

Canberra Model Aircraft Club Inc
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CMAC FLYING FIELD

OPERATING PROCEDURES

Introduction

Purpose These operating procedures are designed to provide a basis for the safe and enjoyable operation of radio controlled (RC) and control line (CL) models at the CMAC flying field by minimising the risk of injury to people and/or damage to property.

CMAC members and visitors are required to comply with these operating procedures at all times. Our continued ability to operate at the CMAC flying field depends on maintaining our good safety record. These operating procedures together with the design of the CMAC flying field layout are part of the risk mitigation approach adopted by CMAC.

If you have any queries about these operating procedures please seek the assistance of a Committee member.

Model Aircraft Regulation The operation of model aircraft in Australia is governed by regulations administered by the Civil Aviation Safety Authority (CASA) and the Model Aircraft Association of Australia (MAAA). The requirements of both CASA and the MAAA, as they apply to CMAC, are reflected in these operating procedures and in the CMAC field layout.

Civil Aviation Order (CAO) 95.21 Model aircraft are subject to the Civil Aviation Safety Regulations (CASR) Part 101 – Unmanned aircraft and rocket operation – Model Aircraft. The Regulations deal with the safe and legal operations of model aircraft. These operation instructions comply with all of the requirements of CASR Part 101, as they apply to the model aircraft operated at CMAC.

MAAA MOP The MAAA Manual of Procedures (MOP) deals with: administration/application of CASR Part 101; Permits to Fly; Model Flying Areas and Model Flying Displays.

(A copy of the MAAA MOP is available on the web at:
<http://www.maaa.asn.au>).

Field Management

Access The CMAC Flying Field is located on the western side of the Monaro Highway, approximately one kilometre north of the Alexander Maconochie Centre. Entry is via the public car parking area. The member's car park is adjacent to the pits and club house. See Diagram 1 on Page 7.

The club house has basic kitchen facilities and a single toilet. The club is dependent on tank water.

The CMAC Pits setup is linear with individual pits spaced along the pit fence.

Access to the starting boxes is via the opening in the front pit fence.

Two central taxiways (north and south of the pilot box) provide access to the centre of the airstrip for takeoff.

Diagonal taxiways are provided at the north and south ends of the airstrip for the return of models to the pits after landing.

Authorised Pilots Regular users (pilots) of the CMAC Field must be current financial members of CMAC.

Visiting pilots must be affiliated with the Model Aircraft Association of Australia (MAAA), be carrying a current MAAA membership card, and be accompanied by a CMAC member.

Beginners, or other pilots who do not have current MAAA membership, may have up to four days flying under the supervision of a nominated CMAC member before joining CMAC. On each day the beginner must enter their name, address, transmitter frequency, the supervising CMAC member's name and the date in the CMAC visitors log book. The log book is located in the transmitter pound.

Frequency Control Maintaining frequency control at the field is critical for safe flying operations. Pilots operating on the 36Mhz band are required to have a dedicated frequency key for each channel they intend using at the field. Members operating on 2.4GHz must have one 2.4GHz frequency key.

Frequency keys must be used when operating RC aircraft at the field.

CMAC gives absolute priority to the use of odd numbered channels in the 36 MHz band (that is, 36.010; 36.030; 36.050 and so on) by members and visitors operating RC aircraft at the field.

The 2.4 GHz band does not require frequency keys for channel separation, but keys are required to control the number of transmitters that are operating concurrently on 2.4 GHz. CMAC allows up to 10 transmitters to operate on 2.4 GHz at the same time.

Frequency Board CMAC's 36 MHz frequency board is based on the use of 50mm wide keys which provides a minimum of 20KHz separation between transmitter channels.

Only 50mm wide frequency keys are to be used. The frequency key must have

the pilots name and the appropriate channel displayed on it.

Blank frequency keys are not to be used.

Visitors and any member who does not have an appropriate frequency key should use one of the CMAC "visitor" frequency keys located in the transmitter pound.

Members and visitors using the CMAC visitor frequency keys should write their name and channel on the key, which is then to be removed from the key when they have finished using the visitor's frequency key.

A transmitter must not be switched on anywhere at the CMAC field, including in the car park or the control line circle area, unless its matching frequency key has first been placed in the appropriate slot in the frequency board.

Frequency keys are only to be placed in and removed from the frequency board by the user of the frequency key.

Transmitters

When a pilot completes a flight and does not propose to resume flying immediately, their transmitter must be switched off and placed in the transmitter pound. The frequency key must be removed from the frequency board and placed on the transmitter aerial base with the key clearly visible for the information of other pilots.

All transmitters used by members or visitors at the CMAC Flying Field are to have been tested to MAAA requirements at least once, and are to be re-tested by an MAAA approved testing station after any crystal change or major transmitter repair. Such testing is to be demonstrated by an appropriate sticker on the transmitter's frequency module, and lodgement of a photocopy of the test certificate with the Club's Frequency Registrar.

If the above requirements cannot be met by a visitor, transmitter operation by a visitor at the field may be permitted on a once-only basis, provided that satisfactory performance of the transmitter has first been demonstrated by use of a CMAC-endorsed field transmitter analyser.

