



www.winglandairfield.co.uk

Flying Orders

Bike Track Orders



WINGLAND AIRFIELD

GREEN DYKE, GEDNEY, SPALDING, PE12 0BF

Owner: Peter Higgins - winglandairfield@aol.com - 07865 081194

Ufly4Fun C.F.I - Mike Chilvers - mikechilvers@gmail.com - 07785 544378

Admin - Christian Thompson - winglandairfield@outlook.com - 07519 452771

Mini-Land Bike Track - Stephen Rhodes - stevenminiland@outlook.com - 07944 623603

WSMA Model Club - Tony Roberts - tonyroberts@sky.com - 07886 918356

VERSION 5 MARCH 2026

RELEASE AND EFFECTIVE DATE - 06/04/2026. REVIEW DATE - 01/03/2027

Wingland Airfield

Flying Orders

Contents

1. About this document.....	3
2. Airfield Use.....	3
3. Membership Cards.....	3
4. Pilot Licences.....	4
5. Do Be Aware of Your Health Limitations.....	4
6. Insurance (Flying Related).....	4
7. Passengers.....	5
8. Flight Safety.....	5
9. Operating Hours And Training Limitations.....	5
10. Movements Book.....	5
11. Solo Authorisation.....	6
12. Clothing.....	6
13. Smoking.....	6
14. Care of Grassed Areas.....	6
15. Noise.....	6
16. Fuel.....	6
17. Starting Engines.....	7
18. Noise Sensitive Areas.....	7
20. Circuit Procedures.....	7
21. Local Area Flying.....	8
22. Low Flying.....	8
23. Visiting Pilots.....	8
24. Paramotor School Considerations.....	8
25. Paramotoring.....	9
26. Model Flyers.....	10
27. Motorbikes, Quadbikes, Track Usage "Mini Land".....	11
28. Breach of Orders.....	13
29. Your Data.....	13
30. Appendices.....	15
Appendix 1: Bike Areas and Runways.....	15
Appendix 2: Airside & Taxi-Ways.....	16
Appendix 3: NO-FLY Zones.....	17
Appendix 4: Local Areas to Avoid.....	18
Appendix 5: Wingland Location Map.....	19
Appendix 6: Red House Farm Location and Procedures.....	20
Appendix 7: Standard Overhead Join For Fixed Wing Aircraft (PPR INFO).....	21
Appendix 8: Visiting (SPHG) Pilots Briefing.....	22
Appendix 9: Wind and Dust Map.....	23
Appendix 10: Wingland - ALL Areas.....	24

1. About this document

- 1.1. This document is under constant review, and Wingland Airfield reserves the right to make changes at any time. The original version is a 'living document' from which this version is produced. The date and current version of this document is in the footer of page one.

2. Airfield Use

- 2.1. By accessing the airfield, you agree to follow rules defined by Wingland Flying Orders and understand the requirement to stay up to date. Latest versions of this document are available at www.winglandairfield.co.uk
- 2.2. These Flying Orders are applicable to all airfield users, pilots and bike/quad track users.
- 2.3. All persons using the airfield for a recreational activity must be fee paying*. Annual memberships can be applied for by accessing <https://membermojo.co.uk/winglandairfield> and following the "Join Us" Button
- 2.4. Memberships MUST be purchased prior to engaging in any recreational activity. Failure to do so may lead to a ban from the facility.
- 2.5. All Memberships run from 1st April, and expire on the 31st March in any given year.

** Wingland Airfield may run events such as Fly-In's / Track Days / Charity Events etc, where you may be required to pay a set event fee in addition to any regular membership fees, or may not be required to pay a fee. Details of these will be published on the website and our social media accounts.*

3. Membership Cards

- 3.1. Membership cards are available to print once you have completed your membership application and paid the relevant fees. You can print a hard copy and/or save a copy on your mobile phone/device etc.
- 3.2. It is the responsibility of members themselves to produce their own membership cards from the membership system.
- 3.3. ALL members MUST have their membership card available for inspection at any time by airfield officials whilst at the airfield.
- 3.4. Failure to produce your membership card when requested means you cannot engage in any activity at the airfield until you can satisfy airfield officials you are a current paid up member.

4. Pilot Licences

- 4.1. All pilots must know the extent of the privilege of their licence and fly within those privileges. It is the responsibility of the licence holder to ensure that they have a correctly validated licence, current certificate of experience, or test as appropriate.
- 4.2. The licence must be available for inspection by the airfield if requested.
- 4.3. All pilots must hold an appropriate licence if they wish to operate an aircraft radio.

5. Do Be Aware of Your Health Limitations

- 5.1. All licensed pilots and solo students MUST be in possession of a valid medical certificate or declaration of health as required by their particular licence.
- 5.2. It is the pilots responsibility to ensure that the certificate / declaration is current.
- 5.3. Pilots should only fly when in good health.
- 5.4. Pilots should be aware of the side effects of some medication on their ability to operate the aircraft.
- 5.5. The current regulations concerning alcohol and flying impose a limit that is one quarter of the allowed limit for driving a car in the UK. The prescribed limits when acting as a pilot of an aircraft during flight are:
 - 5.5.1. In the case of breath: 9 micrograms of alcohol in 100 millilitres.
 - 5.5.2. In the case of blood: 20 milligrams of alcohol in 100 millilitres.
 - 5.5.3. In the case of urine: 27 milligrams of alcohol in 100 millilitres.
- 5.6. It is suggested that no pilot or passenger should fly in an aircraft from this airfield within ten hours of consuming any amount of alcohol.

