

# WARREN FARM RADIO FLYERS

## GROUP CONSTITUTION AND RULES. 2021 EDITION.

Warren Farm Radio Flyers (WFRF) flies Radio Controlled Fixed Wing Model Aircraft under a licence granted by the owners of the land, the London Borough of Ealing (LBE)

Warren Farm is a nature reserve. Access to it for model flying is under the auspices of the WFRF officers to whom LBE grants the licence. Planning permission to fly model aircraft applies to WFRF members only. The field is outside the Heathrow Airport Flight Restriction Zone (FPZ).

Our reserve field at Rectory Park, Northolt is within the RAF Northolt FPZ. WFRF has signed a Memorandum of Understanding with RAF Northolt, permitting club member only to fly there.

The licence holders are responsible for the conduct of the group and are required by LBE to manage it at their discretion. It is a condition of membership that their authority in the conduct of the group is accepted.

### MEMBERSHIP.

The London Borough of Ealing stipulates that membership of WFRF is mandatory for the flying of radio controlled models from Warren Farm. Membership of the British Model Flying Association, henceforth referred to as the BMFA, is also mandatory for its substantial third party insurance.

New members will be accepted on a probationary basis only for the first 12 months, during which time the offer of membership may be withdrawn if the licence holders deem that the person's continued membership is not in the best interests of the club.

Annual renewal of membership is by invitation. The group may apply for BMFA membership on behalf of members at the beginning of the year. New applicants during the year, however, are required to apply directly to the BMFA for its membership.

Response to invitation to renew should be prompt, especially if BMFA membership renewal through WFRF is also required. If there has been no response by the end of January it will be assumed that membership is no longer required, unless the applicant is known to be out of the country.

If a new member already has BMFA membership the membership number should be declared upon application.

The fee for new membership may be reduced if less than six months of the current year remains.

Members must carry their WFRF and BMFA memberships cards when flying. They must show them if requested to do so by any officer or employee of the London Borough of Ealing.

All flying members **MUST** fully comply with current CAA regulations for Unmanned Aerial Vehicles, including their Operators Registration Number marked either externally to the main body of the aircraft, or beneath a hatch which can be opened without the use of tools. They must also have passed either the BMFA Registration Competency Test, or the CAA equivalent.

### GUESTS

If a member wishes to bring a guest flyer to the field, the licensees must be given adequate notice of at least 48 Hours. If the visitors radio is 35MHz, a frequency peg must be available along with the visitors proof of BMFA membership. The member introducing the guest is responsible for his/her conduct at all times. This facility is for very occasional use and should not be regarded as permission for multiple guest visits.

# THE MODELS

## PERMITTED ENGINE SIZES

Models driven by gas turbine (turbo-jet or turbo-prop) are not permitted.

The maximum permitted i/c engine sizes for Warren farm are :-

..... Single cylinder two-strokes	0.90cu.in/15cc
..... Single cylinder four-strokes	1.20cu.in/20cc
..... Multi cylinder four-strokes	2.0cu.in/33cc*

(\*This means the total capacity of the engine, multi cylinder engines being much quieter than single cylinder engines of equivalent capacity)

Multi engined models will be classified according to the total combined capacity of their engines.

Models must not be excessively noisy. 82Db, measured at full throttle at a distance of 7mts, is the standard set as the maximum permissible by the Department of the Environment and the BMFA, but it has long been acknowledged in the modelling world that perceived noisiness is noisiness. If a model sounds noisy the owner may be asked to tone it down with further silencing or a propeller change.

Audible or visual devices (i.e. smoke systems) that draw attention to the flying from beyond the boundaries of the field or are likely to draw hostility on environmental grounds are not permitted.

Please also be aware that some electric powered models, particularly **if powered by** inrunner motors running at high RPM, can be as noisy as a 2 stroke piston engine. This applies both to ducted fan (EDF) and propeller driven models. Noise complaints are the biggest cause of the loss of flying fields. If potential complainers can hear a model aircraft, they neither know, nor care, whether the model is powered by I/C or electric.

## **MODELS WEIGHING MORE THAN 7.5KG (INCLUDING FUEL)**

Whilst the provision of the new CAA Article 16 permits models of up to 25Kg, both Warren Farm and Rectory Park are unsuitable for models weighing in excess of 7.5Kg.

