



TAURANGA MODEL AIRCRAFT CLUB INC.

FLYING SAFETY RULES & GUIDELINES (issued May 2023)

GENERAL

We ask that you take the time thoroughly to read these rules and guidelines and understand the contents. If there is any part of this document that you wish to have clarified, please ask one of our Committee Members. The following is a list of local rules which are additional to the MFNZ/CAA national Members Manual.

Safety

At TMAC we take great pride in our responsible attitude to safety. Our rules have been instigated for the safety of our members, visitors, observers and their families. We have not appointed a safety officer because firstly, we cannot guarantee a presence on the site at all times, and secondly, we believe that **it is the duty of each and every member to take responsibility for his or her own health and safety and that of others**. The ultimate responsibility for safety on site rests with the Committee. If you see something that is of concern, or that is outside our safety rules, or a near miss that could have been serious, please do NOT ignore it. Make a note of the circumstances and report it to a member of the Committee.

- All members must actively seek at all times to identify any aero-modelling hazards and reduce or eliminate them.
- If you are requested to act on any point of safety, please do so immediately.
- No modeler is to do or say anything that would make another modeler perform any unsafe act.
- All visiting flyers must be advised of the TMAC Flying Safety Rules and abide by them.

Please also see the later paragraph headed “**Declaration of Liability**”.

Model Flying New Zealand (MFNZ) Affiliation and Insurance

In order to fly model aircraft at any TMAC flying site in the Bay of Plenty you must be a current financial member of MFNZ. MFNZ membership provides public liability insurance, while you are flying on an MFNZ approved site. If you are not a MFNZ member and wish to fly with us on a regular basis, you must provide proof of equivalent insurance to the satisfaction of the Committee.

Intending members are welcome to use the facilities provided they are under the supervision of a suitably qualified member or club tutor when flying.

MFNZ Rules – “Members Manual”

MFNZ has issued rules relevant to the safe operation of model aircraft in New Zealand. A copy of these rules is available to you on application to MFNZ or may be downloaded from the official MFNZ website (ref MFNZ/Clubs/Members Manual). This can be accessed from the MFNZ site via “Clubs/members manual” or

<https://drive.google.com/file/d/17SjoPArGZ9bBmDHvISBYe0Udl2gcNAdU/view>

It is YOUR RESPONSIBILITY to be conversant with these rules and to operate in accordance with them whilst using any TMAC model flying facility.

ACCIDENT REPORTING

In the unfortunate event of an accident, a Report Form is to be completed in accordance with the MFNZ rules. Copies of this document are available from the Club Secretary or may be downloaded from the MFNZ website. Ref MFNZ/Clubs/Accidents

If the incident has caused either serious injury to an individual, or death, then the incident must be reported immediately by calling 0508 ACCIDENT (0508 222 433) monitored 24 hours. This must be followed by reporting the accident to the TMAC President, who will notify MFNZ

MFNZ Proficiency Test

All members must undertake the MFNZ Proficiency Test and attain the appropriate "Wings" Badge, for the type of flying undertaken, before flying without the direct supervision of a suitably qualified model pilot.

Pilots who do not yet hold their "Wings" must fly under the supervision of a suitably qualified instructor.

This requirement arises from the overarching MFNZ/CAA agreement and is linked to provision of third party insurance.

Declaration of Liability

Every member taking part in club activities, either organized or casual, does so at their own risk and no member shall make any claim against the Club or any officer, member, servant or authorized agent thereof for any injury or loss suffered by any such member through the activities of the Club, notwithstanding that such injury or loss may have been caused by the negligence of the Club or any officer, member, servant or authorized agent thereof.

TMAC RULES

In addition to the general MFNZ rules, the following rules are specific to the TECT Park flying site.

1. The entrance gates to TECT Park are opened at dawn and closed at dusk. Models may be flown at the flying site on any day of the week during the hours of daylight.
2. The unsupervised flying of any model R/C aircraft is forbidden at our field, unless the flyer has passed his MFNZ proficiency test appropriate to the aircraft type, or is supervised by a suitably qualified observer.
3. TECT Park is a fully functional and operating forest park and there is the risk of creating a forest fire. Flying may only take place if you have your key and are able to access the club's fire extinguisher which is prominently mounted inside the Pilots Shelter.
4. Our site is regularly checked by the Park Ranger and all pilots must present their current MFNZ membership card on request. Pilots who are unable to produce a current membership card may be instructed to leave the flying field.
5. Under MFNZ rules, Wings Badge holders are not obliged to fly with observers at TECT Park. However, in the unfortunate event of an accident resulting in damage or injury to a third party, the position of the pilot responsible will be much stronger if witnessed by an observer. The Club therefore encourages members to use an observer whenever possible.
6. Only radio frequencies approved by MFNZ and displayed on the official Frequency Peg Board are to be used. It is YOUR responsibility to know the exact frequency of your transmitter. With the exception of transmitters operating on 2.4 GHz, all

transmitters must display an approved Frequency Tag.

