



Christchurch Model Aero Club Inc.

Willows Operating Procedures

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 NZMAA Safety and Noise regulations (i.e. not a replacement).

All fliers should be familiar with those NZMAA documents (Member's Manual Chapter 4 & Annex F, and Club Manual Sections 6,7 & 8).

Both of these are downloadable from <http://nzmaa.org.nz/apps/documents.asp> (or available through the club Secretary).

As any attempt to write and maintain a set of rules covering all eventualities is doomed to failure, this document should also be viewed as a supplement to (and definitely not a replacement for) basic common sense.

In addition to safety, courtesy and consideration for the landowner Mr R Henderson, neighbours and fellow fliers should always be your highest priority.

REMEMBER, the Willows is the best model-flying site in the country and we want to keep it!

1) General Access and Use

- a. Our agreement with Mr Henderson 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 *as long as this does not interfere with his stock or farming operations*. Apart from exceptional circumstances there will be no restrictions at weekends or Wednesday mornings (our 'normal' flying times). On the very rare occasion when there is an unnotified restriction please accept the situation gracefully. i.e. do not abuse the farmer (or anyone else).
- b. Flying Hours. I.C. engines shall not to be run for more than 60 seconds at a time before 9am on any day. All I.C. power flying shall cease at 7pm on any day light saving day, otherwise 6pm.
- c. Be prepared to show your NZMAA Membership Card, current CMAC subs receipt and, if flying alone, your Wings proficiency certificate. 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. By historical convention, RC Gliders have priority access to the Willows on Saturday mornings and Sunday afternoons, and RC Power have Saturday afternoons and Sunday mornings. Priority access means exclusive access when competitions are being run, and occasionally these may over-ride the above slots. Such events are advertised in Torque and on the club website <http://www.groups.msn/cmhc/>. Every effort will be made to notify members of late changes (so making sure the club has your email address makes that easier).
- e. 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.
- f. Use common sense to minimise vehicle damage to pasture, particularly in wet conditions. Drive along fence lines and park close to other cars.
- g. 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.

- h. (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 50m clear of the ends of the strip when walking around it.
- i. 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 Mr Henderson if you are aware of any problems (e.g. sick animal, escaped stock, damaged fence or gate). His phone number is 03 318 1701.
- j. Although we don't forbid it, 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.
- k. 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.
- l. Non-member visitors who wish to fly may do so on a maximum of three occasions as long as they are accompanied by a member who takes full responsibility for them. After that we require them to join the club if they wish to continue flying at the Willows. Members introducing a visitor in this way are asked to keep the Secretary informed.
- m. There is to be NO vehicles or parking within the pits area. A minimum distance of 5m 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.

1. All transmitters in use at the Willows must display the official frequency peg from the control board regardless – this includes transmitters on 2.4GHz
2. 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!).
3. Mandatory information to be printed on the peg must include **Name & Contact number**. Channel number &/or frequency may be included if desired.
4. 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).
5. 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.

Frequency Peg Protocols

- If 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.
- 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 advise the peg holder that he will be requiring the peg for his competition.

3) Maximum Height Restriction

We are fortunate to have a standing CAA clearance to 1500 feet ASL (approx 1200 feet AGL) 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' (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 Models

- a) **At no time, under any circumstances, is flying over parked cars, or the Container and pits areas, 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 inside the box delineated by flags at the edge of the mown 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**.

6) Willows Stop Bank Pylon Site

The pylon strip is only available for powered pylon flying (being electric and gas powered) and is only available to CMAC club members.

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.

Power flying at the power strip is permitted on pylon race day.

In all cases strict frequency control is required.

(Pylon competitors have exclusive frequency peg rights)

7) First-Aid Box

This is adjacent to the Frequency Control Board on the 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).

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.

8) 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 (Depending on wind direction)

1. Right hand paddock in NW / Easterly / Northerly
2. Left hand Paddock by the pylons close to the road in Southerly

Soaring / RC Vintage / RC Electric

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

RC Power

- i. Left Hand paddock keeping all flight paths to the SOUTH of the fence line between the two paddocks

Competition days

1. Contest directors have absolute discession on whether to allow other activities to take place when official competition is taking place.
(normally Free Flight competition will not hinder any other activity)
2. 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)
3. Competitors have exclusive rights to the frequency pegs on competition days.
4. Soaring / RC Vintage / RC Electric have two full paddock flying coverage but must adhere to item 4h.

Competition times and postponements

1. Competition shall start and finish on the advertised time unless exceptional circumstances apply, which the Contest Director must advise all concerned of the change.
2. Finish time shall be notified to all competitors by some aural 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.
3. Postponements are as follows:
 - Free Flight: currently Sunday morning to the following Sunday morning
 - Electric: currently Saturday morning to the next Sunday afternoon
 - Soaring: currently Saturday morning to the next Saturday morning
 - Vintage R/C: currently Saturday morning to the next Saturday morning
 - NDC: events must occur within the month of scheduling