

## **INTRODUCTION**

The first aim of our club Constitution is: “The promotion and encouragement of model aircraft building and model aircraft flying in all its aspects.” While these rules encourage this aim, the operation of model aeroplanes is inherently dangerous; therefore, **safety is always a paramount consideration.**

## **CLUB AREA APPROVAL**

CMFC has CASA approval to operate model aircraft at our field. This Area Approval is displayed in the club room, at the field. All members are expected to read and become familiar with this approval document, especially SCHEDULE 1 Conditions.

The Club flying area is shown at Appendix 1.<sup>1</sup>

All operations are limited to a maximum of 400 feet above ground level. To operate above this level the club must apply for and obtain written approval from both RAAF Base Edinburgh and MAAA.

**Club members MUST NOT contact Edinburgh Air Traffic Control at any time by telephone.**

## **MAAA REGULATIONS**

All members are encouraged to access and read all relevant MOP documents available from the MAAA or MASA website, in particular:

### **MAAA**

MOP 014 General Model Rules.

MOP 015 Heavy Model Aircraft Inspection and Operation Procedure.<sup>2</sup>

MOP 019 Display Procedures.

MOP 055 Alcohol Drugs and Medical Conditions.

MOP 056 Safe Flying Code.

MOP 063 Dogs at Flying Fields.

MOP 065 Policy RPAS.

MOP 066 FPV and SGMA Policy.

### **MASA**

MAP05 Code of Practice for the Operation of Model Aircraft during the Fire Danger Season.<sup>3</sup>

These documents can also be found in the clubroom.

---

<sup>1</sup> Version 5.1 Map changed.

<sup>2</sup> Version 5 – MOP 15 added.

<sup>3</sup> Version 5.2 MAP added.

**SAFETY**

The Club regards safe flying practices as being of utmost importance. All members are expected to keep up to date with current rules, either written, or issued verbally when hazards are identified which necessitate immediate update of the rules, by a current official of the club, pending amendment of these written rules. Any member becoming aware of an unsafe practice will take immediate action to ensure that it ceases, and, if necessary, report the matter to the club Executive Committee. **It is a requirement that members comply with all club rules; failure to do so may result in both disciplinary action being taken against a member and render their MAAA insurance invalid.**<sup>4</sup>

**UNANNOUNCED CIVIL OR MILITARY AIRCRAFT OVERFLYING THE FIELD.**<sup>5</sup>

The first member to observe a manned aircraft approaching the field will call "Aircraft" and all other members will relay the "Aircraft" call. Pilots flying will immediately descend to a safe altitude or land until the conflict is clear.

**FIRE POLICY.**<sup>6</sup>

A fire may be caused by several reasons on club property or surrounding areas and members must decide if they can fight the fire with club equipment or call for MFS/CFS backup and evacuate the area to a safe location.<sup>7</sup> Prevailing weather conditions, such as high temperatures and wind speeds, and the location of the fire must be considered when making this decision. Member personal safety must remain a paramount consideration.

A fire cart is situated in the pits equipped with extinguishers and sand buckets. It should be used to tackle fires in the carpark, pits, club buildings and the runways. Uncontrolled fires and **All** grass fires must be reported immediately to 000 (Refer to the information card located at the telephone points).<sup>8</sup> If the fire is located near the Brown house, or moving in that direction, contact the owner, as instructed on the information card.

**FIRE DANGER SEASON.**<sup>9</sup>

Constellation Model Flying Club has adopted all the recommendations contained in MASA MAP05, Code of Practice for the Operation of Model Aircraft during the Fire Danger Season.

**On TOTAL FIRE BAN DAYS, a NO-FLY POLICY applies at the club. The flying of all types of models is not permitted. The field is in the Mount Lofty Ranges fire ban area.**

On all other days **during the fire danger season**, pilots should **assess the fire risk before flying** and the following factors must be considered.

- Ongoing fires in the surrounding areas – check the Alert SA phone app.
- Ambient temperature.
- Wind speed and direction.
- Forecast wind changes.
- Type of aircraft to be flown.

---

<sup>4</sup> Version 5.2 – Addition to safety para.

<sup>5</sup> Version 5 – New Section - Procedures manned aircraft in vicinity.

<sup>6</sup> Version 5 – New Section - Procedure in event of fire.

<sup>7</sup> Version 5.1 – Evacuate if necessary.

