

Operational By-Law 02 Restrictions



Objective:

The objective of this By-Law is:

1. To highlight the restriction placed on the members.
2. These restrictions are mainly due to BCC Lease conditions, MAAA & MAAQ recommendations, insurance conditions and safety requirements.

By-Law

No combustible fuel engine shall be operated at the field before 8.00 am Saturday and Sunday, 7.00 am Monday to Friday, notwithstanding further notified non-flying days published or notified in the Club Calendar, Club Magazine or Club Web Page.

No person shall operate a model aircraft engine at the field whose highest operational noise level exceeds 96 db measured at three (3) metres on a grass surface.

No model shall be flown unless the pilot holds a current FAI Class F Aero Models License or is under the instruction of a duly licensed/appointed member or flight instructor.

No model shall be flown if visibility does not permit continuous visual contact by the pilot with the model.

No model shall be flown at a height:

- a) In excess of 100 feet (30 metres) when full size aircraft are flying in the vicinity of the field.
- b) In excess of 10 feet (3 metres) in designated hoverpads.
- c) In excess of 400 feet (125 metres) at any other time.

No model weighing between 7 kg and 25 kg shall be flown unless the pilot(s) holds a current MAAA (heavy model) Permit to Fly as prescribed in the MAAA Manual of Procedures.

No Model shall be flown over any people, or taken-off, launched from, landed in, flown over:

- a) The pits area or taxiways.
- b) Any part of the field behind a designated pilot's position.
- c) The area beyond the limits of the field boundaries.
- d) Any prohibited area which may from time to time be promulgated.
(see Appendix B Schematic Drawing of Field)
- e) Hoverpads, may only be used by helicopters specifically for hover practice or hover training.
(subject to the 10 ft height limit and flying within boundaries)

No model shall be flown from any position on the field other than that designated as the "pilots' position", except:

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- a) At take-off, when a pilot may stand behind the model until it is airborne, after which he or she will return to the "pilots' position" immediately. To achieve this when other aircraft are being flown, the pilot(s) must clearly acknowledge a call to fly circuits that will not be above the pilot on the strip. This may be done by the member attempting the take-off or with the assistance of other members. Only when Pilots have acknowledged the call and cleared the airspace above the intended take-off position will any Pilot enter the strip. Pilots will be advised to resume normal circuits as soon as it is practical.
- b) While hand launching models on the verge of the strip, after which he or she will return to the "pilots' position" immediately.
- c) While launching models on the verge of the strip with bungies or similar mechanisms, after which he or she will return to the "pilots' position" immediately.
- d) While operating helicopters in designated hover pad areas.

No person shall fly any fuel or electric powered model, or radio controlled model after having consumed any alcoholic beverage whilst at the field.

No person shall fly any fuel or electric powered model, or radio controlled model after having consumed any alcoholic beverage or used any drug to an extent which is likely to impair such person's ability to control a model safely.

No person shall be permitted in the pits area, at the pilots' position, or on or near the runways, if such person's age or incapacity is likely to cause injury or damage, unless such person is accompanied and directly supervised at all times by a mature and responsible person.

No dogs shall be permitted at the field unless they are restrained by a leash.

No person shall occupy a radio channel for a period in excess of 20 minutes unless it is confirmed that no other person is waiting to use that channel.

No person shall use any device, other than a commercially manufactured frequency control key in the frequency control keyboard.

No person shall use a frequency control key in the frequency control keyboard which is less than fifty (50) millimetres (2 inches) wide.

No engine shall be started until all personnel in the immediate vicinity are behind the line of the propellers(s), or in the case of rotary wing aircraft, at a safe distance.

Any model or engine operated at the field will be restrained or tethered unless it is being taxied or flown. This will be done by other member(s) holding the model/engine or by using an effective tether that holds the model/engine to be operated in such a way as to prevent it from moving towards any persons at the field or presenting any recognised risk during its operation.

No model shall be taxied in the pits. Models may only be taxied on the taxiways, runway (strip) and parts of the field in front of the pilot's position. Models may be started or run in the pits (with proper tethering), but will be carried or escorted to the taxiways in a manner that will restrain them from moving under their own power.

No model shall be flown until its control surfaces have been checked for direction and freedom of movement.

