

# Rotorua Model Aircraft Club (inc.)



## Flying & Safety Procedures Manual



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## **FLYING RULES**

FR1. All persons Flying model aircraft at the RMAC flying site are to adhere to these rules.

FR2. MFNZ Rules, Regulations and Codes of Practice published by MFNZ and CAA rules MUST be adhered to.

FR3. It is conditional that to fly at a flying site controlled by the club, members shall participate in a safety induction process as approved by the committee, with the Club Captain / Safety Officer or a Deputy Safety Officer.

FR4 .. Adherence to Civil Aviation CAR Part 101 MFNZ CAR Part 102 in so far as uncontrolled aerodromes within 4Km rules apply.

FR5. All Fliers regardless of flying discipline must be prepared to accept direction from the Club Captain / Safety Officer, Deputy Safety Officer , Instructor or if unavailable, any committee member when it is felt that some action is required for the safety and benefit of the majority. Any flier aggrieved by such action may make a written submission to the committee within 7 days.

FR6. The club reserves the right to disallow any flier from flying at the club site if it is believed that any part of that flier's equipment is sub standard such that it may adversely affect safety

## **FLIGHT SAFETY**

FS1. All flights must comply with CAA Rule part 101 & 102 and any other CAA requirements for the meantime being in force.

FS2. All flights must comply with MFNZ rules.

FS3. Maximum flight altitude is 400 feet Above Ground Level (AGL)

FS4. All fliers are to remain clear of full-size aircraft at all times, as required by CAA rule part 101,102 and 71.

FS5. NO FLY Areas are marked on the flying field map (located on site). Flying over spectators, car park and pits area are expressly FORBIDDEN. In addition, flying over the DOC Car Park to the North West is FORBIDDEN.

FS6. Aircraft flying is to be east of the flying line at all times. Pilots finding themselves behind that line shall return immediately to the eastern side. This line extends 500m beyond the North end of the strip and 100m beyond the South end of the strip providing that there is no activity in the Control Line, Helicopter, Drone area and the aircraft is above normal circuit height. (Refer to the Flight map) Note the Heli / drone flying areas which exclude fixed wing operation.

FS7. No flier shall fly in a careless, reckless or dangerous manner at any time.

FS8. A maximum of 5 fixed winged aircraft, 2 helicopters or four drones flying at one time are permitted in the designated areas.

FS9. All pilots are to call intentions to other fliers particularly for take off and landing.

FS10. Prior to entry on to the runway fliers shall advise other fliers currently flying AND receive approval before entering.

FS11. A MFNZ Wings badge or MFNZ qualified observer shall be used.

FS12. An observer holding the appropriate wings badge must be in attendance with a student if undertaking solo practice authorized by his or her club instructor.

FS13. Fliers may enter the runway for take off or aircraft removal with the express approval from any fliers currently flying, if they wish.

FS14. All fliers must aspire to attaining the relevant wings badge as soon as practicable. (Required by MFNZ rules)

FS15. All radio controlled aircraft fliers must carry out a range check prior to the first flight of the day and must repeat this after any crash where any damage is such that will allow an aircraft to return to flight that day.

FS16. Aircraft that are 'dead stick' have priority on landing and other fliers shall remain clear of the approach to allow same.

FS17. Fliers landing shall call "landing"

FS18. All fliers shall stand close enough to be able to communicate with others flying.

## **GENERAL FLIGHT SECTION**

GFS1. All fliers shall stand in the inside the 'designated BOX' when flying. (Refer to Flying Field Map)

GFS2. The designated area (BOX) will be approximately in the centre (left to right) of the runway length. (Approx. opposite the tower building)

GFS3. The designated area (BOX) may have one number at each end or grass markings to indicate where to stand. A wind indication device may be used at or near the flying box.

*GFS 4 – 5 removed.*

*GFS6. Moved to flight safety*

*GFS7. Moved to flight safety*

*GFS8. . Moved to flight safety*

GFS9. All helicopter / Drone fliers shall stand in the 'designated Helicopter BOX' when flying in the designated helicopter area. (Refer to Flying Field map)

*GFS10. Deleted no longer applicable*

GFS11. The Club Captain or deputy safety officer may from time to time permit helicopter / drone flying in the fixed wing circuit.

GFS12. Helicopters / Drones are not permitted to hover from the pits area to the designated flight line.

GFS13. No person shall fly any aircraft of any type inside the safety zone area.  
(Refer to map on site for details)

## GROUND SAFETY

GS1. Prior to engine start, for Glow fuelled, petrol engines and turbines: pilots must ensure that all models are effectively restrained, and with the prop not facing nor edge on to spectators, other fliers, parked cars and other models.

