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**CONSTELLATION MODEL FLYING CLUB INC.
FLYING FIELD PROCEDURES**

Document Revision History

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		Red Flag procedure added

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SAFETY

The Club regards safe practices for the operation of model aircraft as being of utmost importance. Model aircraft particularly the powered versions have the potential to cause serious injury to people and damage to property.

Club Members and any visitors must obey any direction given by the club safety officers or members of the committee in any matter relating to safety.

Failure of any Club Member to obey such direction may result in disciplinary action which could include suspension of membership or expulsion from the club. In the case of visitors they will be asked to leave the club field and may be barred from future visits.

To reduce the possibilities of and consequences of an accident:

- It is required that members do not operate powered models if they are the only person at the flying field.
- Persons including children¹ who are not MAAA registered aero modellers are not permitted in the pit area or at the flight line unless undergoing a trial lesson or for the purpose of introducing the person or child to the hobby and are supervised by a CMFC club member/instructor.
- If children are brought to the flying field they must be supervised at all times, if the parent/carer of a child is flying, the parent/carer must have arranged supervision of the child by someone else prior to going on to the flying field.
- Flying is not permitted if a pilot is under the influence of drugs or alcohol. A committee member will instruct a pilot not to fly if there are grounds to suspect that the pilot is under the influence of drugs or alcohol. If any club member fails to obey such direction this may result in disciplinary action which could include suspension of membership or expulsion from the club. In the case of visitors they will be asked to leave the club field and may be barred from future visits
- It is recommended that neither members nor visitors bring pets to the flying field as there are enough hazards for pilots to be concerned about. If however pets are brought to the field they must be physically restrained at all times and are not allowed past the spectator barrier under any circumstances.
- All powered models must be suitably restrained either by a mechanical restraint or other person during the starting of or running of the engine whilst in the pits. Pilots and any assistants must pay particular attention to this as several accidents have occurred where severe injuries have been caused by rotating propellers. Where engines are run up for the purpose of tuning, the model should be facing in a direction away from other models, persons or obstacles in the event that the model should break free. It is recommended that all tuning should be done from behind the propeller. If the needle valve is very close to the propeller stop the engine before making adjustments.
- No model is to be left unattended whilst the engine is running. Members must remain in the immediate vicinity of their model whilst it is running on the ground. Running engines and then walking away even though a transmitter is being carried by the modeller is not safe practice. . If the purpose is for a radio check with the engine running, the pilot must arrange for another member to restrain the model, under this circumstance a mechanical restraint on its own is inadequate.
- Where members intend to run in their engines at the field they must do so in an area away from the pits and other members in an effort to minimise disruption and inconvenience to other members

¹ For the purposes of these procedures a child is defined as being under the age of 12 years

present from noise and smoke. The preferred area is next to the permanent engine stand at the east end of the car park. Where the engine is in the model it must be suitably restrained either by a mechanical restraint or other person. If the engine is not in a model it must be securely fastened to the engine stand. In such a case the engine should be run with a manually operated throttle so that a frequency is not occupied for this purpose

- Pilots must not taxi their models between the flight line and the pits unless securely restrained by the pilot or another person.

MAAA procedure MOP14 GENERAL RULES AND GUIDELINES FOR THE OPERATION OF MODEL AIRCRAFT applies to all pilots operating at the CMFC field. Section 5.4 is copied here for convenience only, it states that:-

5.4 Keeping model aircraft away from people (101.395)

A person must not operate a model aircraft over a populous area at a height less than the height from which, if any of its components fails, it would be able to clear the area

Someone who is operating a powered model aircraft must ensure that, while the model aircraft is IN FLIGHT, or is LANDING or TAKING OFF, it stays at least 30 metres away from anyone not directly associated with the operation of model aircraft.

This regulation is not contravened if somebody stands behind the model aircraft while it is taking off. This regulation is not contravened if the model aircraft is flown in a competition within 30 metres of someone who is judging the competition.

Note: The M.A.A.A. 30 Metre rule is more stringent than the requirements of 101.395 above, see item 6.8 for details for the M.A.A.A. 30 metre rule.

- In addition to the CASA/MAAA 30 metre rule, the CMFC 10 metre rule applies
- 10 metre rule
 - A line will normally be marked 10 metres out from the flight line; the flight line is marked by blocks indicating pilot positions and the windsock, if for any reason the line is not visible assume it to be there. **The area between the flight line and the 10 metre line is a NO-FLY ZONE**
 - Pilots or their helper should take their model to the flight line at one of the marked pilot positions and after checking with the other pilots ("OK TO TAXI") should taxi their model directly out past the 10 metre line (90 degrees to the flight line), turn the model into wind and then announce their intention to take off ("OK FOR TAKE-OFF"). If clear the pilot may then taxi to a position upwind of the last pilot on the flight line and take off.
 - All take-offs, landings and flying must be done outside of the 10 metre line
 - If any pilot is unable to taxi out past the 10 metre line they must announce their intention to enter the "NO-FLY ZONE" ("ON THE FIELD"), they may then carry their model to a position upwind of the last pilot position for take off, return to a marked pilot position, then if clear take off.
 - For everyone's safety it is important that the other pilots know what you are doing and where you are (the actual words used are not as important)
 - Always announce your intention to land ("Landing"); a model being landed has priority.
 - Once landed you may taxi your model to a point upwind of the last pilot position (at least 3 metres clear of the last pilot position), turn the model and taxi directly across the 10 metre line to the flight line, while taxiing do NOT point your model with engine running directly at another pilot
 - If it is necessary to retrieve your model, you must check with the other pilots first, announce your intention to enter the NO-FLY ZONE ("ON THE FIELD"). Retrieve your model then tell the other pilots you are clear.
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- .
- Models must not be flown intentionally over the pits, the car park or the area of the clubroom and shed.