Both sites have a significant number of people crossing the flying area on foot, also the mown landing strip area at Warren farm is too small for large models.

By agreement with our landlords, the maximum height that we can fly at is 300ft

## PYLON RACERS AND OTHER HIGH SPEED MODELS

Our fields are small by comparison with other flying sites, and are surrounded by potential hazards, including the M4 motorway (within 450mts of our normal take-off area), a nature reserve/bird sanctuary and horses. The field is not suitable for high speed flight. Pylon racing is specifically forbidden under the terms of our agreement with LBE, but this restriction also includes all high speed flying activities which could lead to a model intentionally or unintentionally infringing the hazard zones.

## DRONES, HELICOPTERS AND FPV

Drones (Quadcopters or Multirotors) and Helicopters are not normally permitted, and may be flown only with the prior agreement of the club officers. First Person View (FPV) is not permitted at any time.

## **HAZARD AVOIDANCE**

At both of our flying sites there is always a possibility of people wandering into the flying area. This is a particular issue at Rectory Park, and it is not advisable to fly there alone. Please ensure that you have a spotter to warn you of people in the flying area.

## **ON THE FIELD**

The most important condition of all in our licence to fly is that our activities are conducted **“so as not to interfere with or adversely affect the enjoyment of the field’s owners, other users of the field or nearby residents.”** It is the duty of every member to avoid conflict or confrontation with members of the public, cricketers, footballers or any other users of the fields.

Models in flight must not cross the boundaries shown on the accompanying diagram of the field (Page 7). No other user of the field may be overflowed or exposed to any danger or inconvenience from models landing or taking off.

In the event of a crash, please remove all debris from the crash site and **TAKE IT HOME**. Please do not leave broken pieces of aeroplane in the waste bins, as this may be used by persons seeking to curtail our flying as evidence of “Unsafe Activities”.

Great care **MUST** be taken to avoid contamination of the turf by spilt fuel or exhaust fumes. Use a drip tray when running any I/C engine with a downward-pointing exhaust. When refuelling, use either a drip tray or a return tube from the vent tube to the fuel container. Also, please take home all empty fuel containers.

### **AIRWORTHNESS**

Any of the group’s three officers, or an experienced club member, may ask to check out a model for its airworthiness. If they deem it to be unsafe they may decline to allow it to be flown.

### **FIELD AVAILABILITY**

The hours of permitted flying, clearly stated in our Planning Permission, are from 9am to 7pm. On Sundays and Bank Holidays starting time is 10am.

If we need to revert to flying at Rectory Park, LBE will advise us each month of the sporting activities booked, and this information is passed on to members by email. Occasionally, the information is incomplete or incorrect, or a late booking is made which has not been passed on to the club. If a member turns up to the field to find unexpected sporting activity, he must give way to it and fly another day.

### **AEROBATICS PRACTICE**

During initial negotiations with Ealing Council, concerns were raised by council officials regarding models flying F3A (Pattern Aerobatics) practice. This arose from incidents at a previous flying site in the borough, when F3A pilots caused numerous complaints during practice sessions by overflying sensitive areas beyond the permitted flying zone. In order to gain permission to fly at Warren Farm, it was necessary that the club agreed that this activity would not be permitted.

Subsequent developments in smaller electric powered F3A models (e.g. up to 50 size) mean that such aerobatic practice can be now flown, provided that great care is taken to ensure that the model remains within the permitted flying zone, however F3A practice with the larger I/C powered models is not permitted.

Please note that this restriction applies only to the practice of F3A/GBRCAA competition schedules, and not to the type of model being flown. F3A type models can be flown, provided that the circuit flown remains within the permitted flying zone.

This does not affect in any way the practice of normal “Sport” aerobatics, which is an enjoyable aspect of all model flying activities, and which greatly improves piloting skills.

### **TUITION**

Basic training is carried out on Saturday mornings only, using “Buddy Box” dual control equipment. Advanced training to “B” certificate standard is available. Please be aware that the club’s BMFA Approved Instructors are giving up their limited flying time to assist beginners.

Professional (i.e. paid for) flying instruction is not permitted at Warren Farm.

