

Flight Rules for the Day

Standard BMFC rules for Knettishall apply, except as varied by the 2 sections below. Be aware that the restricted areas and no fly zones are extended to allow for the presence of 'non involved public'.



Except for take off and landing, all controlled models must be flown at least 50m away from the audience. That is, beyond the windsock.

Section 1 Covers the period set aside for the World Record Attempt - between 11:30 and 12:30.

Section 2 Amends the standard rules to ensure the safety of those attending on what may be a busy day.

NOTE - PILOT'S BRIEFING AT 11.40.

Section 1 - World Record Attempt between 11:30 & 12:30

RC participation is open only to BMFC members and guests who have registered with the Coordinator (Ian McDowell, bright green anorak) before 11:30. Information recorded will be used to determine flight groups and take-off sequence, as well as verification of the World Record entry from Knettishall.

A Klaxxon will be sounded at 11:30 to announce a break in general flying. All Radio Controlled aircraft must be landed before the attempt commences at 11:30. It will resume again when the Flight Controller (Ron Gray, yellow hi vis jacket) gives the all clear, around 12:30.

- Assumption - 20 models
- Assumption - on average it will need 20 seconds per model to take off and clear the runway
- Assumption - each model will have a maximum flight time of 7 minutes

Take off area setup

3 separate areas, one to the west (1) and one to the east (3) of the tarmac (2) runway.

Areas 1 and 3 will have posts on the ground marking the 1st launch position.



Personnel

1 Flight Controller positioned at take off area 2 (Ron Gray)

1 take off Marshall for area 1

1 take off Marshall for area 3

It should be noted that the marshalls can take part in the flight as long as they are last to take off, the flight controller cannot take part in flying.

1 spotter to be positioned next to the flight controller at all times

Flight circuit

This will be a 'race course' circuit to be no closer than the windsock, the size of the circuit will be determined by the number of models flying.



The flight plan

Models to take off, rapidly climb to height and to join the circuit in 'follow the leader' mode. Note that it is intended to have 3 main 'flight heights' so that those pilots nervous of flying with lots of other models can get to a higher altitude to 'keep out of the way'. If there are any gliders then they can fly at a much greater height.

Micro RC aircraft may fly a lower, tighter, circuit, but still beyond the windsock.

Execution of the plan

- The Flight Controller will determine which pilots are in which take-off group and the sequence of launch for each group
- Those models with greater endurance will take off first
- At 5 minutes to 12 noon a short klaxon will signal the start
- All models to be lined up ready to take off, pilots must be off the runway
- Those models with greater endurance to take off first
- Only 1 model at a time to take off in each of the 3 areas
- Take off slots to be within 20 second intervals, the Marshalls and the Flight Controller giving the all clear to take off in their areas
- If a pilot is unable to start within this time he must leave the aircraft until all others using that take off area have taken off
- At 2 minutes to 12 noon 2 short klaxon signals will let all pilots know that they should be in the circuit
- Note that pilots taking off on runways 1 and 3 can make their way back to runway 2 if they think that to be a better position to fly the circuit from
- Hand launched chuck gliders will be launched from the the edge of the tarmac runway (2) and the grass runway, the direction will be wind dependant and will follow a 3 second countdown called by the Flight Controller



- A long klaxon signal will let all pilots know that the exercise has finished and that preparations for landing should be made

Landings

- All landings must be called by the pilot

- The tarmac runway 2 must be kept clear for emergencies so all landings to be on the grass areas either side of runway 2, in areas 1 & 3
- Having landed the model should be taxied off the runway, to the side and immobilised (no taxiing back to the pits)
- No pilot may enter the landing area to retrieve a model until all models have landed and the Flight Controller call 'all clear'
- Any model that cannot be taxied off the runway to be left where it is until all other models have landed after which they can be recovered
- In the event of a forced or emergency landing (e.g. dead stick or incapacitated, but controlled, model) runway 2 is the designated landing area where the model can be recovered in the normal way. If the model lands outside runway 2 then it must be left where it is until all other models have landed



Flight direction

This will be governed by the wind direction:

(Illustrations with West Wind)

Wind predominantly from the west - take off and landing right to left with the main flight circuit being clockwise.

Wind predominantly from the east - take off and landing left to right with the main flight circuit being anti-clockwise.

