



Christchurch Model Aero Club Inc.

Willows Operating Procedures

Revision 2. Dated 22 Feb 2021

Revision 2. Dated 22 Feb 2021	1
Introduction	2
1) General Access and Use	2
2) Frequency Control	3
Frequency Peg Protocols	4
3) Maximum Height Restriction	4
4) Winch-launched Gliders	4
5) Power Fixed Wing Models	4
6) Power Rotary Wing Models (Helicopters and Multicopters)	5
7) Willows Stop Bank Pylon Site	5
8) First-Aid Box	5
9) Fire prevention	5
10) Priority Airspace Saturday and Sunday	5
11) Flying Zones	6
Free Flight / RC Vintage (Depending on wind direction)	6
Soaring	6
RC Power	6
Helicopters and Multicopters	6
12) Competition days	6
13) Competition times and postponements	6

Introduction

This document attempts to summarise the purely local rules and etiquette for all fliers at CMAC's Willows flying site.

These are a supplement to the MFNZ - Model Flying NZ regulations (i.e. not a replacement). All fliers should be familiar with those MFNZ regulations which are available on the MFNZ web site.

The overall principle when flying at the Willows is that you should never place yourself or any other person at risk when flying.

In addition to safety, courtesy and consideration for the Lease Holder, Environment Canterbury (ECAN), neighbours and fellow fliers should always be your highest priority.

The CMAC welcomes members of other MFNZ-affiliated clubs to visit our field to fly as visitors in accordance with these rules.

We especially welcome newcomers to the hobby who wish to learn to fly with our club. If they wish to continue after three training sessions, club membership will be required.

REMEMBER, the Willows is one of the best model-flying sites in the country, so please do not take any actions that may jeopardise this situation.

1) General Access and Use

- a. Our agreement with ECAN provides access **for CMAC current financial members** to the two paddocks adjacent to our clearly labelled entrance gate off Thompsons road during daylight hours 7 days a week.
- b. Flying Hours I.C. engines shall not be run for more than 60 seconds at a time before 9 am on any day. All I.C. power flying shall cease at 7 pm on any daylight saving day, otherwise 6 pm.
- c. Be prepared to show your MFNZ Membership Card and, if flying alone your Wings Badge. Help us protect this valuable facility by politely asking any flier who you do not recognise to do the same. If they don't cooperate or aren't members, please report the incident to a Committee member with as much information as possible (e.g. date and time, other members witnessing, offender's name, car type, registration, digital photo even. Yes, we're serious about this – the actions of some cowboy could easily cost us our flying site).
- d. Keep gates closed at all times the 'empty paddock' may not stay empty and you may not have seen those few sheep in the far corner.
- e. Use common sense to minimise vehicle damage to pasture, particularly in wet conditions. Drive along fence lines and park close to other cars.
- f. If you need to retrieve a model from an adjacent paddock please don't climb or force yourself through the fence. Use the gate or stiles.
- g. (Mainly for free flight) If you need to retrieve a model from across the landing strip then please clearly signal to the duty RC officer and keep at least 50 m clear of the ends of the strip when walking around it.
- h. Be a generally responsible visitor – don't leave even small bits of litter (tape, rubber bands, pieces of winch-line etc.) lying around - they can do bad things to sheep innards. Take the

- time to notify the club secretary if you are aware of any problems (e.g. sick animal, escaped stock, damaged fence or gate). His phone number is 021 02254347.
- i. Solo flying is a high-risk activity (particularly with large power models and winch-launched gliders) so be extra careful. You could lie bleeding or unconscious for a long time before being noticed, so at the very least have someone who knows exactly where you're going and when you're expected back. Much better not to do it if you can't take a mate though.
 - j. Make any non-flying visitors/spectators welcome, but also make them aware of dangers (particularly non-obvious ones like winch lines) and the importance of keeping a close watch on young children.
 - k. Members of other MFNZ-affiliated clubs are welcome to visit our field and fly as visitors provided they are accompanied by a CMAC Member and comply with our safety rules. The CMAC member is responsible for providing a safety briefing. If they wish to fly regularly, defined as monthly or more frequently, they will be expected to join the club.
 - l. Visitors who do not belong to an MFNZ-affiliated club may fly at the club Willows field under supervision by a CMAC member for a maximum of three occasions, after which they are required to either join CMAC or another NZMAA-affiliated club.
 - m. Overseas visitors and contest competitors will be required to notify both the Model Flying NZ and the CMAC secretary of their intention to fly at the CMAC Willows site or any other local sites sanctioned by CMAC / MFNZ to allow full insurance cover to be implemented. Proof of appropriate overseas affiliations and qualification/achievement must also be furnished to the above contacts. All other visitor rules apply
 - n. There is to be NO vehicles or parking within the pits area. A minimum distance of 2m must be maintained between any parked cars and the pits area.

