

# 1. BMFC SITE LAYOUT - INTRODUCTION (2015)

In larger clubs helicopters, gliders and continuously powered fixed wing aircraft are usually kept separate because of their different flying patterns. An advantage of our small club is that these activities can remain together, giving variety and encouraging interest in all disciplines. Combining the flight patterns makes our field layout slightly different from that which you may have experienced at other clubs, so please take the time to read through pages 1 & 2 while looking at a printout of one of the diagrams on page 3 or 4. Apologies for the length of this document but once you have understood the principles involved either diagram should suffice as a reminder of the detail.

After several years of using this system most club members have a mental image of the layout but if you are struggling to visualise how it applies at the site ask one of the club officers to locate the 'X' markers on the grass to help you.

**THE RED RECTANGLE** - This is the 'safe' area for people, a no-fly zone. Please remain within it at all times other than when you are retrieving a model or towline.

**THE THICK BLACK LINE** - Do not fly on the red rectangle side of this line after your aircraft has taken off. The gap between the black line and the red rectangle is there as a safety margin and to ensure that pilots and Tx's have an unrestricted line of site to their model without the need to step in front of other pilots. The dotted stubs indicate the takeoff/launch zone, this allows you to stand behind your model during takeoff while still remaining 'safe' within the red rectangle.

**THE GREEN RECTANGLE (THE PITS)** - Spectators, models, equipment and chairs should be kept in this relatively small space. Keep an eye on what aircraft are doing, the green arrow indicates the general direction of activity. Electric motors can start unexpectedly, aircraft should be placed around the outside with props (indicated by purple arrows) facing away from people. Please do not stand about in the pilot area unless you are flying, instructing, or acting as a helpful observer.

**THE BLUE LETTERS** - These indicate pilot positions for the three model types at different stages of flight. There are two **G**s indicating the line of pilots facing upwind and two **C**s showing the line of pilots facing the circuit to the side. Dotted lines show the small movements that you make to keep your model in view as the flight progresses. Make these movements **VERY slowly** taking care not to block the view of others, ask an **O**bserver to help guide your movements if necessary. Pilots are asked to remain in a small area to aid communication and minimise movements.

**O**s indicate observers and instructors who are helping pilots by acting as an extra pair of eyes. Those without an A certificate must have an instructor with them but all pilots are encouraged to make use of observers, these can be particularly helpful if someone else's plane goes out of control and you can't watch it!

## FLIGHT AREAS

Pilots need to watch their models but for safety reasons so do spectators, low flying models (below 100m) should always be in view of those facing in the direction of the green arrow. If different types of model are using the same area of sky, height differentials should be used to avoid collisions. When a landing is announced others should keep clear until the model has landed and been retrieved.

## NO-FLY ZONES

The diagrams are not site specific, particular sites will have additional no-fly areas that must be avoided, if in doubt ask before flying.

## 2. TAKEOFF - ALL MODEL TYPES

Do preflight checks as described in the BMFA handbook. Place your model in the **TAKEOFF** area which is upwind of the pilots, never takeoff from downwind of this area. Speak to those already flying or retrieving models/towlines and give them time to react. Make sure that you have a clear and safe place to land should you need to abort your flight early. Announce your takeoff /launch **LOUDLY** so that all are aware. The black dotted lines indicate that once the takeoff has been completed the area becomes a no-fly zone for the remainder of your flight.

### PILOT POSITIONS FOR FIXED WING AIRCRAFT USING CONTINUOUS POWER

**T** - position for takeoff. After takeoff climb to a safe height then carefully take a pace back, turn and stand in the **C** line, this leaves the takeoff area clear for others. Fly rectangular circuits as indicated by the yellow arrows. If you intend to deviate from this pattern give other pilots plenty of warning. Stay high and give way when someone else is taking off or landing.

### GLIDERS USING WINCH, AEROTOW OR POWERED CLIMB & CUT

**T** - position for takeoff/launch. After you have completed your climb, carefully take a pace back to the **G** line, remain there while you have plenty of height. **Avoid 'no-fly' areas** dictated by the features of a particular site but while you are flying high with a silent model you can have some (\*) freedom to roam looking for thermals. Probably you will wish to spend most of your flight upwind of those flying fast circuits, however, once your height is down to about 50m you should turn and move to the **C** line facing the circuit and landing area.

(\*) **Note the 'No flying below 100m' height restriction behind the red rectangle.**

**Do not fly around the back of the pits** in the opposite direction to the main circuit when landing.

**Reason** - other pilots cannot keep an eye on your model, and spectators in the pits will not be looking that way either, no chance for them to make an avoiding move if you get it wrong. With 100m of height you should be able to return upwind and complete a normal landing circuit where all can monitor your approach.