6. Insurance (Flying Related)

- 6.1. Solo students, all pilots using the airfield and visiting pilots MUST have valid third party insurance for ground and flight operation of the aircraft.
- 6.2. Insurance MUST not only cover the pilot, but also the Airfield/Land Owner
- 6.3. Evidence of Insurance must be produced if requested by the Airfield Operator or Airfield Manager or any authorised person.
- 6.4. Pilots using the airfield MUST have valid passenger insurance for ground and flight operation of the aircraft, unless flying solo only. Insurance must cover the type of flying (Private/Club/Hire/School) and be clearly stated on the documents.
- 6.5. The current EU minimums are to be covered.
- 6.6. Hangar residents are advised to have their own 'Hull ground/storage' insurance to safeguard them against any possible claim.
- 6.7. Wingland Airfield (Wingland Airfield 2019 Limited, and the Airfield owner) does not take responsibility for any loss or damage to personal property, including, but not limited to, vehicles, aircraft, aviation equipment or model aircraft.
- 6.8. Wingland Airfield (Wingland Airfield 2019 Limited, and the Airfield owner) does not take responsibility for any personal injury or damage to other property caused on the

airfield, or any other location, no matter where the pilot, aircraft, or model originated from.

- 6.9. You are encouraged to assess risk and additionally insure yourselves appropriately.

7. Passengers

- 7.1. Pilots are reminded that the law requires that to carry a passenger the pilot must have carried out at least 3 take offs and landings as the sole manipulator of the controls of an aircraft of the same type within the previous 90 days.
- 7.2. Pilots wishing to carry passengers are responsible for briefing the passenger before flight as required by law.

8. Flight Safety

- 8.1. It is the pilot's responsibility to always operate the aircraft in a safe manner, in accordance with any current NOTAMS
- 8.2. Pilots must not fly in a manner likely to endanger people, property, or the aircraft.
- 8.3. All pilots operating from Wingland airfield should conduct appropriate planning and preparation including checking of NOTAMS .

9. Operating Hours And Training Limitations

- 9.1. Timing of Flights from Wingland Airfield are unrestricted but subject to limitations set by the Air Navigation Order & the Regulations.
- 9.2. No unauthorised flights are allowed.
- 9.3. No unauthorised training is permitted. Authorisation only permitted by prior agreement in writing.

10. Movements Book

- 10.1. Before all flights, pilots are requested to book out in the movements book.
- 10.2. On landing at Wingland, pilots are requested to book in the movements book.
- 10.3. An enclosure containing the movements book is found adjacent to runway 02-20.
- 10.4. Details are regularly inspected by the U.K. Border Agency and local authority for the purpose of vigilance of any criminal activity

11. Solo Authorisation

- 11.1. Solo students may not fly unless authorised by an instructor and may only fly as instructed.

12. Clothing

- 12.1. Safety helmets must be worn at all times when in an open cockpit aircraft including during ground engine runs and taxiing for position.

13. Smoking

- 13.1. Smoking is forbidden in or near the hangars or fuel stores.
- 13.2. Smokers must not dispose of cigarette ends on the ground. Cigarette ends must be disposed of in a safe manner.

14. Care of Grassed Areas

- 14.1. Please NO open fires, BBQ, fire pits, etc that would allow the grass to be burned. This destroys areas of grass that die and then won't grow for several months. Use paving slabs or raise the fire to protect the grass.
- 14.2. Any destroyed grassed areas due to the above carry a £50 penalty, payable to the Airfield OR the person responsible provides a box of grass seed to repair the affected area.
- 14.3. Take care when fuelling your machines. Fuel on grass = dead grass and bare patches.

15. Noise.

- 15.1. We all appreciate a good party, but please ensure noise levels are kept to acceptable limits, especially at bed time.
- 15.2. Loud music and excessive late night noise are to be lowered by 23:30 so as not to disturb other airfield users.

16. Fuel

- 16.1. Aircraft may not be fuelled:
 - 16.1.1. In the hangars.
 - 16.1.2. Within five metres of the hangar doors.
 - 16.1.3. Whilst still running.
 - 16.1.4. Whilst still hot.
 - 16.1.5. In an unsafe manner.
 - 16.1.6. PLEASE take care not to spill fuel on the grassed areas as this leads to grass damage and bare patches.

17. Starting Engines

- 17.1. Engines with propeller fitted MUST NOT be started or run:
 - 17.1.1. In congested areas.
 - 17.1.2. In the hangars.
 - 17.1.3. Outside the hangar where propeller wash will go into the hangar door.
 - 17.1.4. Where propeller wash will cause a problem to other people or aircraft.
 - 17.1.5. From outside the aircraft unless secured by trained persons and never with a passenger only seated in the aircraft.
 - 17.1.6. When aircraft pointing at other aircraft or towards public/parking or camping areas.
 - 17.1.7. Engines with propellers attached should not be started or run in the hangars or parking areas.
 - 17.1.8. Engines with propellers attached should only be started "Air-side" in accordance with the airfield layout. (Appendix 2).

18. Noise Sensitive Areas

19. All flights originating from Wingland Airfield MUST avoid noise sensitive areas as shown, (Appendix 4) and as may be displayed elsewhere at the airfield.

20. Circuit Procedures

- 20.1. Fixed/Flexed Wing aircraft must follow the circuit pattern as described on 'Airfield Plate'.
- 20.2. A standard overhead join (SOJ) on downwind leg at 1000ft AGL, then descent from 1000ft then complete TWO left hand 500ft circuits.
- 20.3. When using runway 02-20, particular attention should be given to the Model Flying area which is parallel to and on runway 02-20 (Appendix 1).
- 20.4. Aircraft should not line up on runways until ready for imminent departure. If the model flying area is active, care must be taken to ensure models are clear of the take-off path.
- 20.5. No aircraft is to orbit in the circuit pattern
- 20.6. Airfield is used by non-radio aircraft, therefore always observing correct circuit procedure whilst keeping a good 'all-round' look out.
- 20.7. All Pilots of aircraft that do not use runways (Paramotors/Modellers) must have knowledge of circuit patterns and procedures. Ignorance is no excuse for an accident.