2) Frequency Control

The Frequency Control Board fixed to the Container is the single frequency control system covering all the Willows sites.

There are no exceptions to these rules and no excuses for not obeying them. Proper use of the Personal Peg is essential so you can be readily tracked down if someone else on the same frequency turns up.

At this stage, we do not require transmitters to be kept in a pound, and if members do rigidly obey the above rule we can continue to avoid that extra inconvenience.

- a. All transmitters other than those operating on 2.4GHz in use at the Willows must display the official frequency peg from the control board Pilots must always take the appropriate Frequency Peg and replace it with their 'Personal Peg' **before** even getting their transmitter out of the car (let alone turning it on!).
- b. Mandatory information to be printed on the peg must include Name & Contact number. Channel number &/or frequency may be included if desired.
- c. Although there may be a long walk to get and replace your peg, you **must** do it (even if there's no-one else flying and there's a howling nor-wester so you're certain no-one else would be stupid enough to come out).
- d. A few 'Visitor Pegs' will be left loose in the box for anyone who is without a Personal Peg – attach a name to them in some way if you need to use them.
- e. Even if flying alone, collect the frequency peg. A fellow flier could turn up to fly at any time.

Frequency Peg Protocols

- a. If a peg is in use then it is the responsibility of the pilot requiring it to contact the current pilot peg holder indicating that he is waiting and come to an amicable arrangement regarding safe swap over.
- b. Under no circumstances should the waiting pilot take the current pilots personal peg from the board and replace it with his own.

In the event of competitions being run one after the other, then it is courtesy that the first competition pilot returns the peg as soon as practical. It is also courtesy that the second competition pilot advises the peg holder that he will be requiring the peg for his competition.

3) Maximum Height Restriction

The Willows has a standing CAA clearance to 950 FT AGL (289 Metre) at the Willows, and our site is marked on full-size aviation maps. However, we are also adjacent to a full size low-flying training area over the river and low flying aircraft can (and do) fly over us.

Regardless of 'who is in the right', **full-size aircraft (including microlights and balloons) always have priority** and you should land immediately that any such are seen approaching. With models that fly above a few hundred feet, it is very unwise to fly without an observer and extreme caution is required.

4) Winch-launched Gliders

- a. Always advise winch line retrievers of an impending launch to give them the opportunity to observe and take any needed evasive action.
- b. Don't launch if there is any person within a 50 metre semi-circle ahead of the launch point.
- c. A model in the air has right of way over those waiting to launch.
- d. Make a clear call of "Launching" (and pause a few seconds for screams of concern) before actually doing it.
- e. With more than one winch in operation, parachutes should be wound down immediately to the turn-around.
- f. Avoid 'parallel launches' where possible (and give the other guy time to wind his line down before following).
- g. In competitions, take the most distant landing spot if you out there first.
- h. No flying at less than 'telegraph-pole height' above any vehicles, buildings or the designated pits area.

5) Power Fixed Wing Models

- a) **At no time, under any circumstances, is flying over parked cars, or the Container and pits areas, Helicopter area or the access track from the entrance gate to the Container allowed.**
- b) Circuit direction determined as appropriate on the day by 'club officer' and/or contest director.
- c) Pilots to stand at the edge of the mown strip at the centre of the strip.
- d) When moving onto the strip (e.g. to retrieve model), check air and ground movements and notify other pilots.
- e) Vintage flyers wishing to fly high &/or slow circuits or members flying slow Park flyer type models are encouraged to fly from the adjacent paddocks behind the Container when possible and also take note of **5a**

- f) Any Vintage/Park flyers flying off the strip are to abide by the above rules and especially take note of point **5a**.
- g) At any time a large model or Turbine model is flying it is preferable to have one large model flying at a time.

6) Power Rotary Wing Models (Helicopters and Multicopters)

- a) The flying area is west of the container with the left (South) boundary being the edge of the mown Strip. The boundary to the north and west are only restricted by the club boundary's.
- b) Pilots to stand inside the box at the Eastern edge of the mown area.
- c) When moving onto the strip (e.g. to retrieve model), check air and ground movements and notify other pilots.
- d) The Helicopter transmitter Hold Mode must be checked and operational before a Helicopter is started in the pits.
- e) When spooling up a Helicopter in the pit area the transmitter must be in the Hold Mode.
- f) Ensure that the Helicopters or Multicopter flying is restricted to the approved Heli pad area or if flying from the main strip with permission of other flyers ensure that no other RC models flying.