<sup>8</sup> Version 5.1 – Call 000.

<sup>9</sup> Version 5.2 – Fire Danger Season New section.

- Ground conditions at the field (e.g., long grass or vegetation), including pits, runways and outfield and the surface of surrounding properties.
- Availability of firefighting equipment and other people (members) to assist with fire suppression.

**MEMBER RESPONSIBILITIES.**

Any Club Member not obeying any reasonable request regarding safety, from a Club official or club member may be asked to explain to the Executive Committee why he or she should not be subject to appropriate disciplinary measures i.e.

1. Verbal warning.
2. Written warning.
3. Suspension of membership.
4. Expulsion from the club.
5. In the case of deliberate and exceptional breach of club policy expulsion from the club and recommendation for expulsion from M.A.A.A.

Only pilots with a MAAA wings accreditation are permitted to fly solo at the CMFC field. All trainee pilots who have been authorized to practice solo flying by an accredited instructor shall do so under the supervision of an instructor/club assistant instructor or a gold wings member.

The club recommends that a minimum of two club members are present when flying is in progress. Accidents happen and if you are on your own and injured you may be unable to call for assistance.

Persons who are not registered aero modellers are not permitted in the pit area or at the flight line unless under the direct supervision of a current member of the club. Spectators must remain behind the safety fence erected between the public area and the pits area.

The consumption of alcohol by any pilot during or within a reasonable period prior to any flying session is absolutely prohibited.

Aircraft may be assembled on the tables provided in the public area and then moved to the pits.

**Electric Powered models MUST not be armed or the motor run in the public area and models with an internal combustion engine MUST not be started or run in the public area.** Use of the engine test stand is the only exception to this rule.

All models capable of rolling forward must be restrained in an appropriate manner before any attempt is made to start the engine or arm the motor. It is recommended that when starting the engine, and/or conducting engine run ups, this should be done at a distance of at least 7 metres from the fence line to avoid a wayward prop hitting other people in the pits.

Electric powered models should be treated in the same manner as gas/glow powered aircraft, when arming they should be suitably restrained and when moving to and from the flight line the aircraft should be treated as if the propeller is rotating until disarmed.

Test running an internal combustion or electric motor should be done within normal operating areas, unless using the engine test stand, clear of people to reduce the risk of prop failures striking anyone.

Except for Jets and large/heavy models, taxiing a model under its own power to and from the pits area to the flight line is not permitted at any time. Models will either be carried by the pilot or helper or, if the model is large or heavy, it may be rolled on its wheels by the pilot or helper by holding the tail, with the engine at idle power.

Jets and large/heavy models using the concrete starting pad, at the eastern end of the pits, may, after starting, or arming the motor, taxi for departure, under their own power due east from the pad to enter the north/south runway prior to take off, provided this area is clear of people. They must cross the 10-metre safety line before taxiing to the take-off runway, only Jets may taxi back using the same departure pathway and only if clear of people.

### **FIELD MAINTENANCE.**

Mowing of the flying field is usually carried out weekly on Thursday mornings; however, occasionally mowing may take place on other days.

Mowing and other maintenance takes priority over flying.

Flying is not permitted during mowing or maintenance operations.

### **OUT OF BOUNDS.**

Aircraft must not be deliberately flown over the following areas:

The area between the pilot flight line and the 10-metre safety line marking the edge of the runways.

The pits.

The brown coloured house and all outbuilding and sheds associated with the house to the southwest of the field, or any greenhouses on adjacent land.<sup>10</sup>

Club drive from Brooks Road to the club carpark.<sup>11</sup>

The public area comprising: -

The clubroom: Tractor Shed; toilets; and carpark.

The public viewing area to the north of the safety fence.

All land outside the club flying area.<sup>12</sup>

### **FLIGHT PATTERN and OPERATIONS RULES.**

The Flight pattern is determined by the prevailing wind direction.

---

<sup>10</sup> Version 5 – Additional No Fly areas defined.

<sup>11</sup> Version 5 – Glider ops over Driveway removed.

<sup>12</sup> Version 5.1 – No fly zones.

All aircraft will take-off and land into wind using the most appropriate runway, including the north-south runway. This will be the “duty runway”. **All turns, after take-off, will be made away from the pits and the public area**, this turn (left or right) will determine the circuit direction to be used by all pilots, for the runway in use. Changes to the circuit direction will be agreed to by all pilots flying and they will take appropriate action to conform to the new circuit pattern.

