Silent flight may be flown on the airfield on any evening and on Sundays subject to the rules of Airfield Operation, and at any time on the Merriott field.

The noise policy has been discussed with the environmental health officer and has had his approval as being a reasonable code of conduct.

TRAINING SCHEME

Introduction

A major aim of our model aero club is to promote the hobby and sport. It is therefore imperative, that all members understand the safety implications in both the operation and flight of model aircraft. The training scheme is intended to introduce newcomers to the hobby to these skills and to ensure that they reach a recognised standard of proficiency.

The Scheme

The scheme is based on the BMFA training scheme "Up and Away" and the BMFA proficiency scheme; Club approved instructors operate it

Any member who has not achieved the BMFA "A" proficiency level may only fly when supervised by a club approved instructor.

The instructors will monitor the progress of the pupils with a view to their successful achievement of the BMFA "A" standard of proficiency.

A list of names and contact numbers of club-approved instructors will be available in the club hut and will be provided to new members on joining.



GUIDE LINES FOR CLUB FLYING

RULES & PROCEDURES - YEOVIL AERODROME

1. If the Air Traffic Control centre is closed.

When there is no full size flying in progress the Air Traffic Control centre is closed, and model flying is permitted.

2. If the Air Traffic Control centre is open.

When there is full size flying in progress, model flying may be permitted with the agreement of Air Traffic Control in certain circumstances, this is only likely to occur when full the size flying is away from the Airfield.

When model flying is permitted by Air Traffic Control when full size is in progress the following procedures, which have been agreed by Air Traffic Control will be observed.

The first person who is on a list of nominated persons to arrive at the Main Gate, will contact Air Traffic Control on Ext. 3051 and ask for permission to start model flying.

If permission is given, the modeller who contacted Air Traffic Control first must arrange for the telephone in the club hut to be continuously manned while model flying is in progress (the extension lead for the telephone may be used to make this easier.)

When instructed by Air Traffic Control by phone, all models must land immediately, and wait for clearance before commencing flying again.

A good lookout must be maintained at all times in case an aircraft returns unexpectedly.

RULES FOR HELICOPTER OPERATION ON THE AIRFIELD.

1. Models should meet the required safety level as stated in the BMFA Operation Guide to Helicopters.

Models should be started in the pits and carried out to a safe distance from the pits (approximately 20-ft.)

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After test hovering the model should be carried out to the mown area and the flight continued from there.

After flight check the model over for loose or failed components, as per the BMFA Operation Guide to Helicopters.

Due to the frequency allocation for the Helicopter section (55 to 63 inclusive), there is no need to restrict the number of models in the air at a time, although for safety reasons only two models should fly circuits at the same time.

During flights, the model should not leave the boundaries of the airfield. Never overfly the pits or buildings on the site, and keep a lookout for Aircraft to avoid the danger of collisions.

FLYING TIMES – Yeovil Westland Airfield

Flying times on the airfield for models powered by internal combustion engines are limited to: -

Saturday afternoons and Bank Holidays – noon to sunset *

Wednesday evenings – 1800 hrs to sunset* in the Summer

Monday evenings – 1800 hrs to sunset* models with noise levels of 78 dBA or less

A limited number of Sundays e.g. Wessex Scale days.

*Evening flying is to cease by 2030 hrs, or sunset, whichever is earlier

Silent flight may be flown on the airfield on any evening and on Sundays subject to the rules of Airfield

RULES & PROCEDURES MERRIOTT FIELD

Members using the field must be prepared to show their current Club membership card and BMFA card if asked to by the landowner. Anyone not doing so will be asked to leave the field.

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Anyone asked to stop flying by the landowner is to comply immediately and without question.

Parking of member's cars is to be kept to close the hedges by the entrance, park so as not to obstruct access.

Cars are not to be driven to the flying patch.

No Fly areas for the field are the A356 road and the market garden to the southwest, which is the residence of the landowner.

The existing club rules regarding safety, noise reduction and non "A" certificate holders will apply to this site as well as any other sites used by the Club.

Exercising of dogs or other animals is not permitted.

FLYING TIMES - Merroitt

Power	flying	may	take	place	on:-
Tuesday	12:00p.m	until	20:00 hrs,	or sunset,	whichever is earlier
Friday	12:00p.m	until	20:00 hrs,	or sunset,	whichever is earlier
Sunday	10:00a.m	until	16:00		hrs

(These times are subject to review from time to time.)