Flying Operations

Operations in the pits

Pit Area The pit area is designed to allow models to be assembled, displayed, and readied for flight within a fenced area. The fences are designed to protect CMAC members and members of the public from any runaway model approaching from the airstrip. The fence also allows the public to view models from close range without interfering with either the models or pilots.

Members are requested to ensure that the public remain outside the pit area.

Running of Engines The running of model engines within the fenced pit area is not permitted. This is a key safety feature of the CMAC flying field layout.

Starting Boxes When ready to fly models are to be moved to the downwind starting box located between the pit area and the airstrip where engines may be started.

RC Models must be appropriately restrained prior to starting. Use of the starting poles located in the starting boxes is the preferred method for restraining aircraft. If pilots prefer to use an alternative method for restraining their aircraft for starting they must start their aircraft as near to the starting boxes as practical.

Once the engine(s) has been started pilots can then taxi their aircraft to the airstrip in preparation for taking off.

Tuning of Engines Any extended tuning of engines should be undertaken at the upwind starting box.

Flight Rules

Full Size Aircraft In the event that full size aircraft fly close to or over the CMAC field they have absolute priority of airspace. To avoid potential conflict with powered Aircraft model pilots should either land or maintain a low circuit if full size aircraft approach the CMAC flying area.

In the case of Balloons and Helicopters model pilots must land if Balloons or Helicopters are approaching or overflying the CMAC operating area.

Height Restriction In order to comply with CASA Regulations flying height at the CMAC field is limited to 400 feet (120 metres) above ground level.

Taking Off Prior to taxiing onto the airstrip for take-off (or similar launch by hand, or bungee line in the case of gliders), each pilot must first check that no-one is landing and then call 'Clear for Take-off?' The pilot must not proceed until pilots currently flying acknowledge with a 'Clear' response. A pilot may move onto the airstrip to control the model during take-off, but must then move promptly in to the Pilot Box. Pilots are encouraged to learn to take-off while standing in the pilot box.

All take-offs are to be along the airstrip and not across the airstrip.

Pilot Box

No models are to be taken into the pilot box at any time.

When flying, pilots are to stand in the pilot box facing west, keeping their aircraft clearly in front of them at all times to aid orientation with the circuit, to avoid over flying the flight line and other potential hazards such as flying into the sun or directly overhead.

Flying Circuit

General flying is to be in a rectangular circuit, left-turning or right-turning as determined by the requirement to take-off and land into the wind along the airstrip. The circuit direction is to be determined by agreement between pilots if there is no wind or when there is a cross wind. See Diagram 2 on Page 8.

Pilots must not fly against the circuit direction.

With the exception of takeoff and landing all flying should be beyond the airstrip, to the west of a line parallel with the far edge of the strip. This is a key safety feature of the CMAC operating procedures so as to ensure adequate separation of aircraft in flight.

Aerobatics

Pilots performing aerobatic manoeuvres, including hovering, are to have due regard to the safety of other RC aircraft. The airspace prior to, directly over and just beyond the airstrip is reserved for takeoff and landing only. See Diagram 2.

When other aircraft are flying, all forms of aerobatics should be performed in the aerobatic flying area, not in the circuit. Those in the circuit should avoid this area. See Diagram 2.

Pilots intending to make a low level pass should continue to observe the flying area protocols and execute the low pass beyond the far side of the airstrip.

Dead stick

A pilot whose model experiences an engine failure should immediately call 'Dead Stick' and be afforded landing priority by other pilots.

Landing

When preparing to land, each pilot must call 'Landing'. Landings have right of way over take-offs.

Completing a flight

When a pilot completes a flight and does not propose to resume flying immediately, their transmitter must be switched off and placed in the transmitter pound.

Entering or crossing the airstrip

Anyone wanting to enter or cross the airstrip must seek clearance from pilots currently flying, before proceeding. Once clear of the airstrip they are to call 'Strip Clear'. Pilots should minimise time spent on the airstrip to maximise its availability for flight operations and to reduce the risk of injury by a model.

Other Flying Issues

Duty of Care

All members and visitors have a duty of care which requires them to ensure that they operate their RC aircraft in a safe manner at all times. All members and visitors are required to take appropriate steps to minimise the risk of an accident to themselves, to others and to property.

Pilots are responsible for the airworthiness of their aircraft. Unsafe aircraft are not to be flown. If there is any doubt do not fly the aircraft.

Unsafe operation of RC aircraft will not be tolerated at CMAC.

Accident/Incident Reporting

Any accident or incident having the potential to result in an insurance claim must be reported to a Committee member and the details recorded on an MAAA Incident Report Form MAAA010 (copies are available in the Clubhouse and on the CMAC website) by the member involved. The completed form is to be forwarded to the Secretary as soon as practical.

Any member experiencing loss of control of their model due to radio equipment failure or radio interference, should promptly report the details by completing a CMAC Radio Interference Incident Report form (copies are available in the Clubhouse and on the CMAC website) and forwarding to the Secretary as soon as practical.

