



Canberra Model Aircraft Club Inc (CMAC)

Flying Rules

Purpose

These Flying Rules are intended to provide a basis for the safe and enjoyable operation of radio controlled (R/C) and control line (C/L) models at the CMAC field by minimising the risk of injury to people and/or property.

Types of rules

The Club's Flying Rules are divided into three categories:

- 1) Mandatory Rules - to be observed at the CMAC field at all times;
- 2) Guidelines - to be observed when sharing CMAC facilities with other members or visitors; and
- 3) Good Practice - for aeromodellers.

Observance of rules

CMAC members and visitors are expected to observe these Flying Rules. The Management Committee may initiate disciplinary action against any member or visitor who persistently fails to comply with the Club's Flying Rules.

MANDATORY RULES (To be observed at all times)

1. Flying at the Club Field

a. CMAC members

Regular pilots must be current financial members of the Canberra Model Aircraft Club Inc (CMAC).

b. Visiting pilots

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.

c. Beginner pilots

Beginner pilots may have two days flying under the supervision of a CMAC member before joining CMAC. As required by MAAA policy, on each day the beginner must enter their name, the supervising CMAC member's name and the date in the Beginner Pilots Record, located in the Frequency Control Box (FCB).

2. Radios and frequency control

a. Frequency control procedure

All R/C flying operations, including helicopters and gliders, must observe frequency control procedures.

b. Frequency keys

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 carrying the user's name and transmitter frequency has first been placed in the appropriate slot in the frequency keyboard in the FCB.

In order to provide a ready check that Frequency Keys are correctly located in the Frequency Keyboard, pilots are to provide an individual Frequency Key for each channel which they wish to use. Under no circumstances should a Frequency Key be inserted in the frequency keyboard in a slot which does not correspond with the channel marked on the key. (Visitor Keys are available in the FCB for use by visitors, beginner pilots or forgetful members, if necessary.)

Under no circumstances is a Frequency Key to be removed from the frequency keyboard, by any person other than the owner of the key.

c. Transmitter location

All fixed wing radio controlled (R/C) model aircraft must be flown from the airstrip and controlled from the Pilot Area. For helicopter operations see Rule 3b.

When retrieving a model from the airstrip or elsewhere on the field, the controlling transmitter must remain in the Pilot Area until the model is recovered. (To avoid damage to servos, it is suggested that the transmitter remain switched 'on' until the model is recovered.)

d. Transmitter testing

All transmitters used by members or visitors at the CMAC 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, and provision of the test certificate upon request.

If the above requirements cannot be met by visitors, transmitter operation by a visitor at the field will be permitted for a period of up to 14 days on condition that satisfactory performance of the transmitter has first been demonstrated by use of a CMAC-endorsed field transmitter analyser.

e. Priority channels

CMAC gives absolute priority to the use of odd channel frequencies by members and visitors operating models at the Club's flying field.

f. Transmitter storage at the CMAC field

Transmitters are to be turned off and placed in the FCB (transmitter pound), whenever the associated frequency key is not properly located in the frequency keyboard at the transmitter's frequency. (The frequency key should remain with the transmitter in the pound, for the information of other members.)

g. Transmitter antennas

In order to reduce the risk of overloading receivers in the Pit Area, transmitter antennas are not to be extended except at the Flight Line and in the Pilot Area.

3. Flying operations and flying areas

a. Fixed-wing aircraft

All fixed-wing radio controlled (R/C) aircraft must be flown from the airstrip and controlled from the Pilot Area (see Diagram on page 8). Gliders must be towed, winched or bungee launched as close to the airstrip as conditions permit, but must be controlled after launch from the Pilot Area.

b. Helicopters

All R/C helicopters must be flown from the airstrip and controlled from the Pilot Area (see Diagram on page 8). Helicopter pilots wishing to perform an extended hover (for example during training) may do so within the Control Line Circle, by arrangement with other pilots present.

Flying helicopters from the Pit Area to and from the Control Line Circle and/or the airstrip is prohibited.

c. Control-line aircraft

A Control Line Circle has been located at the south-eastern corner of the CMAC field and all Control Line (C/L) aircraft must be operated in this area.

d. Free flight aircraft

Free flight aircraft are prohibited at all times due to the close proximity of Canberra Airport and consequent height restrictions (Rule 3j refers).

e. Taxying

For safety reasons, taxying is not permitted in the Pit Area. Aircraft must be carried or wheeled to the Taxi Lanes. After landing, models may be taxied off the strip and down the Taxi Lanes.

f. Repairs on the airstrip

Engine tuning or aircraft repairs on the airstrip are prohibited. (Remove the model to either the Apron or the Pit Area for restarting and tuning).

g. Clear for take-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.

h. Take-off

A pilot may move onto the airstrip to control the model during take-off, but must then move promptly to the Pilot Area behind the Safety Barrier. (Pilots are encouraged to learn to take-off while standing behind the Safety Barrier.)