21. Local Area Flying

- 21.1. Aircraft should be flown at least 500 feet AGL when operating in the local area unless carrying out forced landing practice in a designated area or landing at another airfield.

- 21.2. Aircraft should not fly over local villages including Gedney Dyke and Lutton unless over 1000ft above the tallest structure within 600m horizontally..
- 21.3. Do note there is a local danger area (D207) where military aircraft are known to practice low flying as well as bombing and strafing during weekdays and some weekends. Do not fly into this area without permission. All Pilots flying in this area should make themselves aware of the location and status of D207 (Appendix 5).
- 21.4. All aircraft to observe and comply with circuit patterns as already advised.

22. Low Flying

- 22.1. **No low flying around the Airfield is permitted without the prior authorisation of the Duty Instructor or C.F.I**
- 22.2. Launch and leave the airfield. Remaining within the vicinity at the airfield only increases risk of aerial collision.
- 22.3. You must not ever overfly the car park area, club house and hangar areas. See NO-FLY ZONES (Appendix 3).
- 22.4. Practice forced landings, Touch and GOs, Foot dragging etc, may only be made with specific authorisation from the Duty Instructor or C.F.I, and in areas safe to do so.
- 22.5. No flying into the drainage dykes around the airfield.

23. Visiting Pilots

- 23.1. Prior Permission is Required (PPR) for all visiting pilots wishing to 'Fly-In' PPR Instructions / contacts are on the Wingland Airfield website www.winglandairfield.co.uk
- 23.2. SPHG Visiting pilots to follow all instructions given in any permissions and follow any rules in these flying orders and the visiting pilots briefing (Appendix 8)
- 23.3. Fixed wing Visiting pilots to follow all instructions given when seeking PPR and follow any rules in these flying orders and the guidance in (Appendix 7)

24. Paramotor School Considerations

- 24.1. The Airfield is host to a full time busy paramotor school - "Ufly4Fun".
- 24.2. The school can get quite busy, especially during the summer training season with low hours students conducting training circuit flights.
- 24.3. All Pilots are reminded that for everybody's safety, the instructions given by any Duty instructor or C.F.I are to be followed.
- 24.4. If there is an instructor "Airside" holding a radio, there is a high probability that one or more students are conducting training solo flights so please keep extra vigilant when approaching to land or taking off, and to avoid the training landing "Circle Target"

- 24.5. Any pilots wishing to practice any particular flying techniques such as practice take-off and landings, foot dragging, low level passes etc, MUST have the authorisation from the Duty instructor or C.F.I when the school is active.

25. Paramotoring

- 25.1. All persons using the airfield for take-off/landing of Paramotors MUST be current annual or day members of Wingland Airfield.
- 25.2. Visiting Paramotor Pilots can only use the airfield for take-off/landing, ground handling and engine runs with the express permission of the airfield owner/manager following acceptable production of proof of name, address and liability insurance. Advanced PPR is needed before use.
- 25.3. Please avoid aggressive climb rates. Please restrict climb rate to 150ft per minute to reduce local noise impact. Please depart the area at 1000ft and avoid local buildings. Note that engine noise is projected downwind. Please plan your flight path to reduce noise impact.
- 25.4. Pilots should appreciate that this is a multiple aircraft type airfield including but not limited to; helicopters, paramotors, microlights and model aircraft who all have rights to use the airfield. All aircraft operators have a duty to maintain safety and maintain cohesion. ie a very good lookout at all times.
- 25.5. Avoid laying out and leaving paraglider wings on 'into wind' runways. Set up equipment on runways only if you have the immediate intention to launch and you will have no impact on other aircraft.
- 25.6. You must depart the airfield.
- 25.7. If aircraft, modellers and/or fixed/flex wing aircraft are operating at the same time.
- 25.8. When fixed/flex wing aircraft are seen to taxi to a runway and are likely to take off, You must;
- 25.8.1. Be mindful that they may take off.
- 25.8.2. Ensure your wing and paramotor are clear of the runway.
- 25.8.3. Paramotor Pilots must be aware of the circuit pattern of an aircraft preparing to land. A standard overhead join (SOJ), joining downwind leg at 1000ft AGL, then carrying out TWO Left hand 500ft circuits.
- 25.9. On noticing an aircraft observing circuit pattern, you must:
- 25.9.1. Be vigilant of an impending landing.
- 25.9.2. Ensure you have sufficient distance from the runway and ensure the wing is deflated if it is in close proximity to the 'into wind' runway.
- 25.9.3. Be informed that an aircraft landing always has priority over an aircraft taking off.
- 25.9.4. Inform others of impending landing aircraft "Aircraft Landing!"
- 25.10. Be well informed that model flyers use this airfield and have equal access rights.
- 25.11. When Modelling Area Is Active:

- 25.11.1. Paramotor pilots should familiarise themselves with the model launch, landing and parking areas.
- 25.11.2. Communication is greatly encouraged between pilots and model flyers and should discuss likely activity under instruction.
- 25.11.3. Repetitive Paramotor take offs, landings and powered landing attempts should be avoided by pilots who are not in training.
- 25.11.4. Do not walk through the model flying area when models are flying.
- 25.11.5. Do not take off until your take off area is clear of model aircraft. Once taken off, avoid the airfield by greater than 500m laterally.
- 25.12. When wishing to land, Paramotors should;
 - 25.12.1. Descend and ensure paramotor is visible to modellers
 - 25.12.2. Plan into-wind landing from the first approach (safety permitting) that avoids the modellers' area.
- 25.13. Paramotors must remember that modellers are also represented on the same national and international bodies as BHPA and they have just as much right as you to enjoy their activity (safely) at Wingland Airfield.
- 25.14. In the interests of defending yourself from alleged flying order breaches or complaints from the public, you should use app software/technology that logs your altitude and location.
- 25.15. Use of an altimeter is mandatory.
- 25.16. Use of Electronic Conspicuity (EC) is encouraged.
- 25.17. Legal use of air band radio communication is encouraged.
- 25.18. Other forms of electronic communication between users are encouraged – please ensure they are legal.
- 25.19. Please remove or prompt others to remove unattended equipment from the airfield.
- 25.20. Please pick up and dispose of any potential foreign object debris.

