

Safety Issues for Wymeswold Flying Field 2017

Our new Safety Officers (Harry and Graham) have identified certain hazards / potentially dangerous practices due mainly to the unique layout of our Wymeswold Field.

Identified hazards :-

1) When parking your car on the winter car park, please allow at least 2 metres from the rear of the car and the grass. This area between car and grass will effectively be used as a general walkway and sitting area for members and visitors.

2) Model aircraft must be set up on the grass, well clear of the general walkway, restrained and pointing AWAY from the cars.

3) Large models, or models which are difficult to carry, may be escorted from the start-up area to the take-off strip by the shortest distance and placed over the long grass / barrier, pointing towards the Pilots Box.

4) The pilot may then walk alongside his model, using his throttle and rudder to maintain control, keeping the model close to the long grass / barrier, heading towards the Pilot's Box. The model will then be halted a few metres away from the Pilot's Box whilst the Pilot seeks taxiing / take off permission from the active flyers.

5) Pilots who are happy to carry their models to and from the Pilots Box may continue to do so. We would recommend that a helper be on hand to assist with carrying either the transmitter or the model.

6) After landing, the pilot must then taxi his aircraft in a SLOW and CONTROLLED manner towards the right hand side of the pilots box (ie well clear of the other pilots), adjacent to the long grass.

The pilot then has a choice :-

a) Cut / disable the engine and retrieve his model after first gaining consent from the other pilots.

b) With the other pilot's consent, walking alongside his model, using his throttle and rudder to maintain control, taxi his aircraft in a SLOW and CONTROLLED manner and keeping the model close to the long grass / barrier, head towards the pits area. At a convenient point the pilot must then cut / disable the engine and retrieve his model from the edge of the flying strip to the pits area.

Please note: In the event of a 'dead stick' landing or an engine cut, where the model is out on the strip, the usual rules apply. ie obtain the permission of the other pilots BEFORE going out onto the flying strip to retrieve your model.

Justifications :-

1) A general walkway on the hardcore between the parked cars and the pits will reduce wear and tear on the grass and provide a safer area for other club members and visitors to sit and walk.

2) By facing the models AWAY from the cars, should a propeller be thrown from the model, it would be less likely to hit another member or visitor as they would be behind the propeller (as in 1) above.

3) Large models which are difficult / impossible to carry are often 'led' to the Pilot's Box by holding onto the tail of the aircraft, causing the Pilot to adopt a stooped position, creating a possible hazard, should the Pilot stumble / lose his footing.

4) Placing the large model onto the edge of the flying strip as soon as practical, maintains a safe distance between model and other club members / visitors whilst taxiing to towards the Pilots Box.

5) Smaller models which may be carried, produce less of a hazard.

General notes :-

From the start of your flight to your return, please make your intentions clear to your fellow members / pilots by calling out, in a clear, voice your requests for : OK to Taxi out? Taxiing out, Taking off, Landing, Dead stick etc.

Make sure that the other pilots answer your request. Do not assume that they have heard you. Repeat your request if necessary.

Please note, the above proposals are up for discussion. We welcome your feedback.

Many of the above changes have already adopted by some members, our aim being to enable us to fly more safely. By formalising these practices, we can only improve our already excellent safety record.

If you feel that you can make improvements or suggest better / safer alternatives, please discuss your ideas with Harry, Graham or a committee member. They will take on board your thoughts and include them for discussion at the next monthly meeting.

Note! for electric powered models, the club is investigating the possibility of fitting an ARMING PLUG to easily disable a model without having to remove hatches / wings to access the battery connection.

Please remember to park as close as practical to other cars to maximise our car parking area, especially during the winter months when using the hardcore car park.