7. With the exception of transmitters operating on 2.4 GHz no transmitter shall be turned on within the bounds of the flying site unless it displays the correct official MFNZ Frequency Tag. Should any model be "shot down" through failure to comply with this rule, the perpetrator will be responsible for the repair or replacement of the aggrieved pilot's model without argument.
8. Any new aircraft not previously flown, or models repaired following a major accident, must be inspected by a suitably qualified member of the Club before its first flight.
9. The pilot is responsible for the integrity of any model in his/her care and is to ensure that it remains in a safe flying condition while it remains on the flight-line. A student pilot is likewise responsible for the integrity of his own model even though it may be under the control of a club-appointed instructor. If you have any doubts as to the airworthiness of your model for any reason, please refer your concern to a suitably experienced Club member for his advice. A Club appointed instructor will be responsible for the integrity of any club owned trainer while it is being operated under his supervision. An airworthiness check list is available from the club website (<https://taurangamodelfly.org/documents-and-downloads/>) or from the MFNZ website.
10. Any pilot not holding a wings badge must be accompanied by an observer who holds a wings badge for that class of model while flying an R/C model aircraft.
Ref MFNZ MM 6.4
11. All pilots and their observers, where applicable, are to stand at the official flying station (pilot box) while flying their model. At informal flying sessions, in other words during normal club flying operations and not during an organized event or competition, all pilots and their observers are to stand at a mutually agreed position either:-
 - (A) to the Western side of the North-South runway or
 - (B) to the North of the East-West runway.The choice of which runway is to be used on the day is to be mutually agreed by the group of pilots present at that time. Note that if the wind changes to the extent that it is agreed that a move to the other runway is desirable all those present must adopt the same flying station. One important benefit of this arrangement is that pilots will be flying with their backs to the sun. The flight line is defined as the edge of the runway in front of the flying station. No model may be flown behind the flight line unless in an emergency. Absolutely no models are to be flown over the pits, clubhouse or car park areas.
12. No spectators are to proceed beyond the Pits Area without the permission of a senior officer of the Club.
13. (a) All model aircraft weighing in excess of 15kg require a Permit to Fly achieved through an approved scheme operated by the Large Model SIG. This permit is to be available for inspection by any member of the Committee.
(b) All large models are to be started by using the starting gate at the entrances to the taxiways (see below).
14. No modeler may operate a model at TECT Park at a height greater than 1000ft above ground level or in cloud.
15. Gas turbine powered models may not be operated at TECT Park. (Committee decision March 2020)

In the Pits

16. On arrival at our flying site please park your vehicle adjacent to the bund (normally facing in towards the bund). Larger vehicles may need to park parallel with the bund. Vehicles with trailers should angle park in the carpark South of the clubhouse. Most members prefer to assemble their models at the back of their vehicles. PLEASE LEAVE ADEQUATE SPACE FOR OTHER VEHICLES TO PASS between your vehicle and models parked in the run-up ('pits') area. Once assembled, the model should be parked in the run-up area on the side of the pits nearest the airstrip with the propeller pointing out into the long grass (the safety zone). The purpose of this rule is to ensure that should a propeller or spinner part company with the airframe during an engine start attempt, these should not cause injury to any nearby persons or property.
17. If you are the first to arrive you should determine the direction of the wind and make a decision which runway is to be used and park accordingly (along either the North or West boundary).
18. All models should be adequately restrained on the ground prior to engine start. Ideally the model should be mechanically restrained on the ground or restrained in a specialised jig which is also restrained. Alternatively the model may be physically restrained by another member. Larger models **must** be restrained by use of the starting gates positioned near the entrance to the taxi ways. NOTE: If a modeler requires to static run an engine for reasons other than immediate flight, that test-running is to be carried out at either end of the pits and well away from other members and their aircraft.
19. With the exception of transmitters operating on 2.4 GHz, you must not switch on your radio transmitter unless the official MFNZ frequency peg is attached.

On the Flight-line –

20. A maximum of three (3) powered models are permitted to be in the air at any one time.
21. After taxiing your model to the edge of the strip, you must stop if others are flying, and request clearance from all active pilots in the Pilot Box, to continue onto the strip. You must receive their verbal confirmation before proceeding any further.
22. All active pilots and their observers are to stand in the agreed pilot box for the duration of the flight. Each pilot together with his/her observer should stand approximately two meters apart from other personnel in the box and remain within earshot of each other. A pilot may stand adjacent to or behind his model for the initial takeoff and then be guided into the designated pilot box and remain there for the duration of the flight.
23. Hand launched models not using the main runway should be launched from a position which does not endanger other flyers or spectators. Gliders may land on the long grass infield area to the South of the main taxiway. Once at altitude, gliders may fly to the West of the main runway, keeping clear of powered models flying to the East.
24. If others are in the air at the same time as you, ALL low passes, touch and goes, and other maneuvers over the strip, landings etc., must be called so that others can hear. All other pilots must give an oral acknowledgement to this request before you proceed with your intentions.