26. Model Flyers

- 26.1. Familiarise yourself with the launch, landing and parking areas. If you are the first model flyer to arrive please make yourself known to the paramotor pilots and ensure that they know where your launch, landing and parking areas are going to be.
- 26.2. Be well informed that model flyers use this airfield and have equal access rights.
- 26.3. Be aware of the circuit pattern of an aircraft preparing to land.
- 26.4. Typical fixed/flex wing aircraft will execute a standard overhead join (SOJ) joining on the downwind leg, then carrying out TWO left hand 500ft circuits.
- 26.5. If you observe this pattern, you must;
- 26.6. Communicate with all relevant airfield users "Aircraft Landing!".
- 26.7. Reduce collision hazards.
- 26.8. Paramotor pilots that are returning and intend to land will:
 - 26.8.1. Descend in view of you and;
 - 26.8.2. Plan an into-wind landing that avoids the area used by the modellers.

- 26.9. If you observe this pattern, you must;
 - 26.9.1. Be vigilant of an impending into-wind landing .
 - 26.9.2. Consider altering model flying activity to remove or reduce any hazards. Risk associated will depend on wind direction.
 - 26.9.3. Pilot safety should be integral and the priority in model flying club safety.
- 26.10. Avoid airspace occupied by Paramotors.
- 26.11. Do not launch model aircraft until your launch area is clear of paramotors.
- 26.12. When flying please aim to keep a good angular separation between your model and any paramotor. Don't forget - your depth perception is often very poor.
- 26.13. Allow plenty of clear airspace if you are performing aerobatics.
- 26.14. According to the ANO, model aircraft should give way to manned aircraft. The above rules should prevent problems but if, nonetheless, a collision appears likely then the much better agility of your model (compared with a paramotor) means that your role will probably be the more significant one.
- 26.15. Your best protection is to observe and learn about paramotor characteristics. Remember that a paramotor pilot will not be able to see models above and behind him. Remember that a life is at stake on a Paramotor and they have just as much right as you to enjoy their activity. Remember that they are also represented on the same national and international bodies as BMFA.
- 26.16. Please pick up and dispose of any potential foreign object debris.

27. Motorbikes, Quadbikes, Track Usage “Mini Land”

- 27.1. You are required to check rules and stay current in case rules change. This includes monitoring your registered email address inbox for updates and checking the website for information.
- 27.2. Recreational motorbike/quad bike users must be paying annual (year end access fees) OR day visit airfield members on specific event days.
- 27.3. If you are spot checked and do not have an annual pass OR have not already purchased a day pass prior to your riding it will be perceived that you have attempted to ride without payment and you will face a ban from the airfield/mini land.
- 27.4. Recreational motorbike/quad bike usage is permitted within “the bike areas” only (Appendix 1). Recreational users of quad bikes are not permitted “airside”. This includes all runways, grass fields and taxi-ways. Details of “airside” may be found in (Appendix 2).
- 27.5. Never ever ride, or walk across a runway. When accessing “Oval Track” you must use side access gates and push bikes onto track where necessary.
- 27.6. NO bikes are to be ridden onto the public roads unless road legal!
- 27.7. Your behaviour must never be considered hazardous to other users.
- 27.8. Recreational motorbike/quad bike users should have their own personal injury insurance and third party liability insurance. You ride at your own risk.

- 27.9. Quad Bike usage (for Maintenance or aircraft/material transportation only) is only permitted airside on express permission of the airfield owner and must be driven in a safe manner that does not endanger rider or other airfield users.
- 27.10. Be courteous to other bike track users who may have riding abilities which are less than yours.
- 27.11. Please do appreciate that the tracks are not marshalled. Take this into account in your risk assessment of your participating in the track.
- 27.12. You should communicate with other track users your intentions and establish a common ground as to how facilities can be safely used.
- 27.13. You ride at your own risk and you must have your own third party liability insurance.
- 27.14. You should inspect the track for hazards BEFORE USE and only use the track if you are satisfied with its condition.
- 27.15. **No Adult Motocross Bikes or Quads allowed.**
- 27.16. Kids motocross biked up to 85 cc with 17"/14" permitted.
- 27.17. Pit bikes with wheel sizes up to 19"/16" permitted.
- 27.18. Kids quads up to 125cc.
- 27.19. RIDING EQUIPMENT:
 - 27.19.1. Helmets , Boots , Gloves and Goggles must be worn at all times when riding, this includes both tracks and roadways. All items should be in good condition and firm fitting. Helmets that are over five years old are deemed to be out of date and recommended not to be used, so please keep this in mind. Body Armour with front and back protection and Riding Apparel (Jersey & Pants) of a heavy weave are highly recommended.
- 27.20. TRACK ETIQUETTE:
 - 27.20.1. No alcohol to be consumed at any time by rider or crew until all riding is completed.
- 27.21. BIKE SAFETY EQUIPMENT:
- 27.22. RIDING ETIQUETTE:
- 27.23. Riding is mostly a non-contact sport. Dangerous riding is not accepted at anytime and penalties for this will be a ban
- 27.24. Ultimately the bike safety is the riders responsibility
- 27.25. All riders under 18 yrs must be accompanied by a Parent or Guardian.
- 27.26. If you are ever shown a red flag/waiving hi-vis vest, all riders must discontinue their activity immediately and discuss with the person requiring your attention.
- 27.27. Please remember, these rules are mandatory. Failure to remain up to date with rules and confirm will very likely result in a permanent ban.
- 27.28. Under NO circumstance must any vehicle or unauthorised person walk across a runway or enter the airfield.
- 27.29. Bike track members are responsible for the 'upkeep' of the bike track areas and the adjacent parking areas, keeping the grass cut and the parking areas clear of rubbish.
- 27.30. Track opening times are 10:00 - 16:00 during GMT and 10:00 - 18:00 during BST. Battery powered equipment can be used for an extra hour after these times.

