

Guidelines for operation at Huntleys

The following are initial guidelines for BAESMAC operation on the new flying site at Huntleys.

Issue Control

Issue 1 – Original Issue dated 11/06/2015

Issue 2 – New item (6) added to cover potential crosswind operation. Figure 1 amended to provide Figure 1a East/West wind direction operation and Figure 1b crosswind operation dated 18/07/2015

Issue 3 – Advice regarding flying on a Saturday added at item 9 and dog school location added to figures 1a and 1b

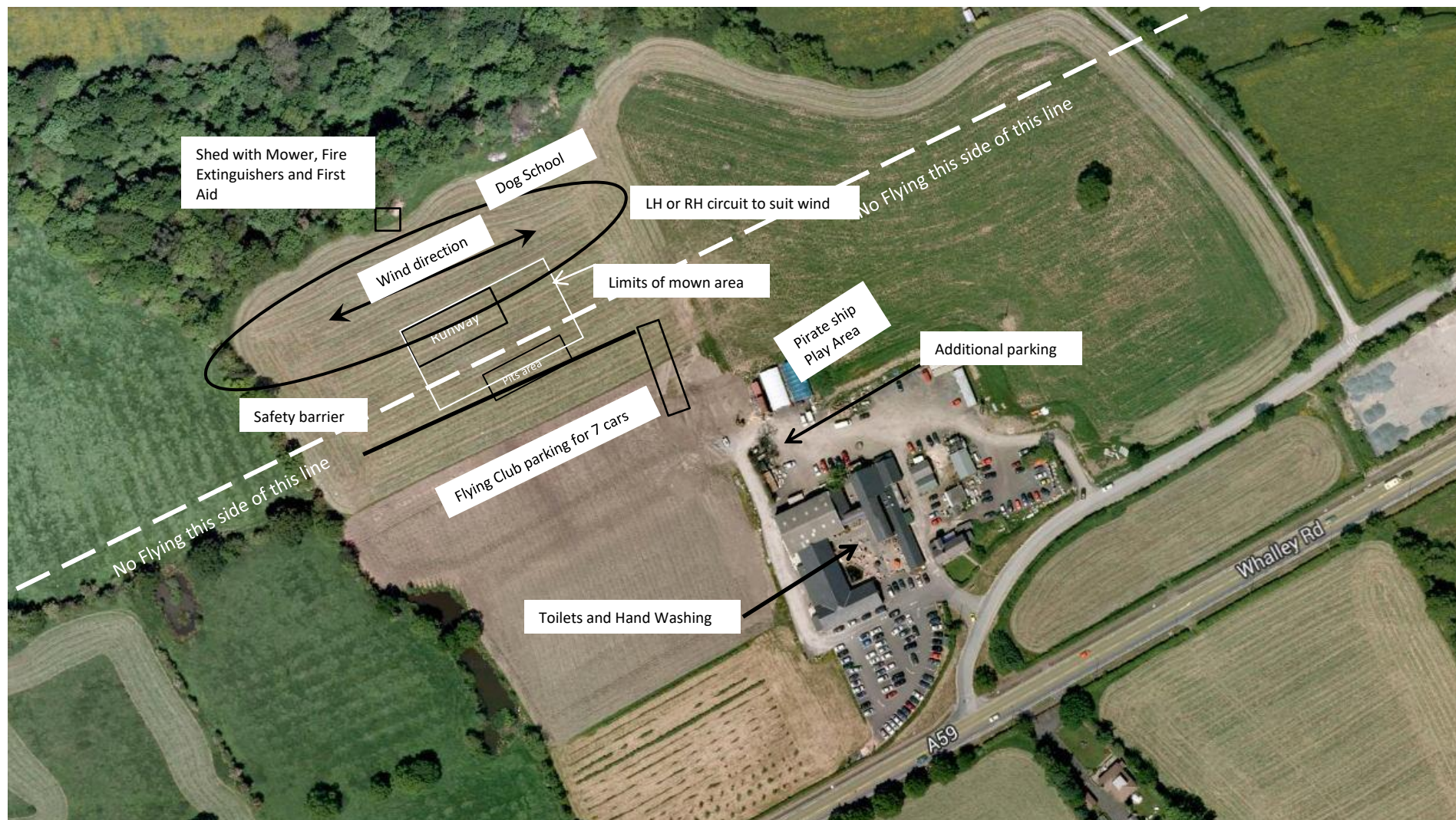
Issue 4 – No flying line amended to show that the pits are part of the no flying area