CMFCI Flying Field Procedures

- Be aware of any full size aircraft that may be in the vicinity of the club field, if a full size aeroplane should over fly the field at a height where the possibility of a model flying could cause a collision, then you should land your model immediately.

In the event of an accident:

- The first aid kit is located in the frequency trolley
- If a person has a serious injury, once they have initially been attended to, ring for an ambulance or ask another member to do so. Instructions are located by the telephone in the clubroom.
- An incident report will need to be completed and be delivered to the Club Secretary

In the event of fire:

- There is a dry powder fire extinguisher on the frequency trolley and a second one inside the trolley.
- For any major fire involving property of the club or members vehicles call the fire brigade.

FLYING TIMES

The flying of powered models is permitted:

- Monday to Saturday 8.00am – 6.00pm
- Sunday 9.00am – 6.00pm
- During daylight savings hours flying may be extended to 8pm subject to available light

OPERATION OF A RADIO CONTROLLED MODEL AIRCRAFT

The club flying field is located close to Calvin Grove aerodrome and within the control area of RAAF Edinburgh which requires all members to follow the correct procedure BEFORE any flying may take place.

WEEKDAYS

- Ring the RAAF EDINBURGH control tower (the number is on the board by the telephone in the clubroom), request permission to operate a radio control model.
- Request only the height limit you require. Do not ask for 1000ft if not going to use it.
- Answer every phone call and if the control tower withdraws permission to fly, bring all models down immediately.
- Advise the control tower if you are going to take an extended break.
- Request permission to fly again at the end of the break.
- Advise the control tower when you cease flying for the day.
- Record all entries in the book provided.
- Record all incidents of full size aircraft that over fly the field at a height where the possibility of a model flying could cause a collision.

WEEKENDS and PUBLIC HOLIDAYS

The club has permission to fly up to 1000 feet at weekends and on public holidays. From time to time RAAF Edinburgh may impose special conditions which are posted on the board by the telephone. If such conditions are in place they **MUST** be followed without exception.

FREQUENCY CONTROL BOARD AND TRANSMITTER POUND

The Club has a Frequency Control Board and when two or more flyers are present at the field it must be used. Each flyer's frequency key must be inserted into the correct position on the board before switching

on their transmitter. In the event of a clash of frequencies or overlapping frequencies, a reasonable share of the time should be worked out between those concerned. If such cannot be achieved, the Safety Officer or a member of the committee will determine the arrangement.

All transmitters not in immediate use must be switched off, aerial down and placed in the Transmitter pound. The frequency control key should then be removed from the board.

Transmitters must NOT be switched on UNLESS the operator has the appropriate KEY in the correct place on the FREQUENCY CONTROL BOARD.

Transmitters must NOT be left with your model IN THE PIT AREA.

The club operates at 20KHZ spacing so you must use a 2" frequency key.

All transmitters must be checked by an SAAA AUTHORISED TESTING OFFICER as soon as possible after acquisition and have the appropriate sticker attached.

CERTIFICATION IS ONLY RECOGNISED BY THE OFFICIAL STICKER ATTACHED TO THE TRANSMITTER

For the names of authorized testers enquire to the Club Secretary.

Keys should be marked with the owner's name and frequency.

The frequencies provided for on the frequency control board are the only legal frequencies. You must NOT use other frequencies at the club field.

2.4Ghz

Use of 2.4Ghz transmitter/receivers is now approved as per MAAA Manual of Procedures number 058, users of this equipment must still place a key on the frequency control board, pegs have been provided for this purpose. When not in use, transmitters must still be kept either on the trolley or in their case within the vicinity of the trolley. No more than 10 - 2.4Ghz users should operate at the same time. Receivers must have been installed in the model as per manufacturer's guidelines.

THE USE OF ILLEGAL FREQUENCIES WILL VOID YOUR INSURANCE.

RED FLAG PROCEDURE

If a red flag is placed in the vicinity of the windssock, unless under the direction of a club flying instructor or authorized model inspector do **NOT** take your model out to the flight line until the flag has been removed.