- 27.31. During certain wind strengths and directions, (Northerly, round to Easterly) and especially when the tracks are excessively dry and dusty, one or both bike tracks may be closed or have certain restrictions on numbers etc to avoid excessive dust migrating to the grassed and the car park areas. This is to protect other airfield users who cannot avoid breathing in the dust particles, and expensive equipment laid on the grass gets impregnated, especially the next morning when the dew turns the dust wet. Details of any temporary restrictions will be emailed to your registered Membership Mojo email and may also be posted on Wingland Airfield social media.(Appendix 9)

28. Breach of Orders

- 28.1. ANY BREACH OF ORDERS OR BEHAVIOUR LIKELY TO BRING WINGLAND AIRFIELD OR ANY RESIDENT CLUB OR SCHOOL INTO DISREPUTE MAY CAUSE LOSS OF MEMBERSHIP PRIVILEGES AND USE OF THE AIRFIELD AT THE DISCRETION OF THE AIRFIELD OPERATOR AND AERO CLUB
- 28.2. Please be a safety champion and challenge bad behaviour when and wherever possible. Safety is everyone's responsibility. You don't need permission to tell someone that something they are doing is wrong. Help make Wingland safe for all.

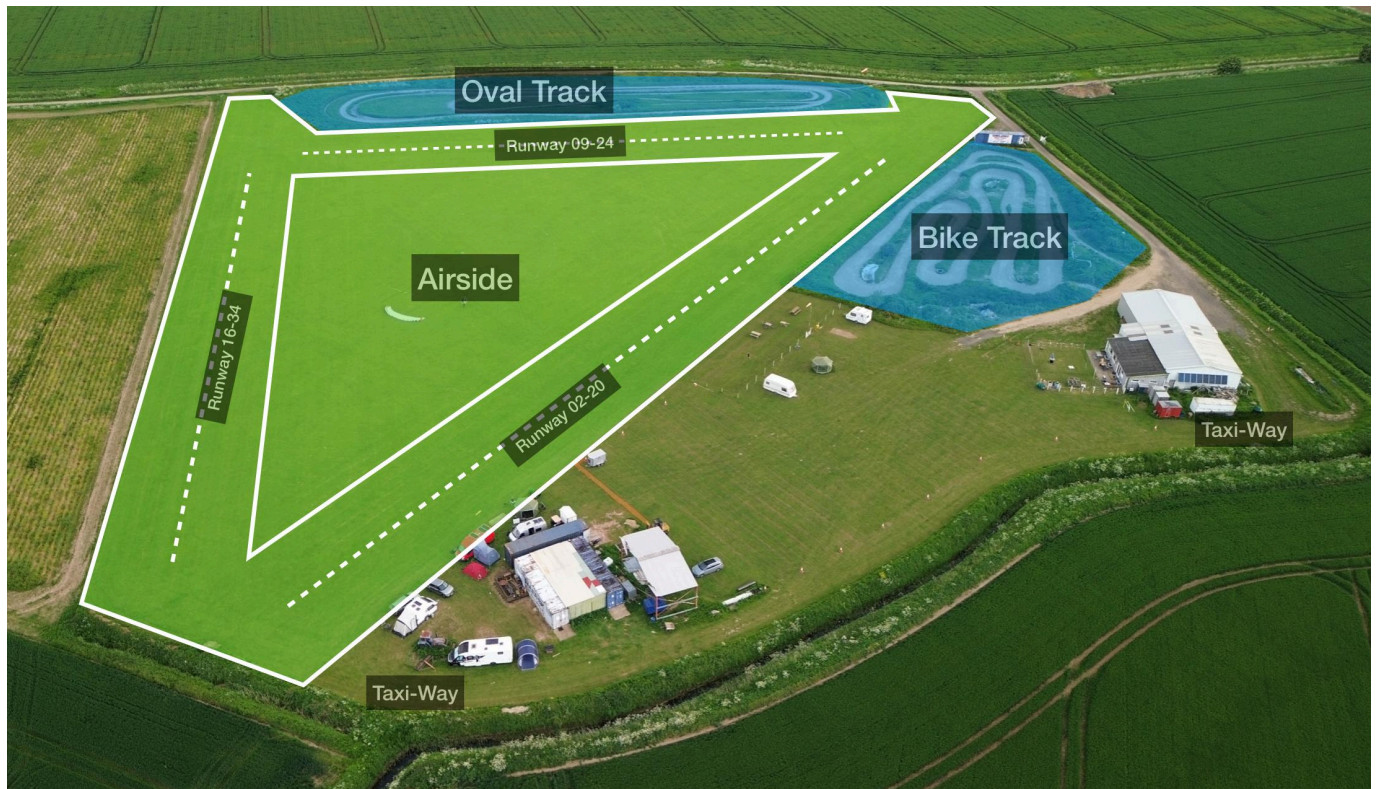
29. Your Data

- 29.1. Data Controller: Wingland Airfield Limited. Accessed by Mr Peter Higgins (Airfield Owner) and nominated volunteer admins.
- 29.2. Data Processor: <https://membermojo.co.uk/winglandairfield>
- 29.3. All applications for year-end access fees, day access fees or terms used implying membership to the organisation are performed online via the user at membermojo.co.uk. Any offline information collated will be entered into the central membermojo database.
- 29.4. What personal data is stored – Name, DOB, Address, Contact information. Next of Kin information, Names of persons in your party (for group packages), Your insurance documentation, your aircraft description and registration number.
- 29.5. Gaining consent – membership form includes 'accept terms' fields that must be ticked before the form completes. We store the date that the application, and therefore the consent, was completed.
- 29.6. Where data is stored - all membermojo servers and backups are hosted in secure UK facilities.
- 29.7. How data is protected - membermojo provides security and access controls for your member data.
- 29.8. How long data is kept for – Wingland Airfield will delete your data if you have not been active at the airfield or have not renewed membership or have not purchased a day access fee within one year.