When the north-south runway is in use sun glare may be a problem and pilots may elect to operate in a left or right-hand pattern to the south of the east-west runway, ensuring that they do not conflict with aircraft operating from the duty runway and all pilots flying agree.

All aircraft will take off and land from the runway beyond the 10-metre safety line. Where a model must be hand launched the pilot or helper will enter the runway to a point past the 10-metre line before launching the model. Flying models behind the flight line is not permitted other than gliders as detailed below.

All pilots must stand close to the windsock **behind the safety fence**<sup>13</sup>, on the flight line, parallel to the runway, outbound from the windsock, and be able to communicate their intentions to each other. Pilots flying multi rotors from the dedicated rotary wing and control line site are exempt from this rule.

Gliders returning for a landing have priority over powered aircraft in the circuit area.

The paddock to the north of our land can generate considerable thermal lift. Except for circuit traffic operating on the north/south runway, only gliders may operate over this land. When transiting to this area gliders must track over the north/south runway or the land to the east of this runway remaining, clear of all no-fly zones. **Operations over the entrance drive is NOT PERMITTED.**<sup>14</sup>

Every effort should be made to fly powered models within the boundaries of club owned land.<sup>15</sup> However, when the north-south runway is in use, safe operation of models making a climbing turn after take-off and a descending turn prior to landing may necessitate crossing the field boundaries. Similarly, a 50-metre buffer zone south of the field is available for large and fast models using the east/west runway. Neighbouring property owners, to the north and south of our land,<sup>16</sup> have given their consent for these overflights. We do not have permission from landowners to the east of our field: club members must not overfly their land.<sup>17</sup> **CASA regulations state that models must not fly within 30 metres of any person or populous area, therefore, if any person is observed in the overfly areas members must comply with this rule and fly their models accordingly.**<sup>18</sup>

Heavy and Jet models are subject to the requirements of MAAA MOP 015 - HEAVY MODEL AIRCRAFT INSPECTION AND OPERATION PROCEDURE. Models greater than 25 kgs are classed as Giant models and are subject to additional requirements, specified in this MOP, over smaller heavy models. Members with models weighing between 7 kgs and 150 kgs are responsible for compliance with this MOP.<sup>19</sup>

---

<sup>13</sup> Version 5.2 – Safety Fence

<sup>14</sup> Version 5.1 – Glider ops to north of field.

<sup>15</sup> Version 5.1 – Amended words.

<sup>16</sup> Version 5 – Overfly areas defined.

<sup>17</sup> Version 5 – Out of bounds to east of field.

<sup>18</sup> Version 5 – Club procedure re. flying within 30 metres of people.

<sup>19</sup> Version 5 – Giant Models.

Flight areas are shown at Appendix 2.<sup>20</sup>

### **FPV and MULTI ROTOR OPERATIONS.**

CMFC policy stipulates that FPV's can only be operated when **NO** other aircraft are operating from the Flight line. All non FPV quad/tri/hex copter aircraft will only be flown from the rotor area of the field (as depicted on Appendix 2 at the end of this document).<sup>21</sup>

### **FREQUENCY CONTROL BOARD AND TRANSMITTER POUND.**

The Club has a Frequency Control Board, located in the small wooden shelter accessed from the pit area, and when two or more flyers are present at the field operating a radio system on any frequency other than 2.4 Ghz, 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, a club official will determine the arrangement. All transmitters not on 2.4 Ghz. and not in immediate use must be switched off, aerial down, placed in the transmitter pound and the frequency control key removed from the board.

### **MODEL DISPLAYS.**

Model Display flying will adhere to MAAA MOP 019 – DISPLAY PROCEDURES.

A Flightline Director (FLD) and Safety officer (SO) will be appointed for the display.

Display pilots are required to attend a pre-display briefing given by the FLD. They will be briefed on the requirements of our CASA area approval, club flying rules and the limits of the flying display area. This will include the requirement for ALL models to remain at least 30 meters from spectators and visitor vehicle parking.

