

WITHOUT OUR FLYING FIELD THERE WOULD BE NO CLUB - HAVE YOU EVER CONSIDERED WHAT IT MIGHT BE LIKE?

Those who have been lucky enough to use the club facilities since they started model flying, have missed the expeditions to distant flying sites around the country.

The journey is spent hoping that the weather will be good enough to fly, but on arrival all you can do is sit in the car watching the trees bending in the wind. The weather may be good, but leaving some vital spare part at home, or having some mishap with your model on the first flight, and, then having to face the thirty-mile journey home with nothing on your mind but the daunting task of repairs when you get there. There are those who need to fit wheels to their model boxes because their flying field requires a half mile walk from the car park to the pit area. Others need to telephone the airfield security gate and register their car days before arriving. Some clubs restrict the number of models flying at any one time, or have to share their site with other activities, which may restrict model flying to a few weekends each year, negotiating some safety rules each time they fly. Herding sheep or cattle away from the landing strip can be time consuming, animals tend to be inconsiderate and too inquisitive. Some clubs use several sites in rotation making it impossible to provide club house facilities or smooth grass runways.

None of this at NASA, but there are rules

FLY QUIETLY * FLY SAFELY**

WOODSETTS ROAD FLYING FIELD. THE CENTRE OF OUR ACTIVITIES SINCE 1967.

EXCELLENT FACILITIES ON YOUR DOOR STEP, BUT NOT WITHOUT DRAWBACKS!

The location and size of our field restricts our activities and calls for some special thought. The size and nature of our models must be planned. Models must be able to operate safely within the rules, from the facilities we have available. There are housing estates within a few hundred yards. Where there are houses there are people who may not like the sound of model aircraft engines. Those who walk in the country, the woods, or visit conservation areas may have similar feelings. It is therefore within our interest to reduce noise levels in any way we can. Noise levels can be lowered by effective silencing. Running engines at lower RPM by using large diameter, coarse pitch propellers and buying engines that will cope with heavy loads will reduce noise at source. Once the model is airborne, fly within the designated areas. Be conscious of the effect wind strength and direction can have on increasing the noise envelope produced by your model. We also have to maintain our field by cutting the runways, every week through the growing season. A rota is drawn up each year for members to cut the runways which means they are usually involved about three times a year. Working in pairs they are expected to complete the job Friday, Saturday or Sunday. Take advantage of the club house facilities, a cup of tea or coffee, a warm on those wintery days and always time for discussion. We have much to be grateful for and all worth protecting. Let us enjoy our sport together without causing problems for others.