1. No more than seven cars are to be parked at any time in the area in Figures 1a identified as flying club car parking. Should there be 7 cars parked when you arrive then you may temporarily stop to offload equipment and models and then move your car to the main Huntleys car park as also shown in Figure 1a
2. The One way system in operation on the site must be adhered to a diagram of the system is attached as Figure 2
3. Should you need to use a toilet or hand washing facilities then you should use the facilities within the Huntleys main building. (Over time a portaloos type facility will be provided by the club)
4. First Aid items and Fire Extinguishers are located in the club hut which is located as shown in figure 1a.
5. The safety barrier (posts, tape and warning signs) as shown in Figures 1a and b, MUST be in place before any flying is undertaken. If for any reason the posts, tape or signs have been moved then they should be replaced before flying commences. Spare posts and tape will be located in the club hut once it is on site
6. Normal operation is expected to be based on an East or West wind direction and the operation should be established in accordance with Figure 1a. In the event that there is a significant crosswind that prevents East/West operation, then operations should be established in accordance with Figure 1b. At all times the limits of the “NO Fly Zones” Must be adhered to and particular attention should be given to the proximity of Huntleys car parking and the A59 during crosswind operation.
7. The areas designated as “NO Fly Zones” on Figures 1a and b must be strictly adhered to. The following is an indication from Huntleys regarding action that will be taken against the club and or individual members should the “NO Fly Zones” rule be broken.

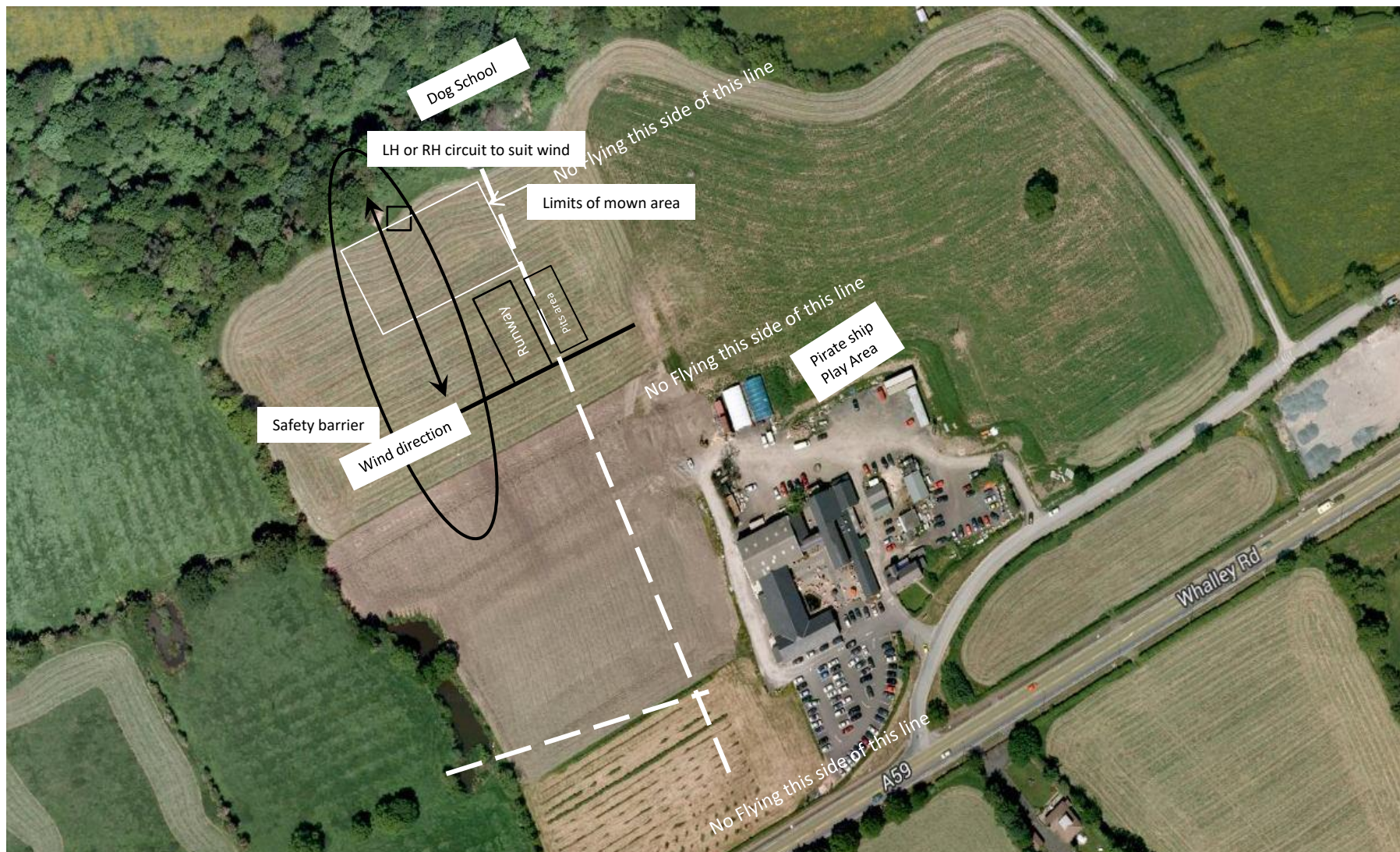
Flying inside the “No Fly Zones” IS STRICTLY NOT PERMITTED. Should this happen Huntleys will ground the flying for the day and if it continues will impose a short time ban on the pilot. Huntleys take Health and safety very seriously here and cannot allow reckless behaviour. The site has 24 hr CCTV and the flight area is covered.

