

Manx Model Flyers

Guidelines for the use of Jurby Airfield (revised 20/05/21)

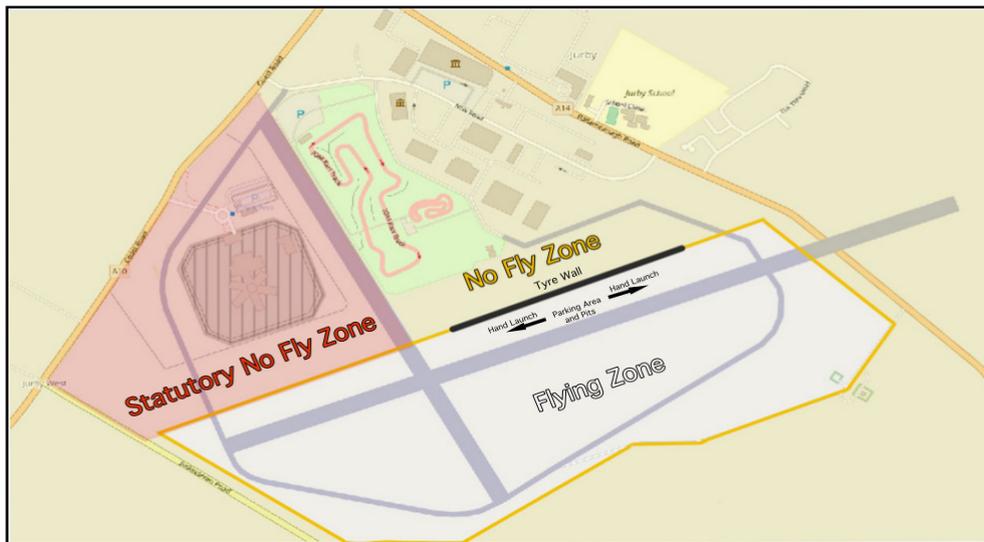
Safety: All sports can be dangerous and model flying is no exception. All members will fly in a safe manner, with due regard for other people and property. The following is in addition to the BMFA Safety rules. The UK CAA issues a document, CAP 658, 'Model Aircraft: A Guide to Safe Flying'. It is the responsibility of all model pilots to read and understand these documents.

Main Airfield Runway

1. All members should be courteous, co-operative and use common sense at all times.
2. Access is gained via one of the main gates on the northern perimeter of the airfield. Details of lock and system of entry TO BE ADVISED shortly. It is important the the gate remains locked at all times, so that entry is restricted to Manx Model Flying members only.
3. The first member to arrive on the runway establishes the start of the flight line which should be on the downwind side of the windsock. The location is shown on the MMF Jurby map. See **Appendix A**. This is also published at the back of the 'Manx Model Flyers Handbook' and is also available on our web site; manx-modelflyers.org.
4. Subsequent arrivals should check the runway is clear. Let the flight line members know you are intending to drive along the runway by sounding your horn and put your hazard warning lights on. When driving to the flight line keep to the edge of the runway on the flight line side. Park on the downwind side of the established flight line. Don't drive in front of active pilots.
5. The flight line will be established on the edge of the runway on the grass. Taking off and landing will take place on the far side of the runway centreline with general flying taking place over the grass on the far side of the runway (to the south). Cars must be parked well clear of the runway edge allowing plenty of room for the pits area.
6. An area bounded by a line 50 metres behind and 100 metres left and right of the flight line is a no fly zone with the exception of electric/non u/c. (See rules 7 & 8). **See Appendix A**.
7. Small hand launch models and models without undercarriage (i.e. gliders etc) can be launched in the area upwind of the parked cars over the near side grass area. The landing area for these models is the near side grass area downwind of the cars, between the cars and the tyre bund.
8. It is the responsibility of individual pilots to fly in the designated area (see MMF Jurby map) and they will be solely responsible for any incident that arises.
9. All take off runs must be started upwind of the flag/windsock to prevent an out of control model swerving into the flight line, pilots or pits area.
10. To position your model for take off from the runway call 'walking out' and ensure all active pilots on the flight line are aware of your intentions before doing so. Fixed wing models can taxi from the flight line out to the take off point at the pilots discretion but you must call 'taxiing out' ensuring everyone on the flight line is aware of your intentions.
11. When preparing to land and on the base leg, call out 'landing' and ensure everyone on the flight line is aware of your intentions. If overshooting is required call out 'overshoot'.
12. After landing, if you need to walk out to retrieve your model call 'walking out' and make sure all active pilots are aware that you are walking out onto an active runway. No model should be taxied back directly towards the pits area. A model may be taxied towards the grass but this must be beyond the pits area. The model can then be turned and taxied parallel to the flight line. Never taxi towards other pilots.
13. All flying to take place from the designated pits area. This is shown on the MMF Jurby map.

14. If the wind is not directly down the runway then diagonal take off and landing may be used, but in any case models must not fly in no fly zones. This is particularly important in the statutory no fly zone around the prison. This is clearly shown on the MMF Jurby map at **Appendix A**.
15. The testing of I/C engines, with no intention of flying, must be done at least 25 metres from any person or vehicle.
16. Not every eventuality can be foreseen or covered by these rules. In such an case refer to rule 1.

Appendix A.



Jurby Map

This map shows the flying zone for Jurby.

The Statutory No Fly Zone is of particular importance as this represents an area of no flying that is enforceable by law. The parking area and pits should be established on the northern side of the main runway, where shown. All flying should take place over the main runway and to the south, over the grass. It is strongly recommended that the grass area to the north of the runway is not over flown, particularly just south of the Statutory No Fly Zone, this will help to avoid any mistakes.

The only time that a model should be flown over the grass is if it is incapable of take off from the runway and requires a hand launch. After take off the model should be flown in the normal area. For landing, this type of model is allowed to land on the grass between the car parking area and tyre wall.

Runway Extension

1. Some of the common sense rules applicable to the main runway also apply to flying on the extension.
2. The gate **must** be secured and locked after entry to ensure sheep do not escape onto the road and to help prevent unauthorised access.
3. Take care driving down the side of the runway to the flight line. Make sure the flight line is aware of you by sounding your horn and put on your hazard warning lights. When driving to the flight line keep to the edge of the runway on the flight line side. Park on the downwind side of the established flight line. Don't drive in front of active pilots.
4. The flight line will be established only on the northern edge of the runway on the grass. Taking off and landing will take place on the far side of the runway centreline with general flying taking place in accordance with the plan shown at the bottom of this page. (Appendix B). Cars must be parked well clear of the runway edge allowing plenty of room for the pits area.
5. Following the plan shown at Appendix B, there should be no over-flying of the road or

houses. This is a legal requirement of the IoM CAA.

6. When helicopters and fixed wing are both present members are asked to co-operate and mutually agree to safe flying areas. It may necessitate time slots on the runway. Consideration must be given to prevailing conditions and ensure neither helicopters or fixed wing obstruct each other's flight path. As a general rule helicopter pilots should establish their flight line downwind of the fixed wing pits area and fly in the downwind area and mainly over the grass.
7. When leaving make absolutely sure that the gate is closed and locked.

Appendix B.



Yellow shaded: Flying zone.

Dark Blue shaded: Strictly no flying zone

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