- 29.9. Right to access - members can sign in to view their own personal data.
- 29.10. Right to rectification - members can sign in and amend their own personal data.
- 29.11. Right to Erasure - administrators can securely delete personal data for members requesting their data be erased. Erasing a member will remove their member record and anonymise any activity, attendance and (optionally) payment records.

30. Appendices

Appendix 1: Bike Areas and Runways



Please see the rules for using the two bike tracks. They are on the signage near the track entrances and in this document.

Also see (Appendix 9) for wind and dust conditions as to when the track may be closed, or have temporary restricted use.

Appendix 2: Airside & Taxi-Ways



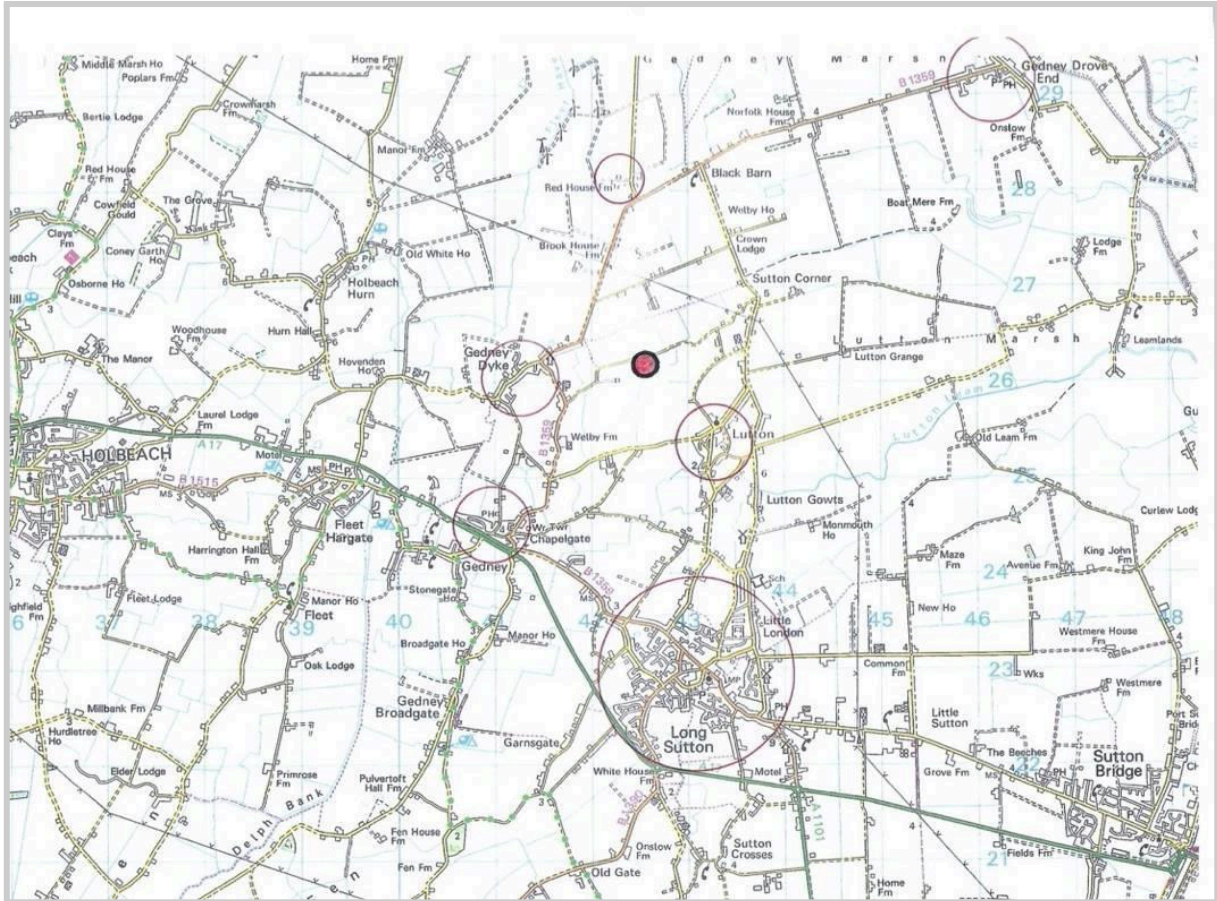
Appendix 3: NO-FLY Zones

Flights through the No-Fly Zone below 500ft AGL are only permitted in an emergency situation, or when required under instruction and on radio with the instructor.



Appendix 4: Local Areas to Avoid

Avoid all marked areas with a RED circle. Minimum 1000ft AGL (or highest object within 600m) if you have no alternative.



Appendix 5: Wingland Location Map

Please note:

Danger Area D207 to the North East.

Restricted Areas R219 and R220 around Sandringham to the East.

Fenland ATZ to the South West.