8. Caution should be exercised at all times around the potential for public ingress beyond the barrier tape and should this occur then the following guidance should be followed. If several members are present and one is not flying then they should advise the public that they must return immediately to the "safe" side of the barrier. Should the public not comply then all pilots must land immediately (without risk of collision). If all members are flying (or you are flying alone) then you must land immediately.

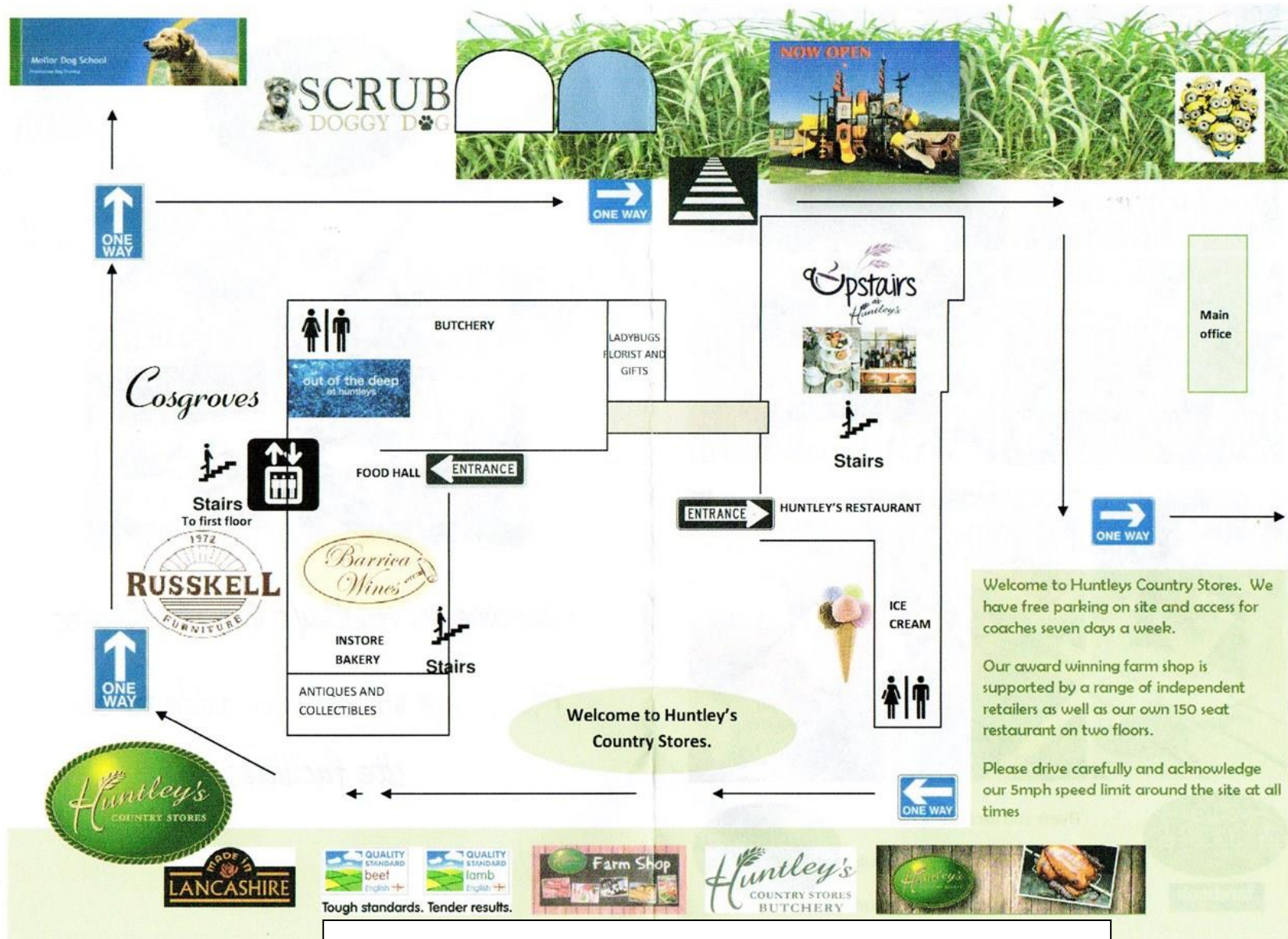
9. The committee recommends that no flying should take place on a Saturday while the dog school is active (this is usually until 4pm). This is to avoid any disruption to the dog training schools operations and to ensure that with the additional public presence down the access track to the dog school, there is no increased risk to flying operations



Operation at Huntleys – Figure 1a East/West wind direction



Operation at Huntleys – Figure 1b crosswind



Huntleys One Way System – Figure 2