

## ANNEX B

### FLAMSTONE FARM CIRCUIT SELECTION AND SITE LAYOUT

<i>Wind direction</i>	<i>Diagram Number</i>	<i>Wind direction</i>	<i>Diagram Number</i>
<b>North</b>	<b>3</b>	<b>South</b>	<b>3</b>
<b>North East</b>	<b>1</b>	<b>South West</b>	<b>2</b>
<b>East</b>	<b>1, 5 or 6</b>	<b>West</b>	<b>2, 5 or 6</b>
<b>South East</b>	<b>4</b>	<b>North West</b>	<b>3</b>

#### GENERAL

B.1. The Flamstone site is pleasantly sited for both access and airspace use. However, within the available area the recommended separation distances for parked cars and the Pits area are often difficult or impossible to achieve. The following notes and diagrams are for guidance only but aim to establish the best separation available. Other considerations, such as a low unobscured sun to the South and West, may determine the need to use an alternative site layout.

B.2. A copy of these notes will be kept available in the caravan and one set given to each SMFC member.

B.3. If you have any observations or a better way of conveying this information to flyers using this site, do not hesitate to make your views known to the SMFC Committee.

#### CAR PARKING

B.4. Cars are not allowed into the chosen Pits area (see **Notes**). The car park should be furthest away from the area where flying takes place. Where necessary, the car park may extend all the way to the flying site access gate.

**Note 1:** The only exception is when the wind direction is such that it requires cars to drive past the pits to access the appropriate parking area.

**AL2** | **Note 2:** Cars are never to remain in the Pits area while any aircraft is airborne

#### FIELD LAYOUT

B.5. The first pilot to arrive is to select a site layout appropriate to the prevailing wind and to designate the appropriate Pilots' box. Members should be aware of wind direction at all times and adjust their circuit direction accordingly. If there is a significant wind shift during flying, it may be necessary to reposition both the Pits and the car park areas to ensure that maximum separation is maintained. If necessary, ask all pilots to stop flying until a positive decision is made.

B.6. The diagrams on the following pages require all pilots to be confident in flying both Left and Right-hand circuits. This should be well within the capability of all 'A' standard pilots. If you are a 'safe-solo' novice but have difficulty with a particular wind/circuit direction, seek advice before continuing unsupervised.

#### MODEL RESTRAINT

B.7. Always use a holdback when starting IC motors. Electric-powered models should not have the flight battery connected without being restrained in some way. Once started/energised, the model is to remain under physical restraint (hands-on or carry) until placed in the flying area, ready for take off. Models must NEVER be taxied unrestrained in the Pits.

#### PILOTS' BOX

- B.8. a. Flying pilots should all take up a position appropriate to the chosen circuit direction and close to each other for effective communication.
- b. No flying should be conducted behind the Pilots' box or across the appropriate No-Fly Line. While suggested positions are shown, the final decision rests with the pilots themselves. Do NOT form separate groups of pilots and active transmitters.
- c. The model should never be allowed to fly between its pilot and the pits or car park.
- d. Only pilots (and, where appropriate, their briefed assistant), instructors and club officials are permitted in or around the Pilots' box. **Non-flying personnel**, dogs, children or other distractions are not allowed in this area.

#### NO FLY AREAS

- B.9. a. Never fly over the Pits or car park.
- b. The whole area to the East of the hedge including the Bridle Path is always a NO FLY area, regardless of circuit direction.
- c. The farm houses to the North of the site are to be avoided at all times.