25. In the event of a “dead stick” the pilot should call “DEADSTICK” loudly. All other flyers should clear the runway and allow priority for a deadstick landing.
26. If you are the only one flying, the sky is all yours (within the accepted flying zone). If there is more than one model flying, common direction circuits are to be flown to suit wind direction at the time.
27. At the completion of a flight where you are required to retrieve a model from, or beyond, the active strip, you must request permission to do so from the other active flyers in the pilot box. You must receive their permission before proceeding onto the active runway. Flyers must clear the runway immediately on landing. The runway must not be used for model assembly, engine tuning, gossip, etc, while other models are in the air.

28. Control Line models

These may be flown on the circle to the North- West corner of the site under the following criteria

- a. Safe access to vehicles must be made via the installation of road cones defining a safe route
- b. Road cones to be used to prevent pedestrian traffic entering the control line space.
- c. There must be communication between RC and control line flyers to coordinate activities for minimum interference.

29. **First Person View (FPV).** (ref MFNZ MM 8.4) All models including multi-rotors flown under FPV must: -

- have an observer.
- at all times remain within view of that observer.

30. Multirotor and fixed wing aircraft capable of pre-programmed flight must remain within line of sight and be able to be overridden to manual flight if required.

31. Emergency First Aid

There is a first aid kit and defibrillator in the club house. If you do not have a mobile phone there is an emergency unit available in the club house.

If you are asked for location details, GPS coordinates are on the clubhouse wall next to the defibrillator.

The closest medical centre to the TECT Park model flying area is Tauranga Public Hospital in Cameron Road, Tauranga.

32. Pre-flight check list –

Everyone is reminded that we should all give our models a thorough check either at home or at the field before flying each day. This should include:-

- a. checking fuselage and wings for soundness, that there are no holes or cuts in the covering, all control surfaces and hinging, linkages, horns, servos, clevis keepers, wing fixing bolts/bands, spinner, prop, motor mounts, muffler, needle valve plus any other obvious areas that should be checked.
- b. Range check. Confirmation that engine cutoff (internal combustion motors) is functioning.
- c. All transmitters/models must be subject to a suitable range-check prior to the first flight of the day. Ideally this should be carried out with the engine running and the model restrained.
- d. No models are to be taxied in the Pit area. A taxiway is provided on the east side of the pits. This is to be used for models taxiing outwards towards the runway. After completion of a flight, motors must be cut outboard of the Pits taxiway area.

33. **Transmitter - Model Selection**
If you operate a transmitter that electronically stores the settings for a number of different models, always check before you taxi out that you have selected the correct model and that all control surfaces are operating correctly and in the right direction.
34. **Transmitter and On-Board Batteries**
Just because you charged your batteries the night before, do not presume that they are fully charged and ready for a day's flying. Always check the voltage of your transmitter and onboard batteries as part of your pre-flight check at the start of each day as well as at regular intervals during the day. If you do not have a way of checking on-board batteries, ask if you may borrow a test meter until you purchase your own. Batteries should be checked under load – eg by stalling a servo, or using an appropriate tester unit.
35. **Electrically Powered Models**
Lithium based batteries (both LiPo and Li-on) are liable to burn fiercely if damaged. Users of such batteries are required to have their own fire extinguisher readily accessible at all times. Any lithium battery which has been subjected to a sharp impact should be quarantined in a fireproof container and safely disposed of at the earliest safe opportunity. Fires in LiPo batteries cannot be extinguished with water. There are sand filled fire buckets in the clubhouse and day shelter for this purpose.
36. **Care Operating Machinery**
No person may operate powered machinery on site without the agreement of the Committee which will be responsible for ensuring that they are suitably trained. As far as possible no machinery should be operated unless there are at least two members on site. Any member necessarily operating alone should ensure that their whereabouts are known.
37. **Risks on Rough Terrain**
Access tracks have been formed in the outfields to facilitate access for the recovery of models which have landed out of our mown area. Great care should be taken when accessing these rough areas which may be uneven and strewn with lying timber.
38. **Supervision of Children**
Children are very welcome to visit our site but must at all times be under the supervision of a responsible adult. Particular care should be taken if they young children are to be admitted to the pits or to the flying strip.
39. **Dogs**
Dogs, with the exception of assistance dogs, are not permitted on the TMAC flying site. In addition to the risk of a loose dog distracting a model pilot at a critical time there is a risk to all animals from the presence of poison baits laid on our site by TECT Park staff to control pests.
40. **Care of Site**
The last person to leave the site is to ensure the facilities are secure –
a. Chairs put in clubhouse,
b. Portable windsock stored in day shelter,
c. Clubhouse power turned off,
d. Clubhouse padlocked.
e. Gate padlocked

REMEMBER: "SAFETY" means NO ACCIDENTS