

MPMAC Inc Safety Plan

Additional rules for flying operations at Matamata Aerodrome, Waharoa. These rules are in addition to all CAA and NZMAA rules in force at the time.

Club Operations

The MPMAC has approval to operate model aircraft up to 900' AGL

- A Notam is only required for events where the activity will be significantly greater than normal club operations
- Models with a wingspan greater than 2.3 Metres may be flown provided the pilot holds a MPMAC Inc certificate for the size of model being flown.
- Models with a wingspan larger than 2.3 Metres may be flown without an MPMAC Inc certificate provided a safety observer is present on the threshold of Rwy 04 in 2 way communication with the caller.
- A visible marker pole will be established on the fence to the right at the start of the no fly zone for models flying along the fence line.
- When using the marker for distance guidance without a safety observer at the threshold, the model must be flown along the fence line
- Models with a wingspan larger than 2.6 metres must be flown from the left hand Pilot Stations.

General Notes

- A MPMAC member must be present at all times when flying operations take place. MPMAC Inc Pilot Certificate requires the pilot to be tested by a nominated club examiner approved by the committee.
- Pilots are to be made aware that the space at the R/H end of the flight line is progressively reduced as models are flown further out.
- Visiting Sigs or Clubs organising events must have a nominated Safety Officer wearing hi viz clothing present whenever flying operations take place and an observer must be in place in 2 way communication with the "Safety Officer" on the threshold of rwy 04 whenever models with a wingspan greater than 2.3 metres are being flown.
- No test flights shall be permitted for the duration of any sanctioned event. Proving flights allowed at the discretion of the event CD.
- Visiting Sigs or Clubs are responsible for ensuring each pilot holds a wings badge for the type of model and manoeuvres being flown.
- At any event, failure to comply with any of the above safety provisions will result in either grounding the pilot or withdrawal of permission for the event to continue, at the discretion of MPMAC Inc.

The following rules are for all SIG or non club events held at the MPMAC Inc site, Matamata Aerodrome, Waharoa.

1. The model

- a. I will fly my contest model with batteries charged and in good condition maintained to NZMAA guidelines.
- b. I will use a suitable battery charging system for the type of battery chemistry being used in accordance with the manufacturer's safety instructions to avoid potential risk or damage. Charging will be done away from the public.
- c. I will check my models each day and between flights to NZMAA guidelines

2. The flying site

- a. I will only fly over the "Flying Zone" as directed by the Contest Director/Event Manager in accordance with local airfield and club rules.
That is, I will not fly over the pits, persons, houses or roads.
- b. I will not fly above the Notam height limit from the ground.
- c. I will avoid manned aircraft at all times.
- d. I will use the NZMAA frequency control system.
- e. I will park my car in the designated area and it will be my responsibility to recover costs through my own insurance company for any loss or damage caused by model aircraft.
- f. I will not taxi my aircraft unrestrained in the pits. That is, the model must be held by a person while taxiing in the pits.
- g. I will start my model in the pits or at a location directed by the Contest Director.
In the case of propeller aircraft the model must be restrained from behind the propeller; that is by a means other than the person starting the model engine.
- h. I will not run up my engine with any person/s in line with the plane of rotation of my propeller

3. The contest

- a. I will follow the Contest Directors/ Event Managers instructions which includes landing in the flying area immediately if directed to do so.
- b. If I wish to fly outside the advertised time for the contest I will follow all appropriate NZMAA safety guidelines. As the pilot I will take full responsibility for safety of my model piloting operations.

4. In the case of any person getting injured.

- a. The Event Manager will have a Safety phone, First aid kit and Fire Extinguisher available.
- b. The event director will ensure that participants know where the first aid kit, fire extinguisher and Safety phone (Cell phone) are located.

SCRUTINEERING

Each SIG shall ensure the inspection schedule below is adhered to and certified in some appropriate manner.

AIRWORTHINESS INSPECTION:

The ultimate responsibility for the safety and airworthiness of the aircraft rests solely with the owner and/or pilot.

INSPECTION CHECKLIST A R RC

	A	R	RC
GENERAL APPEARANCE – Overall appearance	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(Check for damage, warps, loose covering etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
PROPELLER - secure (check for cracks, damage)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ENGINE – Securely attached (including muffler)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Method to prevent accidental starting	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(Ask if able to kill with radio)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
LEFT WING – Attachment secure	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
LEFT WING – Aileron hinges secure	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
LEFT WING – Control link keeper	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
LEFT WING - Control pushrod stiffness	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ELEVATOR – Hinges secure	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ELEVATOR - Control link keeper	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ELEVATOR – Control pushrod stiffness	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
RUDDER - Hinges secure	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
RUDDER – Control link keeper	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
RUDDER - Control pushrod stiffness	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
TAIL SURFACE - Brace wires secure	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
TAIL SURFACE - Brace wires keepers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
RIGHT WING - Attachment secure	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
RIGHT WING - Aileron hinges secure	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
RIGHT WING - Control link keeper	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
RIGHT WING - Control pushrod stiffness	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
CANOPY OR WINDSCREEN – Secure	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
HATCHES OR COVERS – Secure	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
WHEELS AND LANDING GEAR – Secure	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
BATTERIES FULLY CHARGED – Ask	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
RESTRAINT – While Starting	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Radio Checks: On Frequency	<input type="checkbox"/>		
Control directions OK	<input type="checkbox"/>		
Failsafe closes throttle (Gas Engines)	<input type="checkbox"/>		

Models 15kg – 100kg, or greater than 70cc must have an NZMAA Permit to Fly, issued through the Large Model SIG.



GPS Flight track of a 42% Extra 260 flying the 2008 Unlimited Schedule.

