

ROODEE 2008
CHESTER MFC ALL ELECTRIC FLY-IN 2008

Pilot's Briefing Notes
Please Read Carefully

Welcome to Roodee Race Course; Chester

Our main objectives for the day are for everyone to enjoy themselves and to do so in as safe a manner as possible. CMFC officials at the event are there to help, and are wearing "Steward" badges.

Transmitter Control

- ***On arrival, pilots must book ALL their transmitters in as early as possible. 2.4GHz transmitters can then be taken away again. Pilots with 35 MHz transmitters will be issued with a peg with their entry number on when they book in. This peg shall be redeemed each time you book out your transmitter. Please do not lose the peg, this is your proof of having a transmitter booked into TX Control. Bring it back when you want your transmitter back.***
- *Frequency control shall be the "PEG OFF THE BOARD" method. A Frequency Peg will be issued to you when you book your Tx out to fly. 2.4GHz transmitters do not need to use the peg system.*
- *Please avoid changing frequencies during the day as this causes difficulty at Tx Control. If unavoidable, remember you MUST have the second frequency checked and your records amended with TX Control.*
- *Do not book out the frequency peg for setting up radio on the day.*
- *Transmitters will only be allowed out to the flight line if your frequency is "clear" and available to use.*
- *When you have finished flying please return your Tx to control point as soon as possible.*
- *A queuing system will be in operation for over allocated frequencies. (**This must not be used for advanced booking of flying slots, a maximum of 3 in a queue for any frequency will be permitted**).*
- *If someone wants the peg you are using, you will be asked to land within 15 minutes.*
- *After flying, please return your Tx promptly as someone else may be waiting for it.*

Flight Line / Pilot Area

- *The flight line will be manned by one or two "Flight Line Marshals" at all times.*
- *Flight line Marshals will wear an orange vest for easy identification.*
- *The flight line is defined by barrier tape secured to the ground .*
- *The spectator line is 10 metres back from the flight line and defined in a similar manner to the flight line.*

Flight Line / Pilot Area cont'd...

- *The "dead space" between the spectator line and the flight line shall be used by pilots only for the final readying of their model prior to flight.*
- *All spectators (public and modellers) must remain behind the spectator line.*
- *Only pilots and their helper / caller are allowed to be on the flight line. Helpers should retreat to the spectator line once their pilot's model becomes airborne.*
- *Airspace behind the flight line is strictly out of bounds to all models.*

Pilot's Box / Operating Rules

- *The pilot's box is staked out on the flight line. All pilots must remain in the box whilst operating their models.*
- *A pilot may advance into the infield by not more than 10 metres in order to execute a hand launch, but must retreat back to the pilot's box as soon as possible after launch. Preferably pilots should get a helper to launch while they remain in the pilot's box.*
- *Pilots must not take transmitters into the "infield" during retrieval of their model. Either hand your transmitter to a colleague or the Flight Line Marshals.*
- *Please follow the Flight Line Marshall's instructions prior to, during and after your flight. If you are asked to terminate your flight prematurely or "land out" away from the normal landing area for the day, this may be because there is a potential danger pilots may not be aware of which the Marshall is trying to avoid and / or control.*

General Flying Rules

- *All flying must be conducted in a safe manner.*
- *Maximum number of models in flight is at the discretion of the Flight Line Marshals.*
- *Flight patterns will generally be in either a clockwise or counter-clockwise direction as dictated by the prevailing wind direction on the day.*
- *The Safety Officer on the day will stipulate the direction of flight at the start of the day. If the wind changes sufficiently, the Flight Line Marshals might change this, so ask them before flying to be sure.*
- *All models must fly in the same direction close to the pilots box. Pilots repeatedly asked not to fly in opposition will be grounded.*
- *The Flight Line Marshal will instruct pilots when it is clear to take-off or retrieve a model.*
- *Aerobatic manoeuvres can be performed on either the upwind or downwind leg of a circuit as long as it is safe to do so and no other flying models are put in jeopardy. **TURNAROUND** style aerobatic routines **will not be permitted**.*
- *Models executing landings will have "Right of Way" over all other models.*
- *Do not carry out close-in low level flight directly in front of the pilots box and over the landing area. Fly in the established circuit. The landing area must be kept as clear and safe as possible.*
- *If you get into difficulties, WARN A FLIGHT LINE MARSHALL immediately.*

Helicopter Flying

- *Helicopters are welcome at Roodee. However, fixed and rotary winged flight do not mix.*
- *Pilots who can fly helicopters in circuits may join the fixed wing flight line.*
- *No helicopters will be allowed to hover for prolonged periods in front of or to the side of the pilot box. Hovering long enough to land only will be allowed.*
- *Should there be enough numbers of helicopters in attendance then dedicated slots may be arranged on the day.*
- *Airspace behind the flight line is strictly out of bounds to helicopters.*

New models

- *It is generally understood that modellers only bring tried and tested models to events such as this. Should anyone have the intention of trimming out a new model on the day please inform the flight line marshal that this is the case so that any necessary precautions can be taken.*

MOBILE PHONES

- *Please DO NOT OPERATE mobile phones on the flight, spectator lines and around transmitter control. We are aware that the frequencies used by cellular phones are much higher than those used for model operation, however, recent events have shown that it may be possible that mobile telephones affect modern computer transmitters. We do not want to take any risks.*

INSURANCE

- *CMFC's insurance no longer covers this event. You MUST have valid 3rd party insurance, preferable BMFA insurance, to fly here today.*

FLY SAFELY

***Thank you for your co-operation and participation
in one of the UK's largest Electric flight Meetings***

***On behalf of Chester MFC and Chester City
Council, have a nice day !!***

Come again next year

Chester MFC Roodee 2008

Pilot Name	
Club (if any)	

I confirm that I have received this briefing and agree to abide by the rules therein

Signed	Date.....
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This slip to be returned to the organisers on first booking out of transmitter to fly