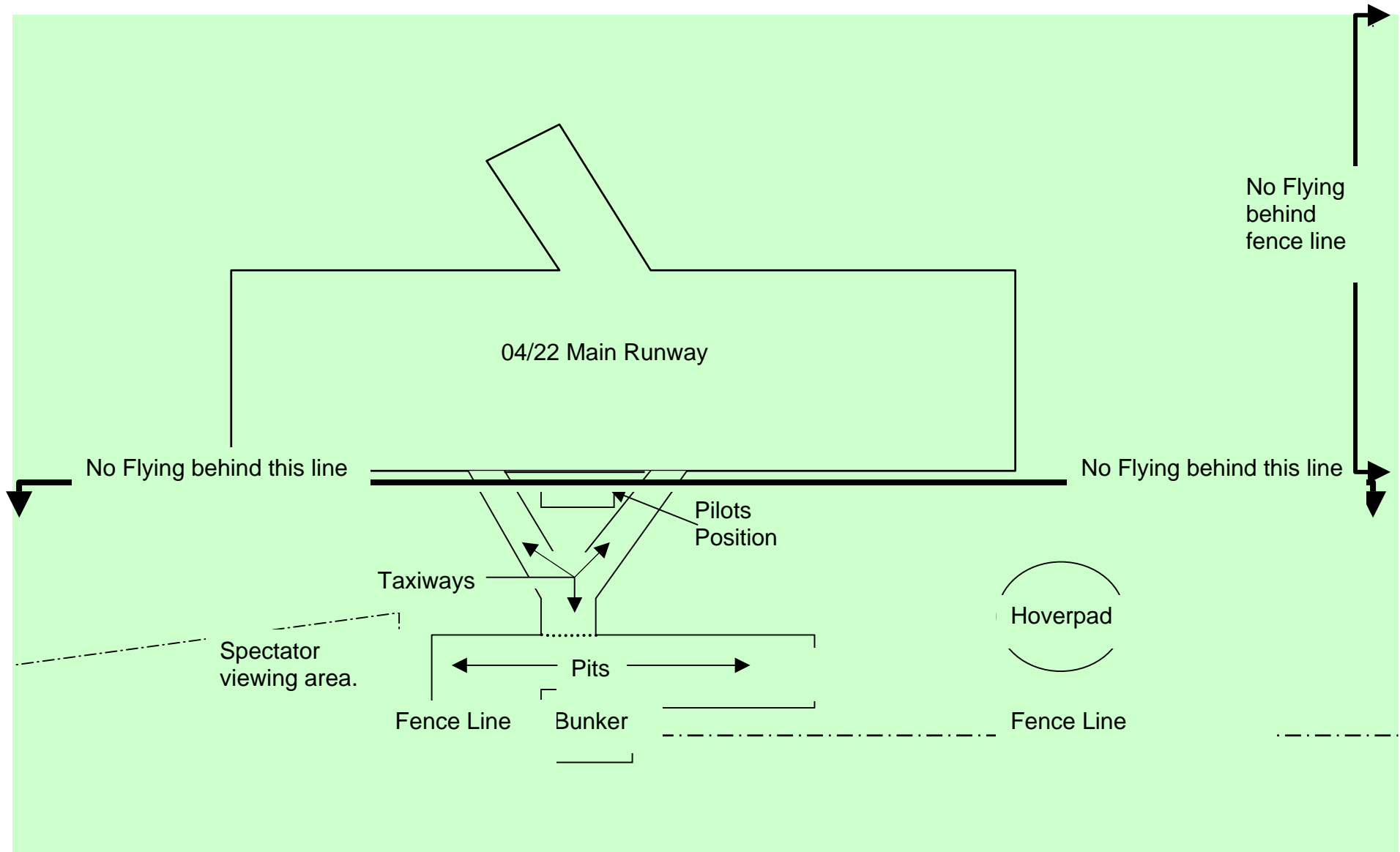
No model rocket(s), either free-flight or radio-controlled shall be operated at the field.

No person shall operate radio control equipment at the field which has not been bandwidth tested. (see Operational By-Law Radio Equipment)

No free flight model powered by a solid fuel motor shall be operated from the field.

No radio controlled model powered by a solid fuel motor shall be operated from the field unless there is in attendance a club member holding a current shot firer's license issued under the provisions of the Explosives Act (Qld).

Appendix B – Schematic Drawing of Field (Not to Scale)



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