



KAPITI AEROMODELLERS' CLUB INCORPORATED

CLUB OPERATING RULES AND PROCEDURES

Amended May 2015

Please note that these operating rules and procedures are additional to rules and regulations as published by Model Flying New Zealand & CAA

1. All models, new or repaired, are to be inspected by an authorized model inspector prior to being flown for the first time from the club field. (A list of authorized model inspectors will be displayed on the Club notice board).
2. The frequency board and pegs must be used at all times when there are more than 2 (two) fliers operating. This includes 2.4GHz.
3. Should the frequency board be unavailable, before switching on your transmitter, pilots must pre-arrange appropriate procedures to prevent the possibility of a frequency clash.

IF YOU DO NOT HAVE A PEG YOU MUST NOT SWITCH ON YOUR RADIO

4. When more than one member wishes to utilize the same peg, then occupancy of the peg should be restricted to 15 (fifteen) minutes. This includes engine tuning time. The peg must then be returned to the board. Be considerate to those who may be waiting.
5. Prior to starting. All models, including electric, **MUST** be restrained either by an assistant or some form of tether.
6. If it is necessary to run an engine at high revs, this should be done away from the pit area being used at the time and past the clubhouse. Ensure that no one is standing in the propeller plane or in front of the model.
7. Before attempting to fly, check the number of models that are airborne. The maximum number which may be in the air at one time is 5 (FIVE).
8. Mufflers must be fitted to all engines that are designed to be fitted.
9. All aircraft shall conform to MFNZ noise restriction requirements and must be operated at minimum noise.
10. No aircraft may be intentionally flown to the West of the runway or over the pits area. The clubhouse side of the runway is OUT of BOUNDS

For sketch of flight zone see Page 5

For clarification: (added Feb 2015)

- *While doing circuits, pilots must not cross a line drawn along the edge of the runway. (No flying behind the pilot, over pits, club-house, or beach)*

- *North end take off and landing - pilots may fly to the line from the pilot's box to the trig station, as long as they are not more than 100m out.*
- *South end take off and landing - pilots may fly to a line from the pilots box to the road gate.*

This means that we can maintain safety by keeping much of the traffic back behind the runway edge, but pilots have the discretion to take a bit more space, eg to cope with cross winds, during take off and landing.

11. Height restrictions, as directed by CAA, are as follows:

The Whareroa stream (approx 280 m North of the clubhouse) forms the landmark reference for the height restrictions.

North of the Whareroa stream - 500 ft AGL

South of the Whareroa stream - 650 ft AGL

For sketch of height ceiling see Page 4

12. Observers:

Observers are NOT required when:

1 (one) aircraft is airborne and flying below 400 feet.

Observers ARE required:

(a) When there is a possibility of flying at over 400 feet, irrespective of the number of aircraft airborne.

(b) 2 (two) aircraft are airborne even if they are flying at below 400 feet ---- 1 (one) observers

(c) 3 (three) aircraft are airborne even if they are flying at below 400 feet ---- 2(two) observers.

(d) 4 (four) aircraft are airborne even if they are flying at below 400 feet---- 3 (three) observers.

(e) 5 (five) aircraft are airborne even if they are flying at below 400 feet. ---- 4 (four) observers.

When more than one aircraft is being flown, it is mandatory that "circuit flying" be strictly observed. For requirements of authorized observer see Page 6

13. Flying and associated activities must be carried out in a safe and considerate manner. If intending to make a low pass check that the runway is clear and make your intentions known to other pilots. If flying with others, avoid making repeated low passes as this is distracting to other pilots.