NORTH ANSTON SOCIETY OF AEROMODELLERS

WOODSETTS ROAD

OUR FLYING FIELD

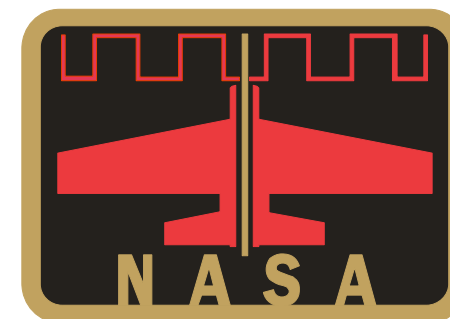
AGREED FLYING TIMES

SUNDAY 11.00am to 7.00pm

SATURDAY 11.00am to 5.00pm

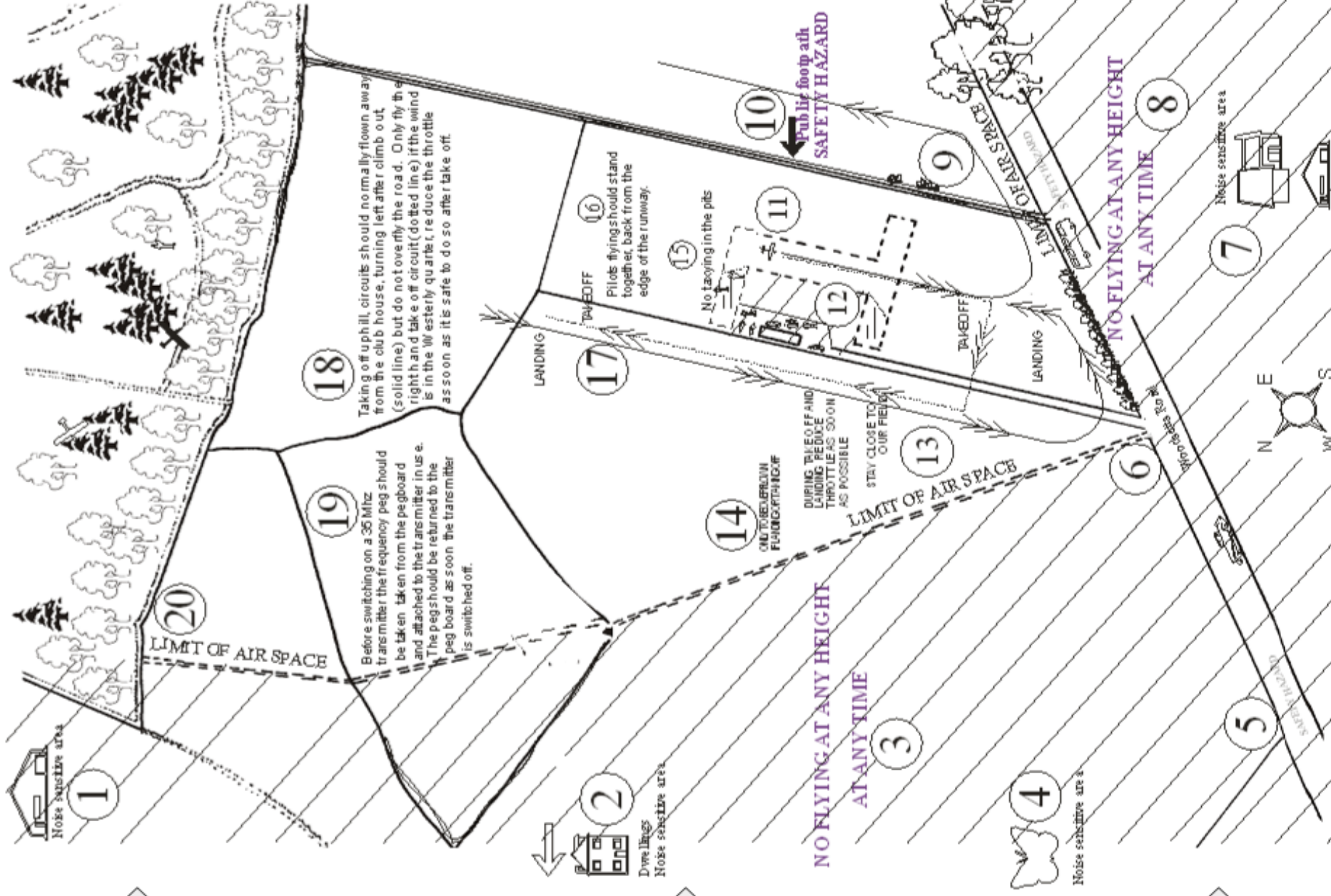
Extended to 7.00pm for electric powered aircraft and training aircraft whilst under the supervision of a club official

WEEKDAYS 11.00am to 8.30pm



Since 1967

THE COMMITTEE ASKS YOU TO STUDY THIS MAP CAREFULLY SO THAT YOU ARE AWARE OF ALL THE SAFETY ISSUES AND FULLY READ AND UNDERSTAND OUR RULES BEFORE YOU FLY!



1 Noise sensitive area

18

Taking off uphill, circuits should normally flown away from the club house, turning left after climb out (solid line) but do not overfly the road. Only fly the right hand take off circuit (dotted line) if the wind is in the W or easterly quarter, reduce the throttle as soon as it is safe to do so after take off.

19

Before switching on a 35 Mhz transmitter the frequency peg should be taken taken from the pegboard and attached to the transmitter in use. The peg should be returned to the peg board as soon the transmitter is switched off.

2 Dwellings Noise sensitive area

14

ONLY TO BE USED IN FLIGHT OR TAKE OFF DURING TAKE OFF AND LANDING REDUCE THROTTLE AS SOON AS POSSIBLE STAY CLOSE TO OUR FIELD

15

No loitering in the pits

17

LANDING

17

←

2

Dwellings Noise sensitive area

NO FLYING AT ANY HEIGHT AT ANY TIME

3

4

Noise sensitive area

10

Public footpath SAFETY HAZARD

13

LIMIT OF AIR SPACE

17

LANDING

17

4

Noise sensitive area

8

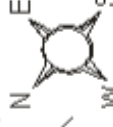
NO FLYING AT ANY HEIGHT AT ANY TIME

7

Noise sensitive area

5

LIMIT OF AIR SPACE



NO FLYING AT ANY HEIGHT AT ANY TIME OVER THE CLUB HOUSE - CAR PARK - PIT AREA - AREA BETWEEN RUNWAYS AND CLUB HOUSE - SHADED AREA ON MAP

Find the 20 most important points marked on this map and question a committee member if you are in any doubt about any of these points, before you fly!