Helicopter	Training	(Hover	only)
Wednesday	12:00p.m until 20:00 hrs,	or sunset,	whichever is earlier - hover
training			only

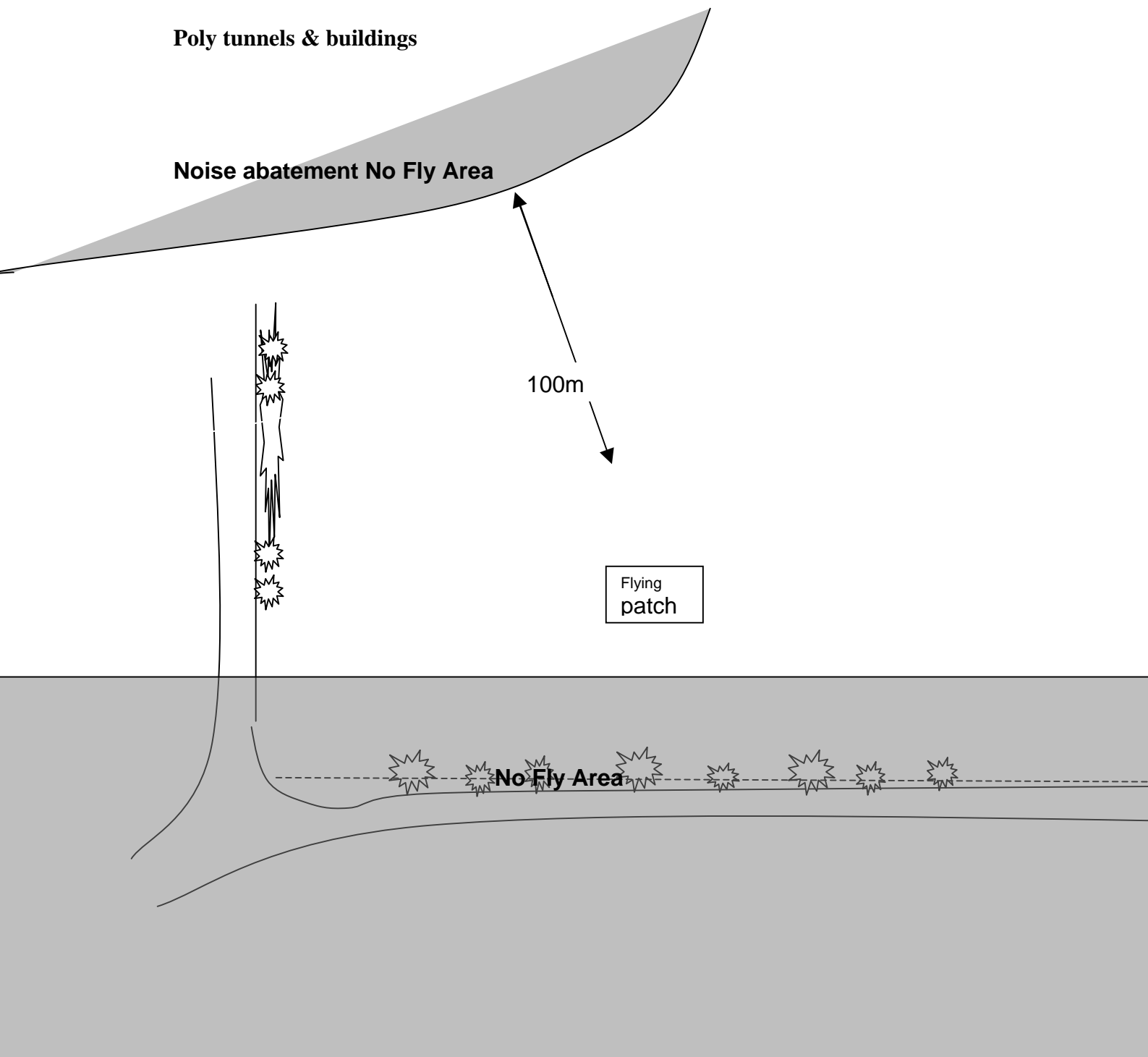
(These times are subject to review from time to time.)

Silent flight may take place at all times.



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Fig 1 Merriott Field No Fly Areas



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Fig 2 Yeovil Airfield No Fly Areas

