

Muswellbrook District Model Aero Sports Inc

Review of requirements for all persons using the MDMAS club field at 8640 New England Highway Muswellbrook.

1. We now have clearance to 1000ft 7 days a week and this height is to be strictly adhered to.
2. When anyone is flying above 400ft and less than the maximum 1000ft then there must be a designated spotter to watch for any aircraft activity in our area.
3. We can fly up to 2000ft maximum altitude on certain occasions, but CASA must be advised prior to this occurring.
4. Any model being flown above 1000ft up to the maximum 2000ft must be fitted with a telemetry system so the flyer knows the altitude of the model. This also applies to contests such as Old Timer and RC Glider etc.
5. All flyers must abide by the Club By Laws and Risk Assessments as well as the MAAA Manual of Procedures and CASA Regulation Part 101 sub parts A, B, C, and G. These can be downloaded or viewed online at and must be read by all members.
6. Anyone found to be in breach of any CASA Regulations could receive a large fine and the Club would likely lose the use of the flying field.
7. All club members should ensure these rules and regulations are adhered to.

Manual of Procedures. Every member should already have read this because when they sign the back of the MAAA Licence they are also signing to say that they have read and understand the MOP.

This is available on the MAAA website maaa.asn.au/mops.

The most relevant sections are: MOP001, MOP014, MOP042, MOP045, MOP049, MOP055, MOP056, and MOP058.

MUSWELLBROOK DISTRICT MODEL AERO SPORTS INCORPORATED

CLUB BY LAWS

Amended 18th July 2021

SECURITY

1. Last member to leave the field must see that the clubhouse and toilet block are locked and all doors secured. The gate must be locked and secured when leaving.
2. Gate and clubhouse keys are available to all members who may be required to pay a “ key deposit “. Members who lose their key(s) will be charged for replacements. Should a member resign from the club then when that member returns the key(s) the deposit will be refunded.

CONDUCT

1. All operations of model aircraft and rockets must be carried out in accordance with the Civil Aviation Safety Authority Regulations Part 101 subparts a, b, c, g and h.
2. All operations of model aircraft must be carried out in accordance with Model Aeronautical Association of Australia’s (MAAA) Manual Of Procedures.
3. No illegal drugs allowed on the field and their use will not be condoned.
4. No alcohol to be consumed before or during flying of models.
5. No vehicles are to be driven on designated flying areas.
6. Vehicles travelling to the Radio Control pit area on the far side of the runway must follow the mown track.
7. A maximum motor vehicle speed limit of 15kph must be observed on the field unless otherwise marked by signs.

SAFETY

1. Two persons should be in attendance when any model flying is carried out.
2. Suitable eye and hearing protection should be worn at all times when operating model aircraft.

3. No children to be allowed at the field at any time without adult supervision.
4. Spectators should be kept at a safe distance from any flying or model engine operations.
5. Any person flying will be responsible for safely carrying out their activity.
6. The access track should be kept as far from the end of the runway as the lease agreement will permit.
7. The mown runway should end a safe distance from the access track.
8. Signage shall be placed at the side of the access track before the runway to indicate that the driver must look for model aircraft landing, taking off or low flying before proceeding.
9. The area of the clubs lease agreement should be kept well mown to minimise the dry fuel load.
10. The provided fire blankets and fire extinguishers should be made available in the pit area prior to commencing flying each day.

CONTROL LINE FLYING RULES

1. Flying of control line models to be kept strictly to the designated circles on the field.
2. Any person in the designated control line layout area will take all due care not to walk on or entangle lines laid out and/or connected to a model.
3. All control systems shall be pull tested to the required standard set by the FAI/MAAA rules.
4. Prop wash from running engines should not be directed toward spectators or other flyers.
5. The flyer of any control line model is to be responsible for the correct and safe operation of their model and flying.

RADIO CONTROL FLYING RULES

1. Take off must be from the designated runway only.
2. Radio control models will only be flown on the 2.4Ghz frequency approved for model use.