### PILOTS OF HELICOPTERS

You will tend to fly lower than other pilots and having continuous unrestricted vision is even more vital in your case. Your ability to land vertically and fly very slowly means it is unnecessary for you to move, stay in position **H** throughout your flight unless there is a good reason to change position. If you are hovering or flying very slowly keep to the side of the main circuit and well upwind of the takeoff line. Offer to land while fixed wing pilots take off. Competent pilots may fly circuits but give plenty of warning of your intentions. If in doubt ask for a helicopter time slot.

### PILOTS WITH DISABILITIES

**D** - If you have restricted movement you may prefer to stay well back from the flight line, if so ask one of our instructors for help. You can have control while the plane is high, your helper can take the Tx to the **C** line and land the aircraft for you later. Electric 'gliders' are particularly suitable in this situation with multiple climbs giving you plenty of time on the controls before a landing is necessary.

### LANDING AND MODEL RETRIEVAL - FIXED WING (POWER AND GLIDERS)

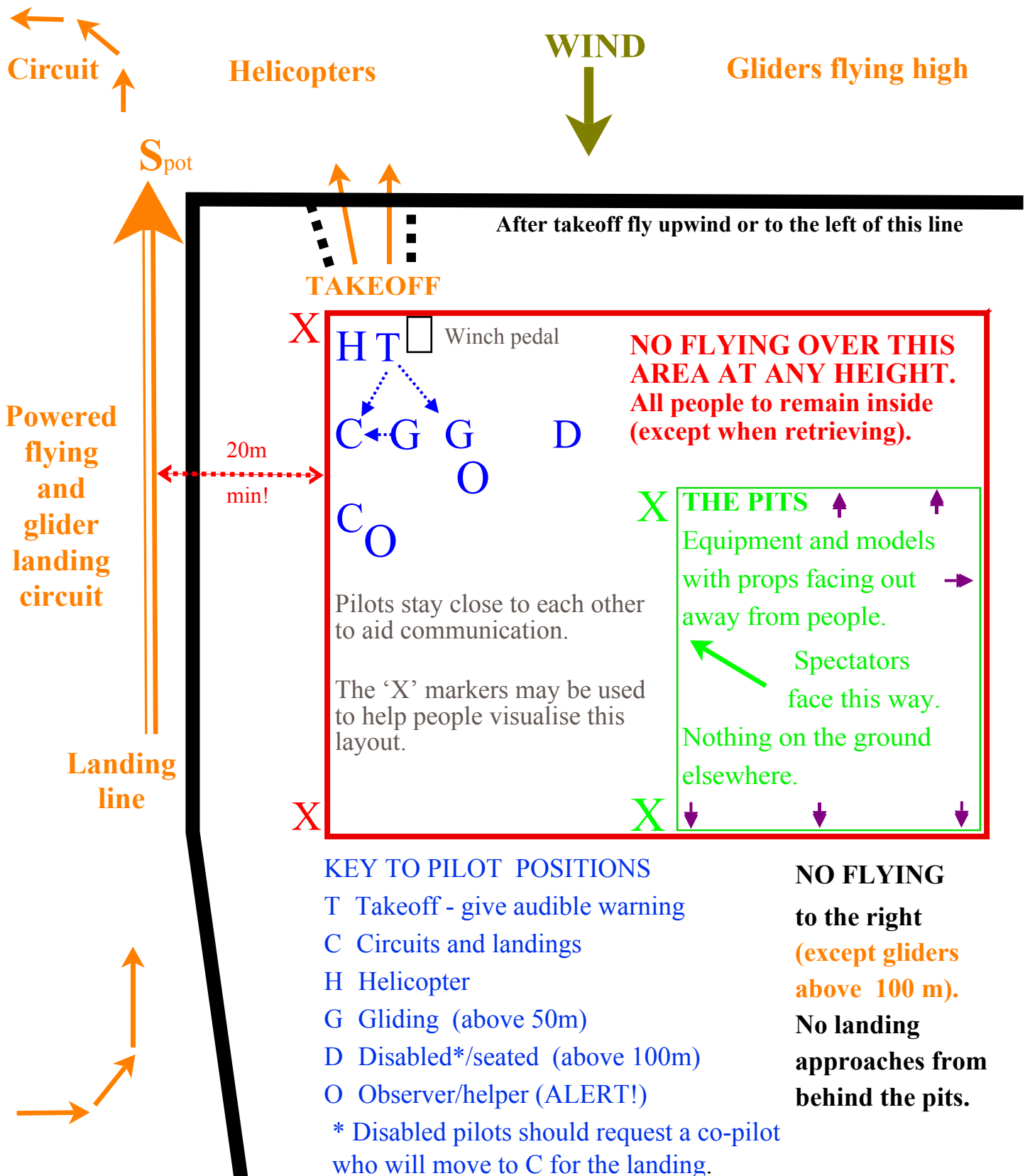
As you commence your final circuit announce your intention to land in a **LOUD** voice.

