

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 a paramount consideration at all times.**

MAAA REGULATIONS

We encourage all members to access and read all relevant MOP documents available from the MAAA website, in particular:

MOP 014 General Model Rules

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

These documents can also be found in the clubroom.

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.

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 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.

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 are 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 direct supervision of a current member of the club. Spectators must remain behind the barrier erected near the pit 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. 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 held by a second person or the model must be securely restrained from forward movement by mechanical means before any attempt is made to start the engine. It is recommended that when starting the engine 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.

Taxying a model under its own power to and from the flight line is not permitted at any time.

Models will either be carried by the pilot or a 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 using the concrete starting pad, at the eastern end of the pits, may, after starting, taxi 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.

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 position on the flight line, where the pilots stand, and the 10 metre safety line that marks the edge of the runways.

The pits

The property to the south of the field boundary, especially the brown coloured house

The public area comprising:-

The clubroom

The Shed

The toilets

The carpark

The public viewing to the area north of the safety fence

Aircraft may not operate continuously over the entrance road that runs from the gate to the edge of the north/south runway; however, they may cross this road, at a safe height, when transiting from one area of operation to another.

These areas are depicted on Diagrams at the end of this document.

FLIGHT PATTERN

The Flight pattern is determined by the prevailing wind direction.

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, provided 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 has to be hand launched the pilot or helper will enter the runway to a point past the 10 metre line before launching the model.

All pilots must stand close to the windsock, on the flight line, parallel to the runway, outbound from the windsock, and be able to communicate their intentions to each other. Pilots flying helicopters or multi rotors from the dedicated rotary wing and control line site are exempt from this rule.

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

Every effort should be made to fly within the boundaries of the field.

FPV and MULTI ROTOR OPERATIONS

CASA and MAAA regulations are currently being reviewed and until these amended regulations are published, 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.

CLUB AREA APPROVAL

CMFC has a CASA approval to operate model aircraft at our field. This 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.

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 MAAA and RAAF Base Edinburgh.

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

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.

FLYING TIMES

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

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.

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 the toilet block is closed; sheds are locked; first aid kit and flag returned to the club rooms; the telephone and battery charging steel boxes locked and the 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

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 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 modellers 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.

DEFINITIONS

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