# **SOME VERY IMPORTANT THINGS TO REMEMBER**

**AN ACCIDENT THAT INFLICTS INJURY TO PEOPLE, OR DAMAGE TO PROPERTY, IS THE BUSINESS OF THE CIVIL AVIATION AUTHORITY, AS WELL AS OUR LANDLORDS.**

**FATAL INJURY WILL RESULT IN A CORONER'S INQUEST WITH MUCH ATTENDANT PUBLICITY, PROBABLY DISASTROUS TO OUR GROUP'S EXISTENCE AND DAMAGING TO MODEL FLYING AS A WHOLE.**

**IT HAS HAPPENED TWICE AT OTHER FLYING SITES IN RECENT YEARS.**

**UNDER THE AIR NAVIGATION ORDER 2005, A MODEL AEROPLANE IS CLASSIFIED IN LAW AS AN AIRCRAFT, IRRESPECTIVE OF SIZE, WEIGHT OR TYPE OF MOTOR. CAA DOCUMENT CAP 658 REFERS TO THE FOLLOWING LEGAL REQUIREMENTS WHICH APPLY EQUALLY TO MODEL AND FULL SIZE AIRCRAFT. FAILURE TO COMPLY WITH THESE REQUIREMENTS MAY RESULT IN A CRIMINAL PROSECUTION.**

## **ARTICLE 73**

**A PERSON SHALL NOT RECKLESSLY OR NEGLIGENTLY ACT IN A MANNER LIKELY TO ENDANGER AN AIRCRAFT OR ANY PERSON THEREIN.**

## **ARTICLE 74**

**A PERSON SHALL NOT RECKLESSLY NOR NEGLIGENTLY CAUSE OR PERMIT AN AIRCRAFT TO ENDANGER ANY PERSON OR PROPERTY.**

## **FLY WITH CARE AND OBEY THE RULES.**

Do not attempt to fly without the supervision of an instructor if you have not been authorised by the licence holders to fly solo, or if you are unable to guarantee your competence to fully control your model.

Dual control training models are usually available to members, to ensure safe tuition. If you are not yet authorised by the licensees to fly solo, please contact your instructor on the day before your flying session to ensure that he and the training equipment will be at the field.

Study the attached map and familiarise yourself with the limits of our airspace.

Ensure that a failsafe, to reduce the engine to idle or cut it completely if radio contact with the model is lost, is fitted and correctly adjusted. A simple in-line device, fitted to the throttle servo, will serve that purpose. Many radios have a fail-safe system built in. Set them up carefully, and test them on the ground by switching off the transmitter briefly when the engine is running at speed and the model is securely restrained or tethered.

Before flying, establish or agree a take-off and landing direction with other members or club officers. Make sure that it gives you enough space for you to get airborne and back on the ground again without the risk of flying outside the permitted flying zone, or hitting obstacles such as trees, fences, football goal posts or buildings. Plan your flight before you open the throttle.

If there is any appreciable wind, always establish its direction before you fly. Take-offs and landings should always be into wind. The lighter the model, the more sensitive it is to wind direction.

Always carry out a radio range check before your first take-off of the day.

Take care to restrain your model when starting the engine. A mechanical restraint is preferable. If the model is manually restrained by a helper, do not release it until the pilot with the transmitter is standing upright and ready to move off.

Check your transmitter and model for trim positions, and ensure that control surfaces move in the correct direction before take-off. (Reversed ailerons or rudder guarantee a crash.)

## **IN THE AIR**

Do ***NOT*** attempt to take off with a sick or temperamental engine in the hope that things will improve. Get your engine running sweetly before your take-off run.

Keep an eye on wind direction throughout your flight. At times the wind at Warren Farm can change direction quite dramatically.

Call "Landing" and "Deadstick" loudly and clearly when necessary so that other fliers know your intentions.

## **TAXYING & MODEL RETRIEVAL**

Do not taxi your model into or out of the pits area.

After starting the engine, or arming the electric motor, wheel the model forward from the start-up area before beginning to taxi to the take-off point. Please take great care not to taxi towards anybody on the flightline (pilots, instructors, spotters etc.).

After landing, do NOT taxi the model back into the pits. If the engine is still running, taxi to the end of the flightline (in line with, but not pointing towards, the flightline is ok) and stop the engine. If the model is stranded on the field without power, call "Man on the Field" before going to retrieve it, and "Field Clear" when you return to the flightline.

Do not take your transmitter beyond the flightline when recovering a stranded model, as models overflying a transmitter may suffer from interference.