Gliders

Gliders must be towed, winched or bungee launched as close to the airstrip as conditions permit, but must be controlled after launch from inside the pilot box.

Helicopters

Helicopter pilots wishing to perform an extended hover (for example during training) must do so within the designated areas; see Diagram 2 on Page 8. RC helicopters may be flown in the 'circuit' and must be controlled from the pilot box.

Turbines

Pilots must hold Gold Wings (P) before attempting to fly jets fitted with turbines.

Jets fitted with turbines must have the required MAAA inspections and permits before they can be flown.

As the CMAC flying Field is surrounded by an extensive and sensitive grass land due care and consideration should be given before commencing to fly. Jets fitted with turbines must not be operated during periods of high fire danger.

Control-line aircraft

A Control Line Circle is located at the north-eastern corner of the CMAC field

and all CL aircraft must be operated in this area.

Free flight aircraft Free flight aircraft are prohibited at all times due to the close proximity of Canberra Airport.

Unusual Aircraft Pilots wishing to fly models having performance that is substantially different from models already in the circuit (for example pylon racers or other high speed aircraft; hovering or other low speed aircraft) should respect the rights of other pilots and seek clearance/acknowledgment from other pilots currently flying before commencing to fly themselves.

RC Aircraft Flying Weight RC Aircraft exceeding seven kilograms in weight must not be operated without a current MAAA Permit to Fly issued by an MAAA approved heavy model inspector. Models over seven kilograms must be re-certified every two years.

RC aircraft exceeding 25 kilograms in weight must not be operated without a current MAAA Permit to Fly and approval for each flight. Approval can only be issued by a regional director of CASA.

Mufflers All models (including CL aircraft) equipped with an engine must be equipped with a suitable muffler to limit the sound to a maximum of 96dBA at a perimeter distance of three metres in all directions, measured over a hard surface. Standard manufacturer's mufflers will be taken to meet this requirement.

Local Issues

Litter Please do not litter the field. Use the bins provided.

Crash debris When a model is crashed the owner is to ensure that all the pieces are picked up and removed.

Last member leaving the Flying Field The last club member leaving the Flying Field is to ensure that the transmitter pound is closed and put away in the club house, the windsock and any chairs are put away in the club house, the club house and toilet/washroom doors are closed and locked and the main gate is locked upon exit.

CMAC Flying Field Layout

Diagram 1 – CMAC Flying Field Layout

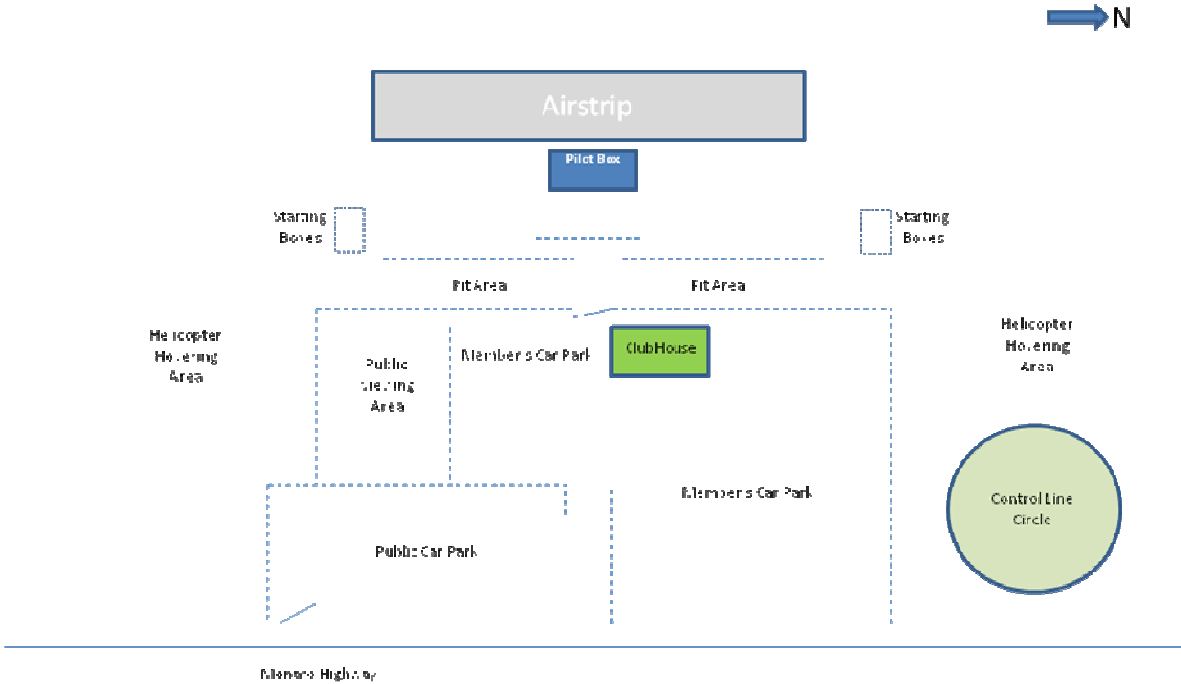


Diagram 2 – CMAC Flying Areas