Electric models and non-throttle controlled fuel engines must not be started in the pits and must be secured prior to arming and started forward of the run up line.

A table to be shared may be positioned in front of the runup line for the installation of motor batteries and the starting of non throttle controlled aircraft.

Motor batteries shall not be connected while in the pits. Batteries may be physically fitted but not connected (plugged in) while in the pits. Motor batteries are to be physically disconnected prior to returning to the pits.

All run ups shall take place forward of the run up line.

Extreme care is to be taken to ensure there is no risk to any person in the run up area. To avoid conflict only one aircraft should be forward of the runup line at any time when motors and engines are live and running.

No aircraft shall be left forward of the run up line and all equipment to be returned to behind the forward pit line.

GS2. No engine run-ups are to be performed in the pit area. All run-ups shall be in front of the run up line or on the runway.

GS3 No longer applicable

GS4. Taxiing is permitted from the run-up line, provided that it is done in a responsible manner and is not pointed at any person ahead.

GS5. On landing and returning to pits:

All engines are to be turned off and motor batteries disarmed clear of the strip but within two meters of the flight line (non flying side), prior to returning to the pits.

There is to be no taxiing back to the pits.

GS6. No member shall taxi an aircraft which is pointing in the direction of any person such, that should the operator trip or a fault occur, it minimizes the risk of injury to any person.

GS7. Post Crash recovery procedure: In the event of a crashed model that requires entry into the flying area (East of the flightline for aircraft, and south of the Heli drone zone) all flying shall cease during recovery operation.

At the discretion of the Club Captain / Safety Officer or Deputy Safety officer flying may possibly be allowed to continue subject to the position of the recovery crew, such, that no risk exists or likely to exist to any person making the recovery including overhead flying.

Recovery teams must use the provided radios with at least one manned radio to remain at the tower area or similar.

GS8. All members and spectators not actively involved in the pits shall remain behind the audience line at all times.

GS9. All visitors are to be greeted and shown the safe areas and the no go areas.

Emergencies..

GS9. Fire extinguishers and sand buckets are on site located at the tower. Fire extinguishers are in the club house and in the container.

GS10. An AED is provided in the tower.

GS11. First aid kits are on site.



## **RADIO SECTION**

RS1. Only MFNZ/NZMAA approved frequencies are permitted at RMAC flying site.

RS2. The Peg system must be used, leaving your name peg when taking the frequency peg. (Excludes 2.4Ghz)

RS3.. Not applicable.

RS4. Do not take a peg from a flier, or off their radio without their permission. (Excludes 2.4Ghz)

RS5. Members are to be courteous in the use of frequency pegs. (Excludes 2.4Ghz)

RS6. The club may require evidence of a transmitter frequency check periodically. (Excludes 2.4Ghz)

RS7. 2.4GHz transmitters don't require frequency pegs.

## GENERAL

GR1. Dogs are permitted at the field, but must be on a lead and under control at all times.

GR2. Dogs are not permitted in the BBQ/Food preparation area.

GR3. Dog droppings must be removed from the field by the dog's owner.

GR4. Pilots are responsible for removing all litter from the field and make good any turf damage.

GR5. Car parking must only be carried out in the designated areas. (Refer to the flying field map)

GR6. Last departing flier is responsible for all club equipment that requires locking away also the locking of buildings and shutting and locking the gate.

GR7. *Removed*

GR8. *Now covered in FS12*

GR9. All new models, and those returning after major repairs, shall be checked against a safety checklist by a member of the safety team or their instructor prior to flight.

The safety officer may seek specialist assistance if required. Eg Heli, Drone, Turbine, Large Model.

GR10. All unknown new members and visitors shall demonstrate their flying competency to the Club Captain, Deputy safety officer, Instructor or if unavailable to a financial RMAC wings badge holder before being permitted to fly solo.

RMAC reserves the right to inspect the new member/visitor's wings badge and aircraft prior to flying.

GR11. No longer applicable

## **ENFORCEMENT SECTION**

1. All members and visiting pilots are subject to these rules.
2. All fliers not complying with these rules shall be approached by the Club Captain / Safety Officer or deputy Safety officer and requested to comply.
3. Any flier wilfully or deliberately ignoring the club flying rules will be required to cease flying by the Club Captain / Safety Officer, Deputy Safety officer or Instructor.
4. Any member whose conduct is not in compliance with the club rules or whose activities are such that concern exists regarding safety, that person or persons may be required to appear before the committee to offer any explanation they may wish to make. The committee shall determine what action shall be taken, if any.
5. Any member who has been dealt with in accordance the above flying safety rules and constitution shall have the right to appeal to a general meeting of members, whose majority decision shall be final.