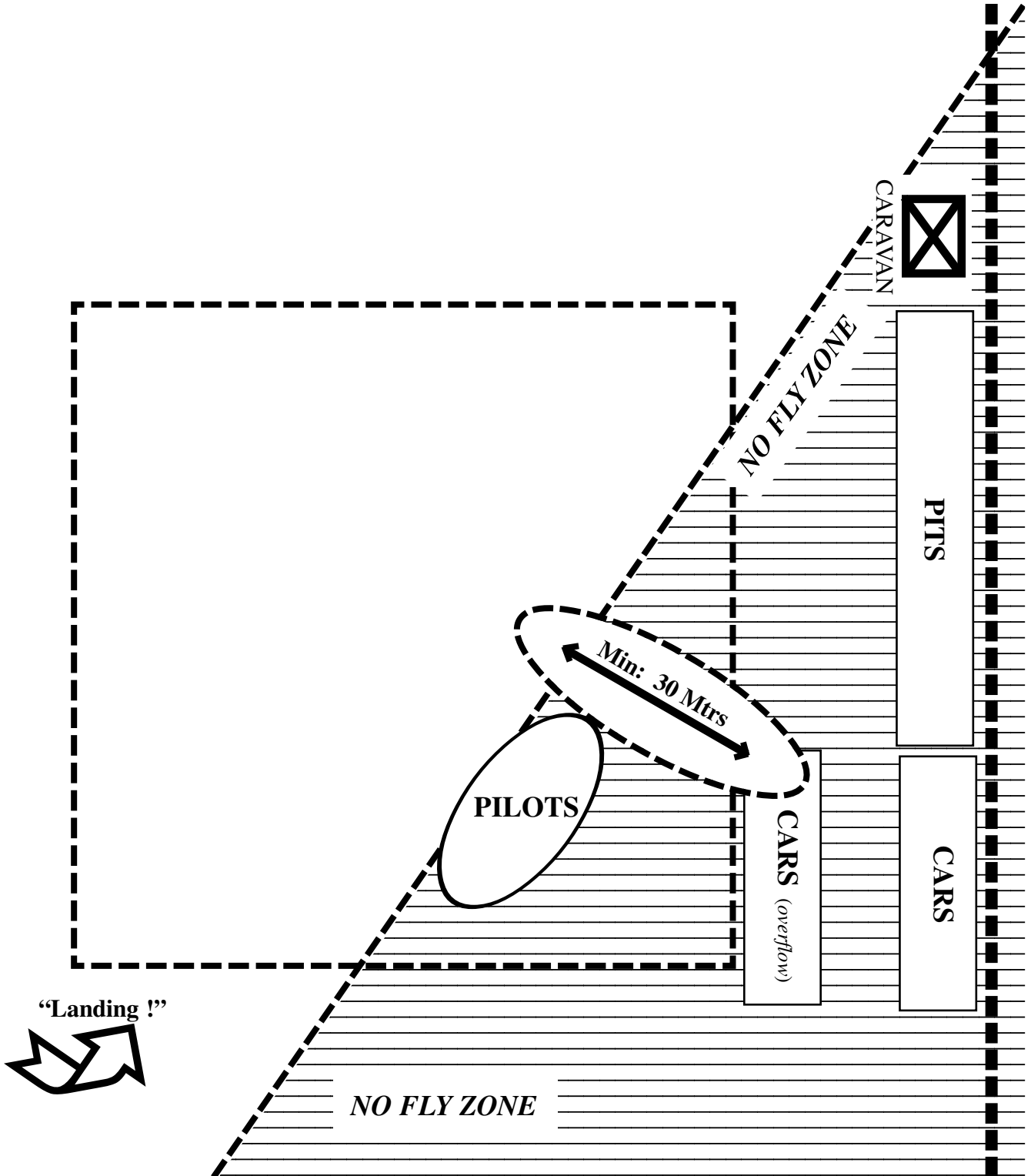
**ANNEX B**

**NORTH**



**①**  
When wind is from:  
**North East**

**CAUTION:**  
Be aware of cars entering or leaving the site



**ANNEX B**

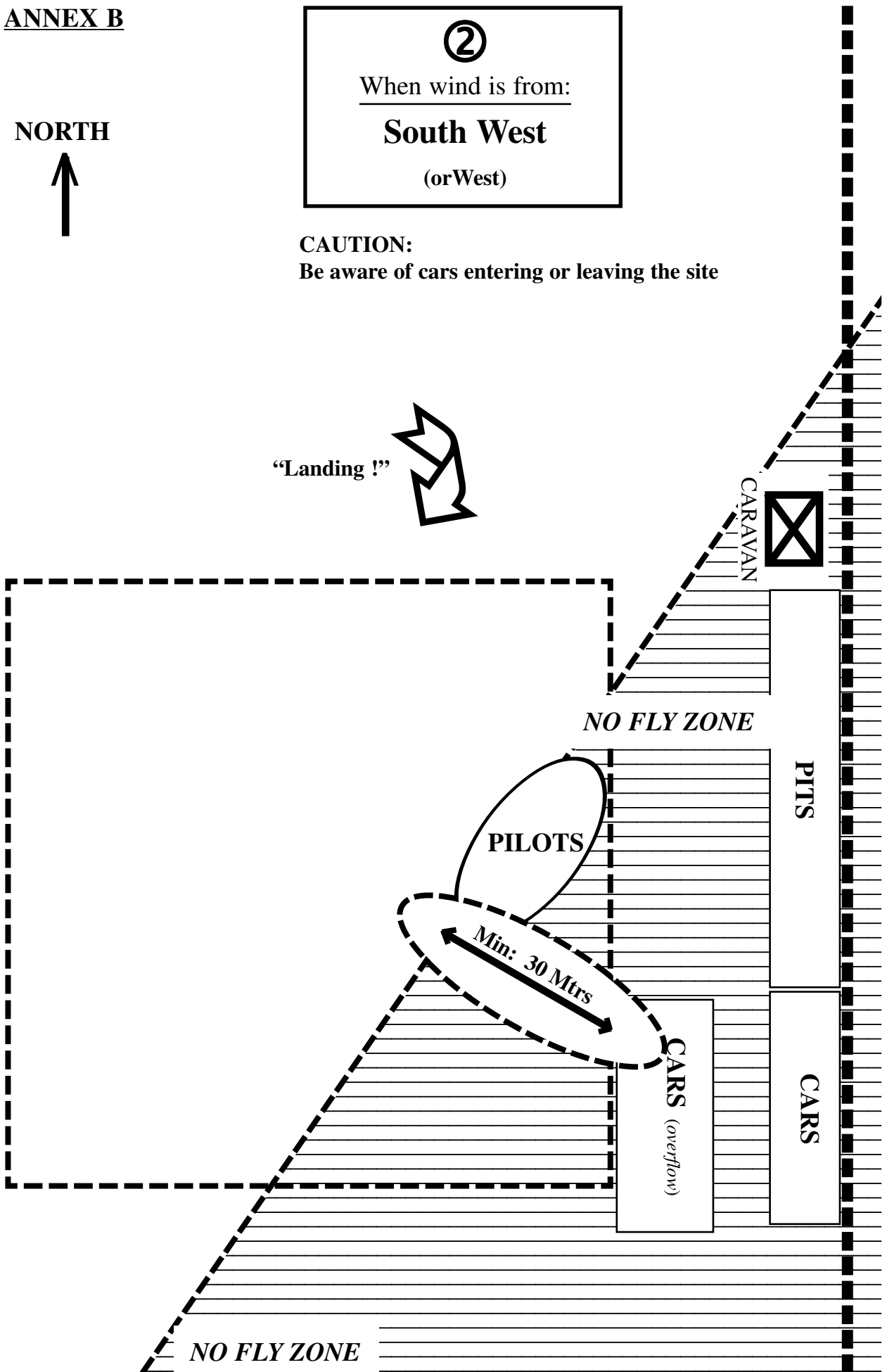
**NORTH**



**②**  
When wind is from:  
**South West**  
(or West)

**CAUTION:**  
Be aware of cars entering or leaving the site

“Landing !”

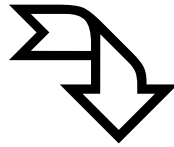


**ANNEX B**

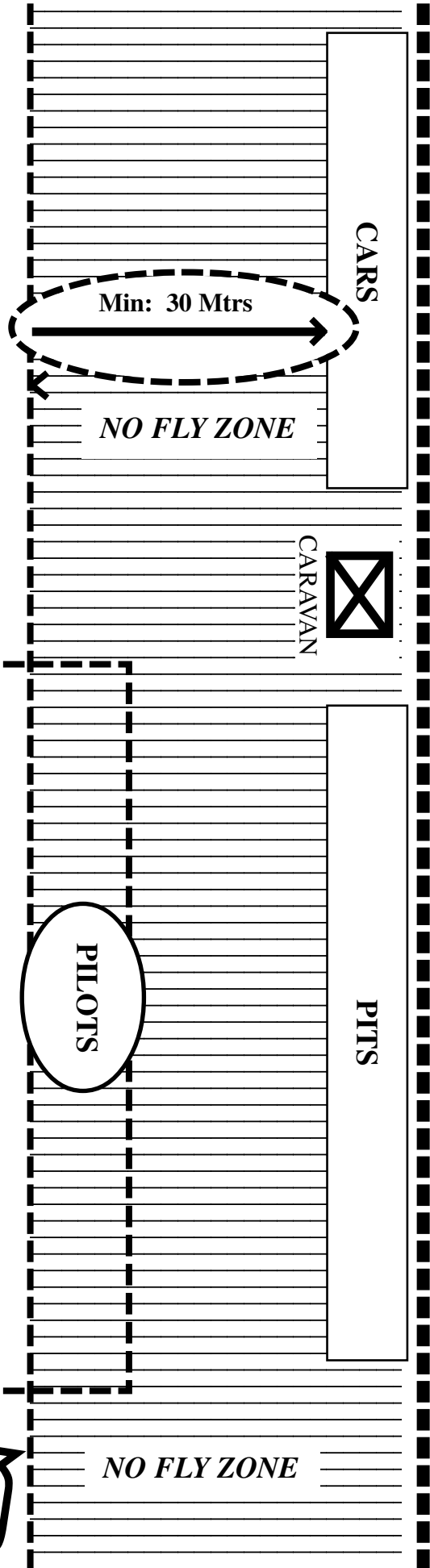
**NORTH**



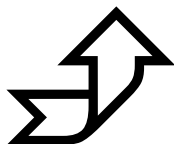
**③**  
When wind is from:  
**North,  
North West,  
or South**



**"Landing !"**



**"Landing !"**



**"Landing !"**



**NO FLY ZONE**

ANNEX B

NORTH



*NO FLY ZONE*



“Landing !”

CARS

PITS

CARAVAN



PITS

PILOTS

*NO FLY ZONE*

④

When wind is from:  
**South East**

**ANNEX B**

**NORTH**



*NO FLY ZONE*

**CARS**

**PITS**

CARAVAN



**PILOTS**

*NO FLY ZONE*

**"Landing !"**

**"Landing ?"**

**⑤**

When wind is from:

**East or West**

(no bright sun)

**Note:** East and West are particularly difficult wind directions for this site. This configuration may not be workable if there is **bright unobscured sun** to the South. Alternative layouts may be necessary (Diagrams ① ② or ⑥)

**ANNEX B**

**NORTH**



<b>⑥</b>
Alternative when wind is from:
<b>East or West</b>

**CAUTION:**  
Be aware of cars entering or leaving the site