3. New models must have a range check done before flying including range check with the motor running if it is an electric powered model.
4. All radio control models should have a range check done before flying each day, as well as after any repairs from a crash including a range check with the motor running if it is an electric powered model.
5. When the engine of a model is to be started the model must be suitably restrained by pegs in the ground or by being securely held by another modeller. The model could also be placed on the table provided which is fitted with a restraining device.
6. The modeller must move behind the engine/propeller, keeping well clear of the propeller arc, before removing the glow plug clip and tuning the engine.
7. The engine must not be started or restarted on the designated runway. The model shall be taken back to the pit area before being checked and restarted. Engines should only be checked or run up in the pit area.
8. Prop wash from running engines should not be directed toward spectators or other flyers.
9. When one or more models are to be flown above 400ft agl, there must be a designated spotter to watch for any approaching aircraft.
10. The spotter also should be monitoring the local Common Traffic Advisory Frequency (CTAF) with an air band radio when models are being flown above 400ft agl.
11. If a full size aircraft is observed approaching the model flying area all flyers must be directed to immediately and safely descend to below 400ft agl and land as soon as possible.
12. The spotter, in addition to monitoring full size aircraft, should watch for vehicles on the access track and advise flyers of any approaching traffic.
13. When a model aircraft is to be operated above 1000ft then CASA approval is needed. These models must be fitted with a

telemetry system which indicates to the pilot the altitude of the model to ensure there is no breach of the upper limit.

14. When a flyer is planning to move a model onto the runway for takeoff he/she must make it known to all those currently flying of this intention. He/she must not move onto the runway for takeoff until each person currently flying has acknowledged this notification.

15. A flyer must do a final check of all control functions immediately prior to taking off.

16. Flyers should check for motor vehicles on the access track before taking off, landing or doing a low fly past.

17. A flyer may stand on or near the runway for takeoff but then must move immediately to the pilots box for the duration of the flight. The pilots box can be marked out with orange cones and should be a safe distance from the runway.

18. Radio control models must not be flown over the car park or pit area.

19. Radio control models must not be flown over the highway, which is marked as a no fly zone on our map.

20. If a model suffers an engine failure while flying the pilot should immediately shout "dead stick" and set up for an emergency landing. On hearing this warning all others should ensure the runway and landing approach are clear of models and persons.

21. If loss of control of a model occurs the pilot should immediately shout "lost control". All those not flying should observe the models trajectory and warn anyone to move if they are likely to be hit.

22. To minimise the risk of an out of control model hitting a neighbouring residence radio control models should be flown within the designated boundaries shown on the map of our flying area.

23. To minimise the risk of an out of control model hitting a control line flyer or the clubhouse, radio control models flying over that general area should be at a sufficiently safe height.

24. When a flyer is planning to land a model onto the runway he/she must make it known to all those present of this intention.

Persons are not to approach the runway until this model has landed and is off the runway.

25. After landing the pilot must stop the engine at least 5 metres from the pit area. Electric models must also have the power source disconnected. The model can then be pushed or carried into the pit area.

26. If a model has crashed resulting in a fire it should be immediately covered with the fire blanket. Any surrounding fire should be extinguished with the fire extinguishers provided. If the fire persists then call 000 and advise the fire department of the situation and location.

27. There is to be no flying of electric powered, piston engine powered, jet turbine powered aircraft or rockets during periods of total fire ban.

28. Visitors wishing to fly need to sign the visitors register and show proof of MAAA membership. They should also show proof of their level of proficiency such as bronze, silver or gold wings. If they are unable to show a level of proficiency then a qualified club member should supervise them during setting up and flying.

FREE FLIGHT FLYING RULES

1. Flying to be limited to the designated area only.
2. Spectators to be requested to remain a safe distance from the models and flyers.
3. Prop wash from running engines should not be directed toward spectators or other flyers.
4. The flyer should stand within calling distance of the time keeper or helper.
5. The flyer must not launch the model towards spectators, buildings, motor vehicles or other persons.
6. The flyer should not leave toolbox, fuel or accessories on the designated area while a model is being retrieved.

7. The flyer is to be responsible for correct and safe operation and flying of their model.
8. Sailplane/glider towlines and bungee line location is to be indicated by a flexible shaft and red flag.
9. If using radio assist (dt system) then this must be on an MAAA approved frequency.

SAFE FLYING WARNING

In the interest of safety, offenders to these rules will be requested to stop flying immediately and remove themselves from any further flying for that day.

FIRST AID

1. A first aid kit is available in a storage box outside the clubhouse.
2. Any person making use of this first aid kit will be required to advise the committee. The committee will be responsible for ensuring replacement items are provided.
3. Any person requiring first aid will be directed to a first aider where possible.
4. When a major event is being held a certificated first aider should be on the flying field where practicable.
5. In the event of an injury occurring the committee is to be advised as soon as possible, in case a report or claim has to be made to the MAAA. The secretary shall ensure any and all reported injuries are recorded.