## **CONFLICT AVOIDANCE**

Any incident involving other users of the field or members of the public, or any loss of control that results in a model crashing beyond the permitted flying boundaries, must be reported promptly to one of the licence holders.

No flying may take place when cricketers are on their pitches. If there is football activity of any kind, flying may take place only if the pitches in use are so limited and so distant that there is no danger whatsoever of overflying the players or in any way interfering with their game. Please be prepared to move the pits and take-off areas away from our usual location if necessary.

Members must take the greatest care to avoid conflict with groundsmen when they are mowing the field or undertaking any other maintenance activities. If necessary, please be prepared to suspend flying until the groundsmen have moved on to another part of the field.

If members of the public approach, especially with children, members must take care to ensure that they do not stand in front of or in line with propellers under power, and should do their best to see that they do not stray into the path of models landing or taking off. But they must be advised, not ordered about.

The close-mown cricket tables (the square of grass between the wickets) must be avoided at all times. Do not take off from them, and make every effort to avoid landing on them. Please also avoid pulling a field-box trolley across them.

No more than three I/C powered models may be in the air at the same time.

Both the London Borough of Ealing and the authorities at Heathrow (who are aware of our presence) require that models must not exceed 300ft above the ground. This is difficult to judge, of course, but it means do not fly to excessive height. Heathrow radar can see us. 300ft is more than enough for any model.

A frequency peg board for those flying 35MHz radio is often provided at weekend flying sessions. Members using 35MHz radio should prepare a wooden clothes peg, marked clearly with their name and the frequency in use. If there is no pegboard, members on 35MHz must take the greatest care to establish who is on which frequency and arrange their flights to avoid "shoot downs".

# **CLUB WELFARE POLICY AND GUIDELINES**

The club fully complies with the BMFA Child Protection Policy, the conditions of which are as follows :-

The BMFA fully accepts :-

It's legal (Children's Act 1989 and 2004 and the Protection of Children and Vulnerable Adults Act 2003) and moral obligations to provide a duty of care to protect all children and vulnerable adults and safeguard their welfare irrespective of age, disability, gender and sexual identity, race or religious belief.

That the welfare of junior and vulnerable adult members is paramount and that children have the right to protection from all forms of abuse.

That all juniors who take part in model flying activities should be able to participate in a fun and safe environment in an atmosphere of fair play.

The BMFA is committed to ensuring that:

It takes all reasonable practical steps to protect children from harm, discrimination and degrading treatment and respects their rights, wishes and feelings.

All suspicions and allegations of poor practice or abuse will be taken seriously and responded to swiftly and appropriately. It is the responsibility of child protection authorities/experts to determine whether or not abuse has taken place, but it is everyone's responsibility to report any concerns.

As a BMFA affiliated club with junior members, we agree to operate in accordance with the BMFA Code of Practice on Club Welfare and Child Protection which clearly sets out what is required of us.

High standards of behaviour and practice are expected through compliance with the Code of Conduct contained within the BMFA Code of Practice on Club Welfare and Child Protection.

All WFRF employees and volunteers engaged in activities involving junior members will be carefully selected, informed about their responsibilities and provided with guidance and/or training for good practice and child protection procedures.

Warren Farm Radio Flyers will strive to ensure that everyone knows and accepts their responsibilities and works together, including: parents, juniors, instructors, volunteers and professional staff.

## **ADDITIONAL CONDITIONS SPECIFIC TO ACTIVITIES AT WARREN FARM**

All junior members (e.g. under 18 years old) aged must at all times be accompanied by a parent or guardian.