The Display flight area is south of the east-west runway and well separated from all public areas (as depicted on Appendix 3. at the end of this document). The north/south runway will not be used for displays.<sup>22</sup>

Pilots and crew on the flight line will wear Yellow Hi vis safety vests. The FLD and the SO will be identified by different coloured Hi-Viz vests.<sup>23</sup>

Club marshals will meet visitors at the entrance gate, direct them to visitor parking and instruct them to remain inside the public area, marked with rope bunting, for their own safety. Additional signage "Public not permitted past this point" will be attached along the bunting line.<sup>24</sup>

General club flying is NOT PERMITTED during a model display.

### **FLY NEIGHBOURLY POLICY AND FLYING TIMES.**

The CASA Area Approval permits CMFC members to fly during daylight hours on any day of the week. However, to reduce the noise impact to neighbouring properties, powered model flying will

---

<sup>20</sup> Version 5.1 – Operating Areas diagram added.

<sup>21</sup> Version 5 – Rotor area.

<sup>22</sup> Version 5.1 – Display area amended. Diagram added and renumbered.

<sup>23</sup> Version 5 – Displays Identification of Officials.

<sup>24</sup> Version 5 – Displays - Entrance Road/visitor management.

not commence before 8.00 am Monday to Saturday and before 9.00 am on Sundays. Gliders and quiet electric models may be flown from 8am on Sundays.

**DAILY PRE-FLYING PROCEDURES.**

Before flying begins the Club room, equipment shed, and toilets will be unlocked. The first aid kit and red flag will be positioned at the external telephone box which will be unlocked. The Fire cart will be positioned in the pits area.<sup>25</sup>

**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 equipment normally stored in the shed is put away securely, including the fire cart. Ensure the toilet block and buildings are locked; first aid kit and flag returned to the club rooms; the telephone box and entrance gate locked.

Considerable effort has been made to develop the flying field with an even surface. Therefore, to prevent damage to this surface motor vehicles are not permitted to be driven on the field without permission from a club official.

A 20 km/h speed limit exists for vehicles on club property.

**USE OF THE TRACTOR AND RIDE ON MOWER.**

The Club owns a Tractor and a Ride on Mower. Only authorised members are permitted to operate these vehicles.

**WATERING.**

This is under the control of our authorised groundsman.

**WORKING BEES.**

From time to time the Club may call a working bee to undertake improvements to club facilities and all members are expected, where able, to assist.

**MODEL NOISE.**

All aircraft should have an appropriate muffler fitted and any pilot with an aircraft deemed to be louder than is appropriate for that airframe may be asked to adjust it to reduce the noise to an acceptable level.

A base acceptable noise level is a maximum of 98db when measured from 1 metre above ground level 3 metres from the propeller with the aircraft on the ground.

**VISITOR POLICY.**

---

<sup>25</sup> Version 5.1 – Fire cart instructions added.

Visitors are very welcome to come to our field, but we do have certain conditions which must be adhered to before a non-member can fly a model at the field. Visitors are expected to observe common courtesies when present at our field.

All flying visitors must be invited by a current financial CMFC Member, who must also be present. The CMFC member must sign in their Guest in the visitor's register, which is kept in the club room. Each CMFC Member is only permitted to invite one visitor per month. Each visitor can fly on 3 separate occasions before being expected to join as a member.

All visiting flyers must demonstrate that they are covered by insurance. Generally, all that is necessary is to give evidence of current MAAA Membership.

Any bona fide interstate visitor may use the field when other CMFC members are present, provided that the visitor has sought and received permission from any Club Executive Officer and identifies themselves to CMFC members at the field. On open competition days, all registered aero modellers are welcome to take part in the event. All flyers using the CMFC field are expected to observe MAAA/MASA safe practices, CASA Area approval requirements, the rules contained in this document and obey directions of Club Safety officers.

**DEFINITIONS**

- CASA: Civil Aviation Safety Authority.
- CMFC: Constellation Model Fling Club Inc.
- MAAA Model Aeronautical Association of Australia.

Appendix 1. Club Flying area.<sup>26</sup> Field Location: **338 Brooks Road, Waterloo Corner SA 5110.**

GPS coordinates: **S34 42.3 E138 32.2**

---

<sup>26</sup> Version 5.1 – New diagram.





Appendix 2. Operating Zones.<sup>27</sup>



Appendix 3. Flying Display area.<sup>28</sup>

<sup>27</sup> Version 5.1 – New diagram.

<sup>28</sup> Version 5 – New diagram.