**Please think of a good landing as one where your aircraft comes to rest somewhere along the orange landing line at least 20m in front of you.** As mentioned previously, this safety margin should give you a good view without the need to step forward and minimise the danger of your model's movements distracting other pilots. Once you have landed ask those who are flying if it is safe to retrieve your aircraft.

If a **Spot** landing marker is used this should be soft and located upwind of the takeoff line as shown to avoid catching and swerving models into the pilots.

### 3. ANTI-CLOCKWISE LAYOUT

(2015)



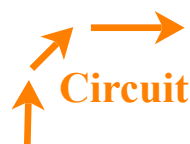
Wind and sun determine the orientation of this layout, other fixed no fly zones may apply on a particular site. Please use the summary above, knowledge of the site and the advice provided in the BMFA handbook to maximise safety on the day.

# 4. CLOCKWISE LAYOUT (2015)

Gliders flying high

WIND

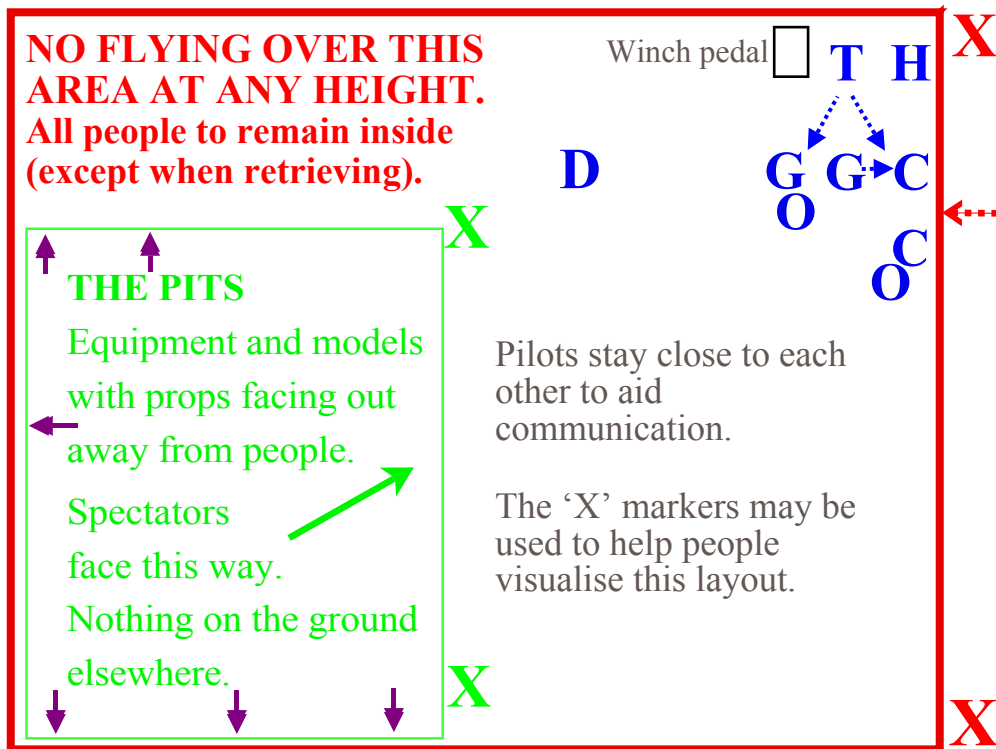
Helicopters



After takeoff fly upwind or to the right of this line

TAKEOFF

S<sub>spot</sub>



**NO FLYING OVER THIS AREA AT ANY HEIGHT. All people to remain inside (except when retrieving).**

**THE PITS**  
Equipment and models with props facing out away from people.  
Spectators face this way.  
Nothing on the ground elsewhere.

Pilots stay close to each other to aid communication.  
The 'X' markers may be used to help people visualise this layout.

20m min!

Powered flying and glider landing circuit

Landing line

**NO FLYING to the left (except gliders above 100 m).**

**No landing approaches from behind the pits.**

### KEY TO PILOT POSITIONS

- T Takeoff - give audible warning
  - C Circuits and landings
  - H Helicopter
  - G Gliding (above 50m)
  - D Disabled\*/seated (above 100m)
  - O Observing/helping (ALERT!)
- \* Disabled pilots should request a co-pilot who will move to C for the landing.

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