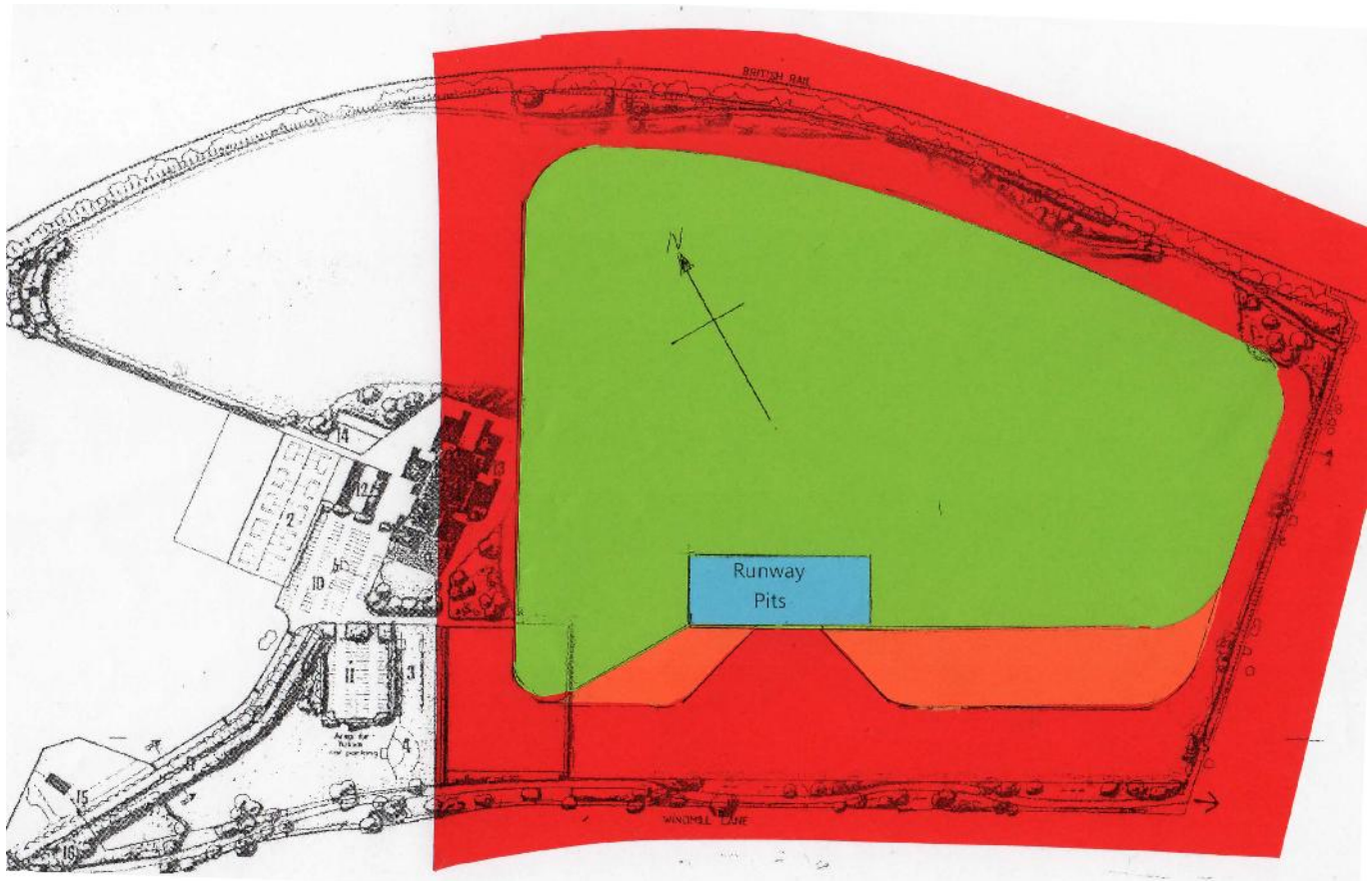
Any unaccompanied visitors to the field who are, or who appear to be, under 18 years of age should not be engaged in conversation, however if they indicate an interest in model flying they should be advised to bring a parent or guardian with them on their next visit.

**The appointed Welfare Officer is Paul Perkins.**



## **FLYING SITE LAYOUT**

The flying site at Warren Farm is very restricted, with a busy road to one side, a railway line on the opposite side, and fields at each end containing horses. The site plan indicates the areas where flying may take place, and also the area to be used for the pits and flightline.



**Blue Zone** – This area is to be used for setting up the flightline, for the pilot box. And as a runway.

**Red Zone** – Do not overfly these areas under any circumstances. This area now includes 30m safety zones between the flying area and the road/railway line.

**Green Zone** - Flying may take place in this area only, however please be aware that visibility in the South-East corner of the field can be compromised, especially during winter mornings, by the position of the sun - “Beware the Hun in the Sun”. Try to avoid this area if the sun is low in the sky.

**Orange Zones** – Overflying over these zones is not normally permitted, however you may overfly them at low altitude only when taking off if the wind is substantially from South-West, or when landing if the wind is from the North-East. Ensure that your crosswind or base leg is positioned to avoid overflying the Red Zone.