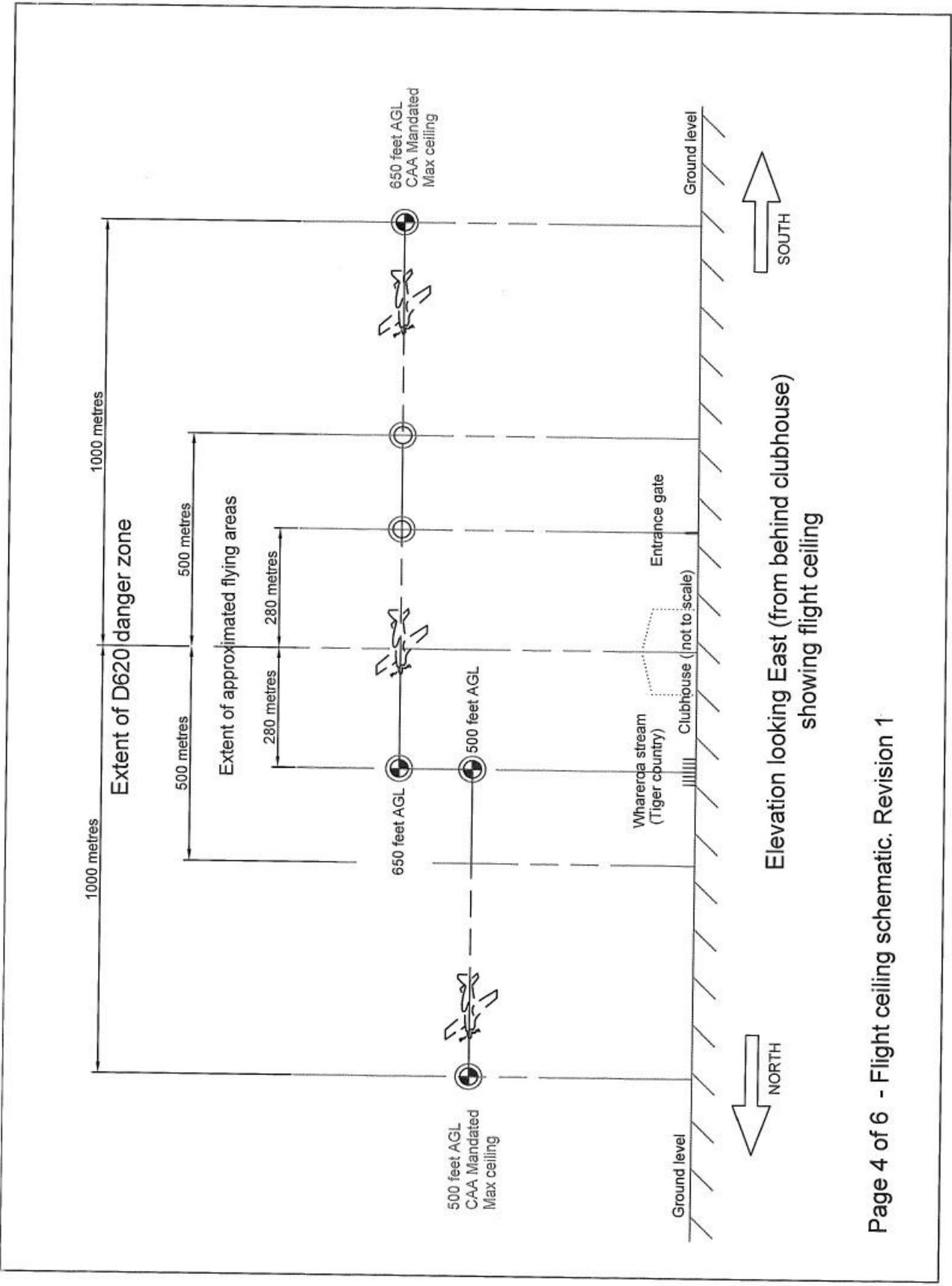
14. If flying aerobatics, these must be flown on a line just to the East of the runway. No aerobatics are to be performed near the pit area or above the strip.

15. Circuit directions are Right hand on the Northerly vector and Left hand on the Southerly vector. If you do not feel confident in your ability to fly the circuit pattern being flown at the time, then you should not fly until you enlist the help of an experienced pilot.

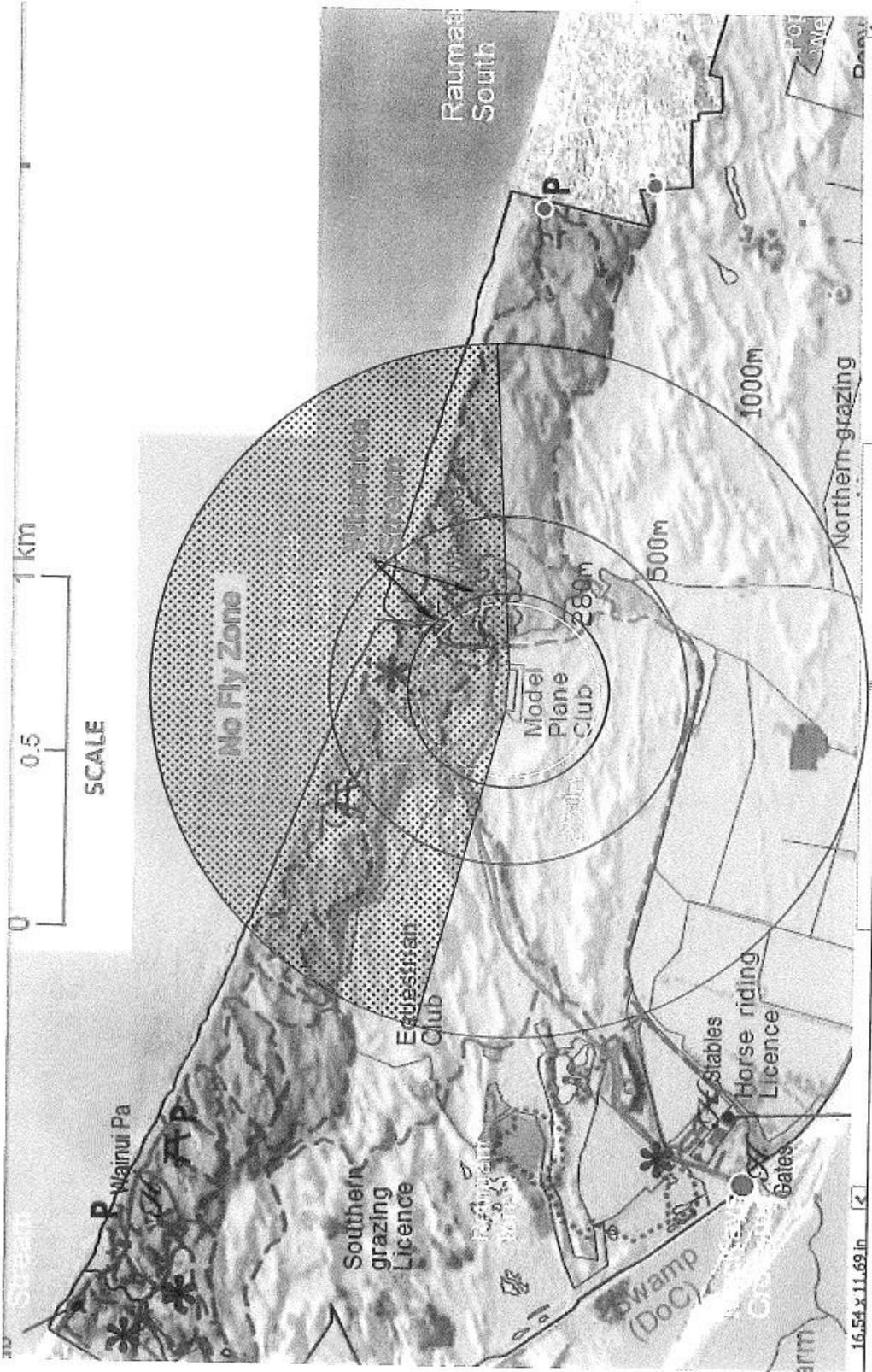
16. Should you experience any unusual characteristics during flight, e.g. control flutter, erratic response etc, the model must be landed as soon as possible and checked out before attempting to fly again.

