

CONSTELLATION MODEL FLYING CLUB INC.

FLYING FIELD POLICY

USE OF CMFC FIELD BY NON-MEMBERS

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. Of course, the common courtesies which should be given when you are present on someone else's property are expected.

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 visitor per month.

All intending flyers must demonstrate that they are covered by insurance. Generally all that is necessary is to give evidence of current M.A.A.A. Membership.

Any *bona fide* interstate visitor is allowed to use the field at all times when other CMFC members are present, provided that he has sought and received permission from any Club Executive Officer and identifies himself to other CMFC members at the field.

On open competition days, all 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.

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 will determine the arrangement.

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

FLIGHT PATTERN

The Club's normal flight pattern is left-hand circuits in an oblong configuration, with the upwind lap being nearest to the operator. The operator is to stand at the flight line. Flying over the car park, the pits and the playground area is forbidden. The take-off runway is to be positioned to avoid this situation.

Under certain wind conditions the Safety Officer may declare that right hand circuits will apply.

FLYING TIMES

The flying of powered models on Sunday mornings must not commence before 9.00am and on all other mornings power flying must not commence before 8.00am.

GLIDER FLYING

Unpowered models are to be flown on the non-active area of the field. This is usually between the flightline and the shed.

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FLYING ABOVE 300 FEET

This is not permitted unless permission has been granted by the Air Traffic Controller at Edinburgh. Permission can be sought by ringing the R.A.A.F on telephone 8258 2222 and making a polite request for clearance to 1000 feet.

SAFETY

The Club regards safe flying practices as being of utmost importance. Safety Officers have been appointed and Club Members are obliged to observe any direction given by these officers in any matter relating to safety. In the absence of any Safety Officer, any Member of the Executive Committee has equivalent authority.

Any Club Member not obeying any reasonable request of a Safety Officer may be asked to explain to the Executive Committee why he should not be expelled under the power provided by Clause 4 Subclause 10 of the Club's Constitution.

There must be no flying:

- (1) Over the pits
- (2) Over the car park or shed
- (3) Over the playground
- (4) closer than 30 metres from any person not being an operator.

Persons who are not registered aero modelers are not permitted in the pit area or at the flight line. Spectators must remain behind the barrier erected near the pit area, or if no barrier is erected, then not closer than 50 metres from the pit area. The consumption of alcohol by any pilot during or within a reasonable period prior to any flying session is absolutely prohibited.

CONTROL OF LARGE MODELS

All models which have a motor with a displacement capacity of 25cc or greater must be held by a second person or the model must be securely restrained from forward movement by tethering the tail before any attempt is made to start the motor.

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. You should make sure that the toilet block is locked the sheds are locked and the gate is also locked.

To ensure that we do not waste water you **MUST** also check that the tap beside the shed 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 when the adjoining property Owner resumes his pumping.

No motor vehicle is permitted to be driven on the field as considerable effort has been put into developing an even surface. The passage of vehicles is considered to be damaging to the field.

There are speed limits displayed beside the entrance roadway and in the interest of safety, every person entering our property is obliged to observe these limits.

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 authorised 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 our authorised groundsman, 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 obliged to attend these occasions. Frequent unexplained absences from working bees will be regarded as lacking in clubmanship.

NOISE OF MODELS

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 the model and at a location at 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. See sketch below. 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 rest.

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 97dbA or less. Any Member who flies a model which has been tested and measured at 99dbA or more (and has not since had the model retested as above) will be required to appear before the Committee and justify why Clause 4 Subclause 10 of the Club's Constitution should not be applied to him. 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.

PROCEDURE TO BE FOLLOWED BEFORE COMMENCING TO OPERATE A RADIO CONTROLLED MODEL AIRCRAFT ON A WEEK DAY

- 1.. Before flying: advise the EDINBURGH control tower that you wish to operate a radio control model.
- 2.. Request only the limit you require. Do not ask for 1000ft if not going to use it.
- 3.. Answer every phone call and if the control tower withdraws permission to fly to 300ft, bring all models down immediately.
- 4.. Advise the control tower if you are going to take an extend break.
Request permission to fly again at the end of the break.
- 5.. Advise the control tower when you cease flying for the day.
- 6.. Record all entries in the book provided.
- 7.. Record all incidents of aircraft that would overfly the field.

ON WEEKENDS.

Unless the club has applied for, and been granted prior permission to fly to 1000ft, all radio controlled model flying is restricted to 300ft, provided there are no aircraft that can overfly the field.

This will restrict the activities of modelers with OLDTIMERS, GLIDERS and any other model that requires more than 300ft to safely operate in.

At no time, is any person to intentionally operate a model above 300ft without permission.

FREQUENCY CONTROL

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

All transmitters must be placed on the trolley when not in use.

When removing your transmitter from the trolley, your key must immediately be placed in the correct slot on the frequency Control board.

After you have completed your flight, you must return your transmitter to the trolley, remove your frequency key and hang it on your transmitter.

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

The width of your key denotes the bandwidth of your transmitter. 1"=10 khz. 2"=20khz. 3"=30 khz. 4"= transmitter has not been checked or has been checked and WILL NOT COME BELOW 30khz.

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 authorised testers enquire to the Club Secretary.

A 4"key may be used temporarily until the testing can be arranged, but only on a short term basis (approx. 2 weeks).

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

The frequencies provided for on the FREQUENCY CONTROL BOARD are THE ONLY LEGAL FREQUENCIES.

You must NOT use other frequencies at CONSTELLATION'S field (or anywhere else for that matter).

THE USE OF ILLEGAL FREQUENCIES WILL VOID YOUR INSURANCE.