7) Willows Stop Bank Pylon Site

- a) The pylon strip is only available for powered pylon flying (being electric and gas powered) and is only available to CMAC club members.
- b) Pylon does have a scheduled CMAC programme and practice sessions are permitted the Saturday prior to race day, providing no other power activity has been scheduled.
- c) Power flying at the power strip is permitted on pylon race day.
- d) In all cases strict frequency control is required for transmitters other than those operating on 2.4GHz. (Pylon competitors have exclusive frequency peg rights)

8) First-Aid Box

- a) This is on the power strip side of the Container . If you notice that any supplies are getting low please inform a committee member or better still, replenish them yourself, the club will refund you.
- b) Committee members (at least) should make a point of checking the First Aid Box whenever they are at the Willows. Please leave the lid open while you are around so that any condensation can disperse, and then make sure it's properly closed before you leave.

9) Fire prevention

- a) A Fire Extinguisher must be carried in all vehicles at the Willows CMAC flying area.
- b) Vehicles must use the established tracks to the flying areas.
- c) Vehicles are not to be parked with their exhaust system in contact with the grass.

10) Priority Airspace Saturday and Sunday

To provide safe airspace, RC Gliders have priority access to the Willows on Saturday mornings until 1:00 pm and Sunday afternoons from 1:00 pm and RC Power have Saturday afternoons from 1:00 pm and Sunday mornings until 1:00 pm. Priority access means exclusive access to the Willows site. It is expected that the morning flying will be completed by 1:00 pm. If the flying cannot be completed by 1:00 pm the morning SIG must gain the permission from any pilots who arrive for the afternoon flying to continue the morning flying.

11) Flying Zones

Normal non-competition days, Left and Right hand paddocks refer to the paddocks as viewed from the main entrance gate while looking West.

Free Flight / RC Vintage (Depending on wind direction)

- a. Right hand paddock
- b. Left hand Paddock while the Free Flight SIG can fly in the airspace with RC Power. RC Vintage must maintain separation from the RC Power Air Space. To reduce the possibility of injury or property damage Free Flight and RC Vintage parking is limited to the area outside a 400 metre semi circle centred on the RC Power pilot box and south of the fence line between the two paddocks. If possible not directly in front of the pilot box to avoid distracting RC power pilots.

Soaring

- a. Right Hand paddock keeping all flight paths NORTH of the fence line between the two paddocks

RC Power

- a. Left Hand paddock keeping all flight paths to the SOUTH of the fence line between the two paddocks and complying with 5)

Helicopters and Multicopters

- a. The flying area is west of the container with the left (South) boundary being the edge of the mown strip. The boundary to the North and west are only restricted by the club boundaries.

12) Competition days

- a) Any Competition or event that will impact on others SIG's using the Willows must be approved by the CMAC Committee.
- b) Contest directors have absolute discretion on whether to allow other activities to take place when an approved official competition is taking place. (normally Free Flight competition will not hinder any other activity)
- c) Competition hours are as published in the Torque and should be adhered to unless exceptional circumstances occur. (the contest director in consultation with any other contest directors / competitors agree to changes)
- d) Competitors have exclusive rights to the frequency pegs on competition days.
- e) Soaring / RC Vintage / RC Electric have two full paddock flying coverage but must adhere to item 4) h.

13) Competition times and postponements

- a) Competitions shall start and finish on the advertised time unless exceptional circumstances apply. The Contest Director must advise all concerned of the change.

- b) Finish time shall be notified to all competitors by some audible means so that those being timed can complete their flights, to all other flyers not being timed this means the competition is finished. A preliminary warning (e.g. 15 minutes to go the finish) can be sounded.
- c) Postponements are as follows:
- a. Free Flight: currently Sunday morning to the next Sunday morning
 - b. Electric: currently Saturday morning to the next Sunday afternoon
 - c. Soaring: currently Saturday morning to the next Sunday afternoon
 - d. Vintage R/C: currently Sunday morning to the next Sunday morning
 - e. NDC: events must occur within the month of scheduling

Date	Revision	Change
Feb 2021	2	Lease holder details updated.
		Time changed from 12:00 pm to 1:00 pm for SIG change over on Saturday and Sunday Cl10
		Parking area detailed for South paddock Cl 11 Free Flight / RC Vintage b.
		Maximum Height Restriction updated. Cl 3) Maximum Height Restriction
		Competition days detail updated Cl 12. Competition days a and b
		Fire prevention requirements added Cl9
		Priority Airspace Saturday and Sunday detail moved from Cl 1 d. To Cl 10