All take-offs are to be **along** the airstrip and **not across** the airstrip, except by prior arrangement with pilots currently flying.

i. Circuit

General flying is to be in a rectangular circuit (see Diagram on page 8), left-turning or right-turning as determined by the requirement to take-off and land into the wind along the airstrip. Pilots **must not** fly against the general traffic direction. (The circuit direction may be determined by agreement between pilots if there is no wind or when there is a cross wind.)

j. Out of bounds flying areas

Flying height is limited to 300 feet (90 metres) above ground level due to the proximity of Canberra Airport. **Always be on the look out for ('full size') aircraft flying over the field on approach to the airport and keep low in their presence.**

Flying to the east of the Flight Line - a north-south line running along the eastern side of the airstrip and extending out of sight in both directions - (see Diagram on page 8) **is strictly forbidden at all times.**

k. Aerobatics

Pilots performing Aerobatic manouvres (including hovering) are to have due regard to the safety of other aircraft.

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 on page 8).

l. Beat ups

Pilots intending to make a high-speed, low level pass over the airstrip must advise other pilots.

m. Odd performance aircraft

Pilots wishing to fly models (for example pylon racers or other high speed aircraft; hovering or other low speed aircraft) having performance that is substantially different from models already in the circuit must respect the rights of other pilots and seek clearance from other pilots **prior** to flying.

n. Dead stick

A pilot whose model experiences an engine failure should immediately call 'Dead Stick' to obtain landing priority. Other pilots **must** immediately give landing priority to the pilot of the 'Dead Stick' aircraft.

o. Landing

When preparing to land, each pilot must call 'Landing'. It is recommended that the pilot move out from behind the Safety Barrier to the edge of the airstrip to control the model during landing.

Landings have right of way ahead of take-offs.

p. Entering the airstrip

Anyone wanting to enter the airstrip (for purposes other than take-off) must seek clearance from pilots currently flying, before proceeding.

4. Aircraft

a. Civil Aviation Order (CAO) 95.21

Model aircraft are subject to the Commonwealth of Australia Air Navigation Regulations. The specific regulations for model aircraft are included in CAO 95.21. A copy of CAO 95.21 is on the Web at: http://www.wn.com.au/gol/hobbies/rennie/MAAA/annex_a.htm

b. MAAA MOP

The MAAA Manual of Procedures (MOP) deals with: Effects of CAO 95.21, Permits to Fly, Model Flying Areas and Model Flying Displays. (A copy of the MAAA MOP is in the shed at the field and on the Web at: <http://www.ozemail.com.au/~maaa2/rules.html>).

c. Flying weight

Aircraft over 7 kg in weight, including the weight of fuel, but less than 25 kg, require a special MAAA Permit issued by an authorised MAAA Inspector.

Aircraft exceeding 25 kg in weight, including weight of fuel, must not be operated without a current MAAA Permit to Fly and written permission for each flight.

Permission for each flight is obtained from the appropriate Director of a region of the Civil Aviation Safety Authority (CASA).

d. Mufflers

All models (including C/L aircraft) equipped with internal combustion engines 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.

GUIDELINES (To be observed when sharing CMAC facilities with other members or visitors)

Frequency keys

When a member (or visitor) completes a flight and does not propose to resume flying immediately, their transmitter should be switched off, placed in the Frequency Control Box and the Frequency Key removed from the frequency keyboard.

It is good practice to leave the Frequency Key with the transmitter, for the information of other Pilots.

Engine running in the Pit Area

Prolonged running of an engine in the Pit Area is discouraged.

Anyone wishing to perform extended tuning or running, is to ensure that this is done well away from other models and people in, or adjacent to, the Pit Area.

Prop wash

When warming-up or adjusting motors in the Pit Area, care should be exercised to ensure that dust, smoke or oil does not blow onto other models or people.

Restraints

The use of aircraft restraint systems (such as wheel chocks) in the Pit Area is strongly encouraged.

Litter

Please do not litter the area in any way. Please place litter in the bins provided.

Crash debris

If a model is crashed, please pick up and remove all the pieces.

Plastic bags for collecting debris are available in the shed.

Rubber bands

Please **do not** leave old rubber bands lying about as they are dangerous to grazing sheep.

GOOD PRACTICE (For aeromodellers)

Flying practice

When flying, pilots are encouraged to stand facing west and keep 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.

Paperwork

Please keep all important paper work (such as these Flying Rules, your current MAAA membership card, Club receipt and transmitter clearance certificates) in a readily accessible, safe place. Please seek the assistance of one of the committee members if you have any queries about the Club's Flying Rules or other paperwork. A fee may be charged by the MAAA to replace lost documents.

Running-in engines

Please ensure an engine is well run-in before it is flown in a model as this will avoid the need for prolonged running or tuning at the field. It will also reduce the possibility of a 'Dead Stick' on test flights!

Setting up radio transmitters and receivers

Radio transmitters and receivers should be set up at home to avoid extensive use of the frequency at the field when others are waiting to fly.

Recommended radio channels

While channels in the 29MHz and 40MHz bands continue to be available for use by model aircraft, they are also available for other spectrum users. Channels in the 36MHz band are reserved for exclusive use by radio controlled model aircraft and boats and are therefore recommended.

Radios with multi-model memories

The use of computer radios with multi-model memories is recommended as such equipment makes it practical for a modeller to restrict his/her operations to a single channel. Having a smaller number of radios in use makes it easier to manage frequencies and flying operations at the flying field, and also reduces waiting time between flights on busy flying days.

REMEMBER - SAFE FLYING IS NO ACCIDENT!

Diagram of Canberra Model Aircraft Club Inc (CMAC) Flying Field

