

Overview

This document contains the guidelines as to how all BMFC members should proceed when flying at Lower Bentley Farm. The overall objective is for the Club to continue to operate at this site whilst causing minimum disruption to the day to day working of the farm. This will be achieved by maintaining a good relationship with the farm and making efforts to avoid any interruption of farm operations by complying with the following instructions:

If farm work is being carried out, it is incumbent on all members to ensure the whole of the hardcore track is clear to ensure that normal farm work is not disrupted.

Lower Padlocked Gate

- a) If, on arrival or departure, the gate is **CLOSED** and **PADLOCKED** (using the normal padlock) then ensure that, after passing through the gate, it is left closed and padlocked (with the padlock set to 0000)
- b) If, on arrival or departure, the gate is **OPEN, TIED BACK** and **PADLOCKED** with the farmer's own padlock, then **the gate can be left as found**, because farm work is being carried out, and disruption of normal farm operations by the presence of BMFC members should be avoided wherever possible.

Parking

- a) Ensure that you park as efficiently as possible in the designated parking area. Access to this area will be by unhitching the electric fence using the plastic protective handles, driving through the gap and **immediately** reconnecting the electric fence. Please note that the electric fence should not be disarmed. It is important that we avoid the possibility of any of the herd entering the designated parking area. If on arrival, the lower gate indicates that farm work is proceeding, then it is highly likely that both electric fence will be left unhitched, and the gate into the flying field will be tied back, and in this case do not attempt to either re-hitch or close the flying field gate.
- b) Parking is not normally allowed in the flying field, unless special permission has been granted by the farmer for special events (e.g. an All Day Fly), in which case the membership will be informed.
- c) Any issues with the electric fence should be reported to a member of the Committee. Note that the electric fence will only be in operation when the cows have been let out - normally around mid-April to mid-October of each year depending on weather conditions.

d) Proposed Parking Positions



Parking for Members with Restricted Mobility

- a) Club Members with restricted mobility are allowed to park on the hardcore track within the designated parking area by reversing up to the gate of the flying field. There is enough space for 2 cars in this position. All other Club Members are asked to be aware of this and give due consideration to Club Members falling into this category
- b) There is a proviso to the above, however, as again, if farm work is being carried out, the track must be left clear.

Flying Field

- a) During a flying session, the gate into the flying field may be tied open to facilitate carriage of models and equipment to and from the pits. However, it is very important that the last person to leave the flying field after a flying session ensures that the gate is properly latched (unless farm work is being carried out).
- b) Normally, it is important that the metal gate into the flying field be kept shut as a second barrier to stop any cows from entering the flying field, if they have managed to get past the electric fence for whatever reason. However, as with the lower padlock gate, if the gate has been tied back for farm work to proceed, then again, the flying field gate must be left as found.
- c) Always keep to the mown areas - path, pits, pilot's boxes and landing & take-off area. In the event of a landing in the outfield, ensure that the model is retrieved with the minimum of flattening of the grass, which may necessitate taking an indirect route to retrieve the model.