There are a number of circumstances where the red flag may be used including:-

- A request from RAAF Edinburgh for flying to be suspended
- Pending arrival of full size aircraft
- A bronze or gold wings certification may be in progress
- A large or heavy model certification may be in progress
- An initial test flight of a new model may be in progress
- Field improvements or maintenance activities may be in progress
- The club safety officer or a committee member has suspended flying for other reasons

FLIGHT PATTERN

Before flying, the pilot of the model must ensure that the club windsock has been placed in the appropriate place. The flight pattern is determined by the wind direction and is normally left or right hand circuits in an oblong configuration on the east – west runway. The pilot of the model is to stand at the flight line near the windsock or within 3 metres of the pilot furthest in line away from the windsock.

Under certain wind conditions the Safety Officer or member of the committee may declare that the north-south runway should be used and the windsock positioned accordingly.

GLIDER FLYING

Un-powered models are to be flown on the non-active area of the field. Pilots of Gliders should make any power model pilots aware that a tow line or bungee is in use.

CONTROL LINE FLYING

Control line models are to be flown on the designated area of the field. This is usually between the clubroom and the gate.

NOISE OF MODELS

Powered models must be operated at a noise level below 98db, if a model is particularly noisy any safety officer or member of the committee can require the pilot to have their model “noise tested”, the procedure for testing is in Appendix A. Failure of any Club Member to obey such direction may result in disciplinary action which could include suspension of membership or expulsion from the club. In the case of visitors they will be asked to leave the club field and may be barred from future visits.

CARE OF CLUB PROPERTY

Every member is expected to protect the Club's assets. If you are the last person at the field, you must check that all of the equipment normally stored in the shed is put away securely, ensure that all lights in use are switched off. You should make sure that the toilet block, the sheds and the gate are properly locked.

To ensure that we do not waste water you **MUST** check that the tap beside the shed is turned off and the tap on the tank is turned off. It may be that the pump which supplies our water pressure is not operating. If the tap is left on, flooding will occur.

No motor vehicle is permitted to be driven on the field unless authorized by a committee member for a particular purpose. Considerable effort has been put into developing an even surface, the passage of vehicles can be damaging to the field.

While on the Club property a speed limit of 20kph must not be exceeded.

USE OF THE TRACTOR

The Club considers that its tractor must be protected against use by inexperienced operators, which could lead to damage to the unit or possibly the operator. Accordingly, the Club has authorized only a few of its Members to drive the tractor. No other person is permitted to operate it.

WATERING

This is under the control of authorized members; Club Members are expected to show responsibility to ensure that water is not wasted.

WORKING BEES

From time to time the Club may call a working bee and all Members are encouraged to attend these occasions, remember any working bee is for the benefit of all Members. We have one of the best flying facilities in the country, let's all help keep it that way.

VISITORS

Visitors are very welcome to come to our field but we do have certain conditions which must be observed before a non-member can fly a model at the field.

All flying visitors must be at the invitation of a current financial CMFC Member, who must also be present. The CMFC member must sign his Guest into the visitor's register which is kept in the shed. Each CMFC Member is only permitted to invite one flying visitor per month.

Any *bona fide* interstate visitor will be allowed to use the field at times when other CMFC members are present, provided that the visitor has sought and received permission from any Club committee member and identifies himself to other CMFC members at the field.

All visiting model flyers must present a current MAAA card to a committee member, if they do not have their card with them, they will not be permitted to fly.

On open competition days, all MAAA registered aero modelers are welcome to take part in the event. All flyers using the CMFC field are bound to observe safe practices and to obey directions of Club Safety officers or committee members.

Take care of yourself, others and the club facilities.

Appendix A

Noise Metering Procedure

The maximum allowable noise level is 98dbA measured at 3 metres over grass. Measurement will take place in the regular 'pit' position on the flying field. If more than one reading is taken, the 'reading' will be the average of the recorded noise levels. All readings will be taken with the model on the ground (or held at a similar distance from the ground in the case of models with no undercarriage) and with the engine running at full throttle and tuned to the optimum power output. The measuring instrument will be positioned on the same side of the model as the exhaust outlet. If the model's exhaust has a central outlet, the instrument may be positioned on either side.

The instrument to be used will be the Club's own meter set to 'A' weighting and 'Slow Response'. The meter will be held or positioned between 30cm and 40cm above the ground 3 metres from the centreline of the model and at a location at right right-angles to the thrust line of the model. The meter will be aimed at the fuselage centre. If there is any wind the model will be placed in such a position that the wind is blowing from the rear of the model and towards the fuselage at an angle of approximately 45 degrees. At the same time as the noise level is being recorded a reading of the engine revs will be taken. If at any later stage a higher rev reading is detected, the model will be subjected to a further full test.

The onus is on Members to meet the noise limit. It is suggested that Members aim for 96dbA or less to be certain of meeting the 98dbA limit.

Members may test their own models as they see fit, but only Committee Members are empowered to perform an official test and enforce the results. No model giving a tested reading of 99dbA or more may be flown until it has been altered and retested to 98dbA or less. To avoid repeated and unnecessary testing of a model, a certificate of noise compliance may be obtained from the testing Committee Member. Such a certificate will only remain valid while the identical muffler and propeller are used and the engine revs are in line with the recording taken at the test.