Appendix 6: Red House Farm Location and Procedures

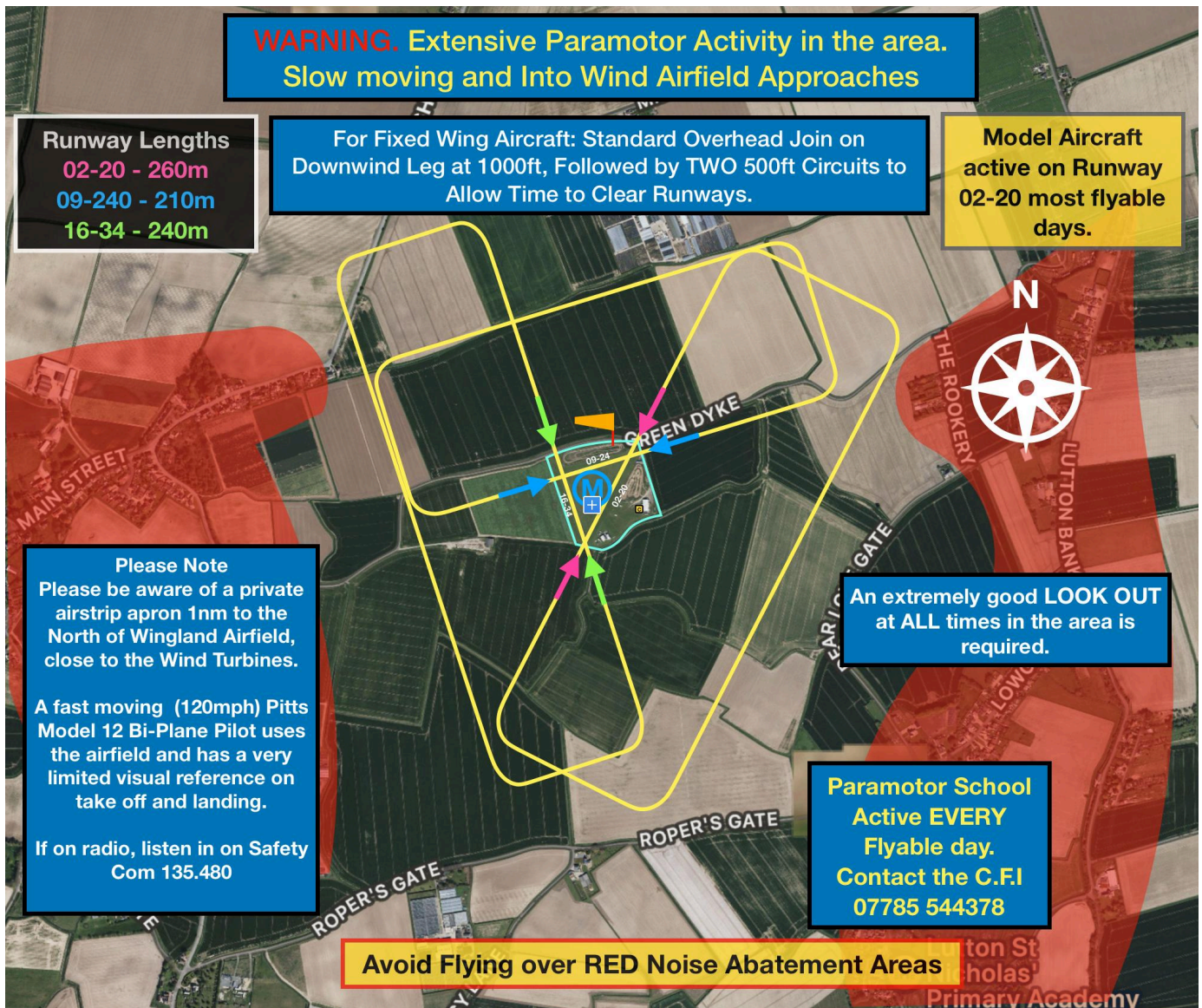
If operating to the North, be aware that a Red 'Pitts' Special Bi-plane operates from Red House Farm.

If your flight goes over, or close to the farm strip, be above 1000ft AGL.

Maintain a very good look out on departure and when returning.



Appendix 7: Standard Overhead Join For Fixed Wing Aircraft (PPR INFO)



Please familiarise yourself with the information above if arriving by fixed wing aircraft after obtaining PPR.

Wingland is situated in busy Class G Airspace and host to a full time BHPA registered Paramotor Training School - Ufly4fun. **CALL - C.F.I - Mike Chilvers 07785 544378.** When the school is open, there will be students using the airfield for ground training on runways, as well as the possibility of students undertaking circuit flights. The school needs you to follow the TWO circuit rule to allow time to clear the active runway for you to safely land.

The same goes for the model club when they are there, to allow time to land models.

AIRFIELD SAFETY is no Accident! Clear active runways quickly to allow incoming traffic to land safely.

Appendix 8: Visiting (SPHG) Pilots Briefing.

(Full rules available in the Flying Orders available from www.winglandairfield.co.uk)



Insurance

Proof of third party insurance is required. We accept BHPA Club Pilot or above with a power rating, or AXA insurance for the wing stated on the policy, we also require the additional landowner cover.

Helmet Policy

A suitable helmet must be worn when attached to a wing, and when starting or running an engine with a propeller fitted.

Engine starting

Starting without a propeller fitted is ok in the car parking area. Starting with a propeller fitted must be on the pilots back, airside, and pre-engine start completed (S.T.A.M.P) including shouting "Clear Prop". Prop blast directed away from parking areas and equipment.

Equipment

Only enter airside and lay out your wing when ready to launch, and clear equipment from airside after landing quickly. When Airside, keep a look out for landing aircraft and deflate wings and ensure you are not in the way. Landing aircraft have the right of way over everything on the ground.

Marshalls

During busy times, there may be launch Marshalls. When ready to launch, wave at the Marshall but Do not launch unless given a green flag.

Flying Discipline

Avoid all local villages below 1000ft. AGL Do not overfly the car park below 500ft. Don't hang about downwind of the immediate airfield as other pilots might need to land. We know you are good, we don't need to see how good you are above and around the airfield. Avoid all local airfields on the air chart. If launching early in the morning, climb out gently keeping noise to a minimum and fly away as soon as possible. Check NOTAMS. Don't fly low over livestock, adhere to the 500ft rule at all times. When the school is operating, check with the CFI (07785 544378) that your flying does not interfere with their operations. No low flying around the airfield, or into the dykes around the airfield. Take off and depart the area, on return, fit in with traffic and land. No circuit flying.