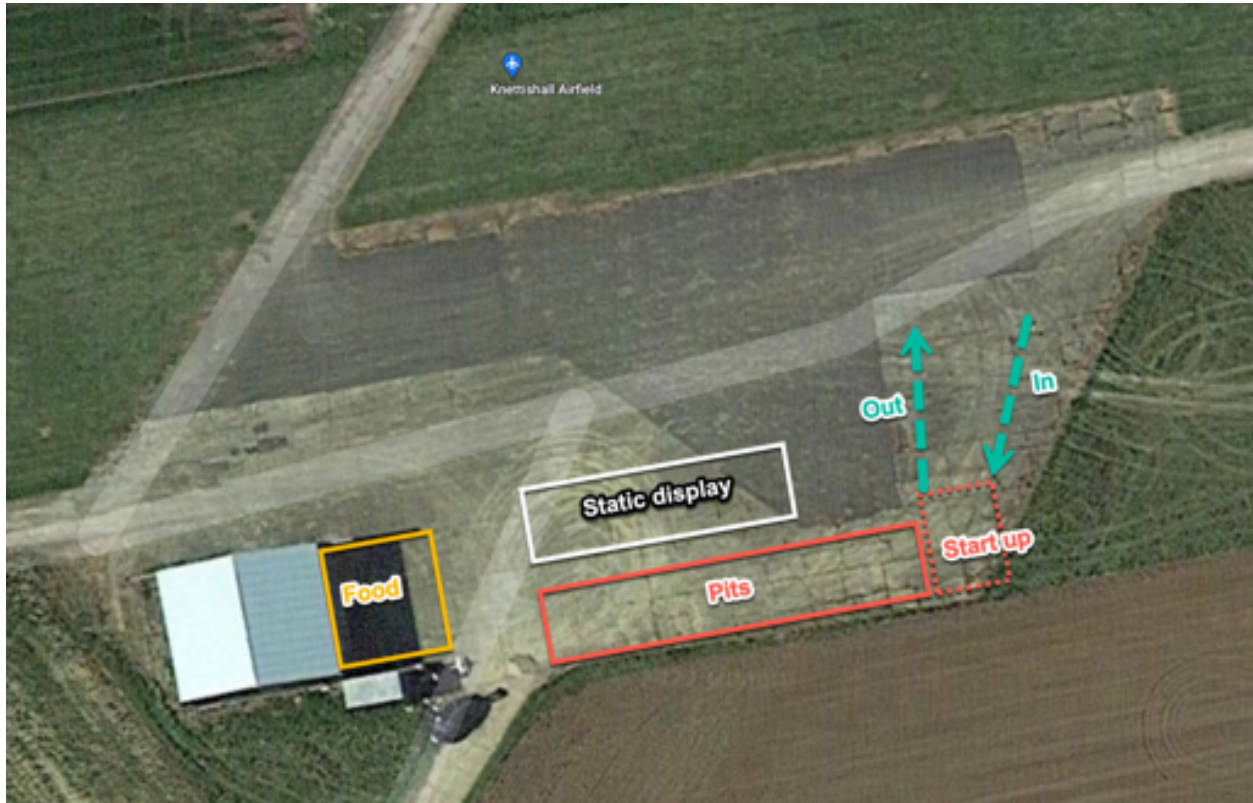
Wind predominantly from the north - take off to the north with the main flight circuit being clockwise. Landing CROSSWIND right to left

Wind predominantly from the south - CROSSWIND take off and landing with the main flight circuit being clockwise.

Taxiing out to and returning from the flight line

Note the changed Pits layout for the day.

For the duration of the record attempt, models must **not** be taxied out from the pits lane, they must be carried / walked to the East end of the pits lane and then to the designated runway (1, 2 or 3) before being armed or started.



After the 'all clear' call from the Flight Controller, the aircraft may be disarmed / stopped (IC) and the model carried or wheeled back to the pits area using the same East end of the pit lane.

Section 2 - Normal flying before 11:30 or after 12:30

The Flight Controller will call the end to the World Record Attempt and recreational flying may resume. Take off and landings will be in front of the pilot box (tarmac runway 2), or the grass beyond it.

Taxiing out to and returning from the flight line

Note the changed Pits layout for the day.

Models must not be taxied out from the pits lane, they must be carried / walked to the East end of the pits lane where they can be started (IC) and then carried / walked out to the flightline.

Models returning from flights must be immobilised at the edge of the runway before being carried / walked back to their pit location from the East end of the pit lane (watch out for outgoing models).

Taster / novice / buddy lead session

Depending upon the uptake, there may be a few flying sessions for non fliers to 'have a go'. No other flying is to take place when these occur.