17. If your model has engine failure, call "Dead stick". On such occasions other pilots **must** give landing priority to the affected model.

18. Prior to landing, ALWAYS advise other pilots and move out of the pilot's box to have clear sight of the runway. If you need to "go around" advise other pilots. Once you have landed, remove your model from the strip as soon as possible and notify any pilots still flying that the strip is clear.
19. DO **NOT** taxi into the pit area.
20. Visitors wishing to use the Club's flying facilities must be introduced by a Club member who thereby accepts responsibility for the visitor and ensures that Club procedures are followed.
21. Any visitor wishing to fly solo must provide evidence of current MFNZ affiliation and proficiency.
22. Any new member or visitor not holding a current wings badge, must be checked out and observed by an approved instructor before flying for the first time at KAMCI field.
23. When flying, any non wings badge holder is to be supervised by an instructor or wings badge holder.
24. No animals are allowed within the fenced area of the flying field.
25. Children must be kept under close supervision at all times.
26. A copy of the Certificate of Incorporation, Annual Financial Statements, Club Constitution and rules may be obtained free of charge from
The New Zealand Companies Website.
www.societies.govt.nz
KAMCI number is 635168
27. **First person View ('FPV') and autonomous aircraft ('drones')** (added July 2013)
All model aircraft flown from the Queen Elizabeth Park site, must remain within sight of the pilot, and with provision for manual control via a conventional radio link (eg buddy box), such that manual control can be taken over at any moment.
This means that
 - (a) FPV flights are permitted provided that:-
 - The aircraft is operated within height , distance, and flying zone restrictions,
 - A backup pilot remains in visual contact **at all times**, and is able to take control as required.
 - (b) In view of our proximity to full size aircraft operations, autonomous control of flight is not permitted.



Page 4 of 6 - Flight ceiling schematic. Revision 1



Page 5 of 6 - Fly zone schematic.



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REQUIREMENTS ON AN AUTHORISED OBSERVER

I have read and understood the KAMCI requirements of an authorized Observer listed below:

1. Ensuring the safety of the public, air traffic and other club members.
2. Maintaining the overall supervision of the pilot and model being flown.
3. Actively scanning the aerial area (visually and audibly) for any full-scale aircraft approaching.
4. Advising the pilot of any changing situation and recommending the model pilot's course of action to avoid the full-scale aircraft
5. Advising the pilot of other pilot's calls and flight intentions (take-off, landing, dead stick, low pass etc.).
6. Ensuring that the model aircraft they are observing for, maintains adequate separation from other models flying in the circuit.
7. Any other hazards that may appear during the flight (pedestrians on the strip or adjacent walking track, dogs, horses and riders etc).
8. Assist the pilot to stay below the maximum height of 500 feet AGL North of the Whareroa stream, and 650 feet South of the Whareroa stream.

Name: _____

Signature: _____

Date: _____

Approved by KAMCI Committee Member:

Name: _____

Signature: _____

Date: _____

Observers should complete this form and leave in the clubhouse for inclusion by the Club Captain in our observers register (CAA requirement)