Feral Cats

We have a number of feral cats on site. Please keep away, they are not that friendly and are here to keep the rodents down. Please keep control of your dogs etc. Check your vehicles and trailers etc before you leave, they have been known to enter vehicles in the past!

Campsite and Rubbish

ALL rubbish must be in either a black bag, or if recycled rubbish, be in a green bag. Bags are available from the clubhouse. Do not overfill bags. Please leave the clubhouse clean. Make sure all your tent pegs are removed, and don't let any fire pits burn the grass (£50 fine or a box of grass seed if you do)

Finally

Have fun, fly responsibly and safely, and enjoy the millions of acres of open countryside just a few miles away.

Appendix 9: Wind and Dust Map.

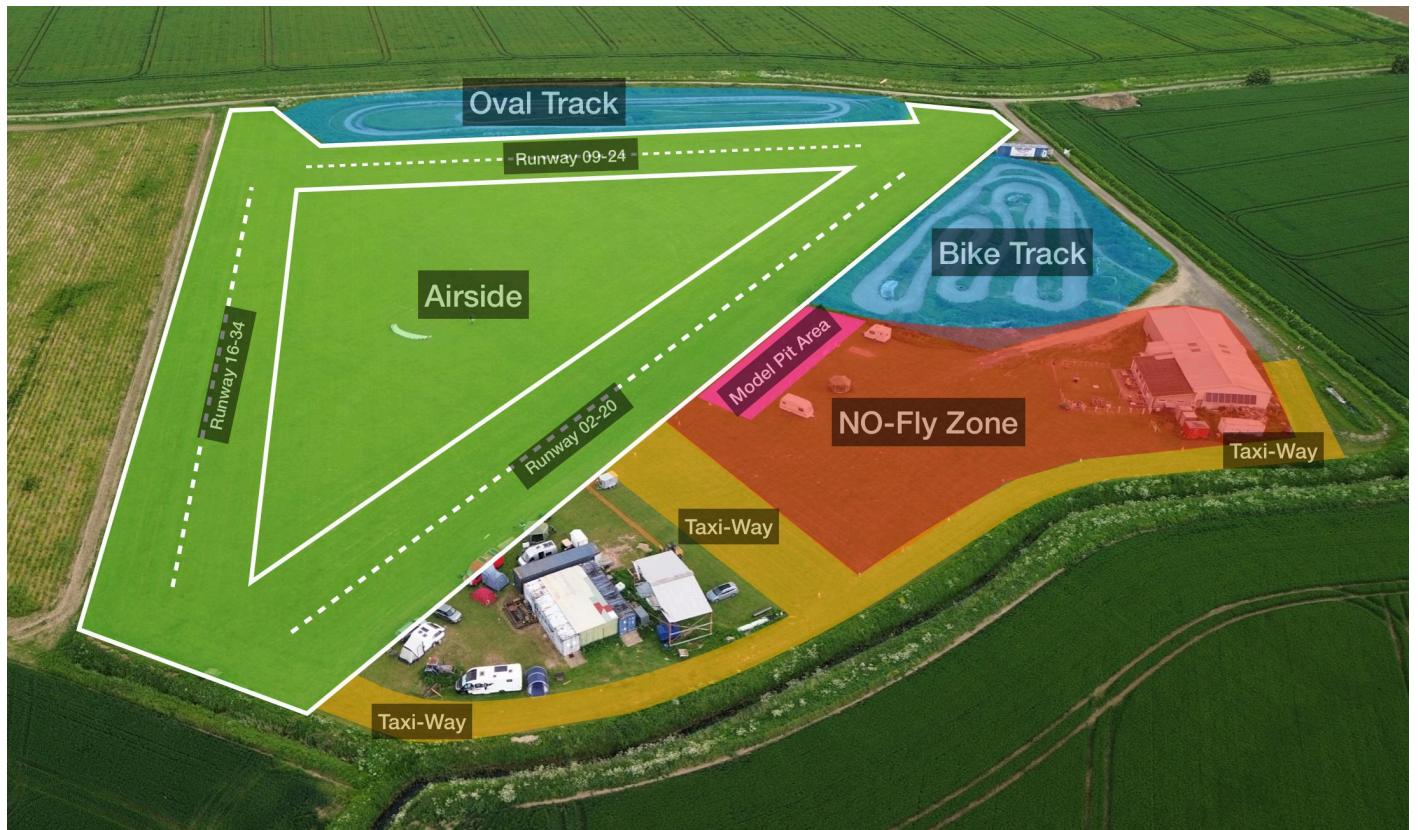


During certain wind strengths and directions, (Approx Northerly, round to Easterly) and especially when the tracks are excessively dry and dusty, one or both bike tracks may be closed or have certain restrictions on numbers etc to avoid excessive dust migrating to the grassed and the car park areas. This is to protect other airfield users who cannot avoid breathing in the dust particles, and expensive equipment laid on the grass gets impregnated, especially the next morning when the dew turns the dust wet. Details of any temporary restrictions will be emailed to your registered Membership Mojo email and may also be posted on Wingland Airfield social media.

GREEN arrow quadrants - Tracks will be open most days.

RED arrow quadrants - Tracks MAY be closed some days. Check membership email/social media for any notifications.

Appendix 10: Wingland - ALL Areas.



Special Notes:

- The RED NO-Fly Zone extends into the Model Pit Area.
- Perimeter Taxi-Way to be kept clear at ALL times as this also acts as emergency vehicle access.
- The middle Taxi-Way may be used for parking and camping during events and as directed by airfield officials.

Thank you for supporting Wingland Airfield.
Wingland would not exist without its brilliant
participants 😊