



Revised April 2007

WELLINGTON MODEL AEROPLANE CLUB Flying Site Rules: Seddon Range, Trentham

This is WMAC's premier site, catering for all outdoor model classes except slope soaring. It is held by arrangement with the New Zealand Army. The Army currently uses it only for occasional demolition exercises, but the National Rifle Association and Wellington Rifle Association use it regularly for weekend shooting.

*Consequently, several of the rules and operating procedures that follow have been written to meet these other users' specific safety and security concerns. **These are printed in bold type.** Failure to observe them to the letter could lead, among other things, to our no longer having access to Seddon Range. At the very least, any such failure will be treated as a breach of Club discipline and dealt with accordingly.*

1. GENERAL:

1.1 No modeller or group of modellers may use the Range without having first collected the key to the gate from the Trentham Camp guardhouse.

1.2 Entry to the Range is absolutely forbidden when demolition exercises are taking place.

1.3 Shooters shall have first priority in Range use at all times.

1.4 During weekday shooting exercises, models shall not be flown on any part of the Seddon Range or the powermodel paddock without the express permission of the officer in charge.

1.5 Modellers shall not retrieve a downed model from the ground within an active shooting template without the express permission of the officer in charge.

1.6 Modellers shall not enter Rimutaka Prison ground to retrieve a downed model.

1.7 No model shall be flown over an active firing line.

1.8 The gate at the entrance to Seddon Range must be kept closed at all times when there are livestock on it.

1.9 Vehicles must not be driven or parked on the rifle range mounds. They must be parked only in the areas designated. (These may vary from time to time, depending on flying activities and weather/ground conditions.)

1.10 Only financial members of WMAC, their guests, and financial members of other clubs affiliated to the New Zealand Model Aircraft Association (NZMAA) may fly at the Trentham site. Proof of Club membership must be produced, when requested by Army or National Rifle Club personnel, or by another WMAC member. Visiting fliers wishing to fly unsupervised must produce a Wings badge or proficiency certificate on request.

1.11 All new fliers are expected to become financial members of the WMAC after no more than three visits flying at the site.

1.12 All fliers, regardless of flying discipline, must be prepared to accept direction from the Club Captain or any Committee Member when it is felt that some action is required for the benefit of the majority. Any flier aggrieved by such action should make a written submission to the Committee within 7 days.

1.13 When different model classes cannot be operated concurrently with safety, the fliers concerned shall negotiate agreed periods during which each flying activity will have exclusive use of the relevant flying area(s).

1.14 No engines shall be started before 9.00am. Engines 0.10 cu in and larger must never be used without an effective muffler.

2. FLYING:

2.1 General:

- (a)** Any type of model may be flown anywhere on the rifle range area when a WMAC member is the sole occupant.
- (b)** When more than one person is flying the rules set out in **2.2, 2.3, 2.4** and **3** (below) shall apply. Other arrangements for simultaneous flying, however, may be made by negotiation between the fliers concerned.
- (c)** Where there are conflicting demands, officially scheduled contest activities shall have priority access to airspace and facilities, the latter including radio control (R/C) frequencies.

2.2 Fixed Wing R/C Power models shall be flown from the mown strip in the paddock on the west side of the access road fence where:

- (a)** Take off and landing shall be in only one direction. That direction shall be agreed amongst the fliers at the site and may need to be varied from time to time if the wind direction changes.
- (b)** Before moving out to the strip fliers must carefully check to ensure that no models are approaching.
- (c)** All fliers shall stand in the designated pilots' areas, adjacent to the mown taxiway from the pits to the strip. Each must be within clear hearing distance of the others, i.e. not more than about 2 metres apart.
- (d)** No more than six models shall be in the air at any time.
- (e)** Low "beat ups" over the runway while other models are in the air are forbidden.

2.3 Fixed Wing Free Flight, R/C Glider, R/C Vintage and R/C Electric models shall be flown within the boundary of the Seddon Range where:

(a) **Free Flight** models should not be launched from positions where they are likely to land in the R/C power flying or car parking areas.

(b) **R/C Glider, R/C Vintage and R/C Electric** model launching and landing areas shall be located in the immediate vicinity of the 600 yd shooting mound and in such positions that there is no possibility of any vehicle in the parking area(s) being hit by a model, should there be a loss of control at launch.

(c) **R/C Glider, R/C Vintage and R/C Electric** flying shall avoid the area designated in 2.4 (b) when helicopter hovering exercises are taking place. (To maintain adequate separation, this may mean moving both their launching and landing areas further towards the golf course.)

2.4 R/C Helicopters:

(a) No helicopter may be flown without an observer, unless the flier is the sole occupant of the site.

(b) Hovering activities shall be restricted to the mown pads in the corridor bounded by the access road on the one side and the first line of flagpoles parallel to it on the other. Within this corridor hovering activities shall be kept at least 25 m downwind of the areas where cars are parked.

(c) General helicopter maneuvers requiring more airspace may take place from *either*

(i) the fixedwing power flying paddock, *or*

(ii) the Seddon Range area allocated to Fixed Wing Free Flight, R/C Glider, R/C Vintage and R/C Electric Model flying.

(d) Where fixedwing and helicopter flying activities cannot safely take place concurrently, the procedure specified in clause 1.9 above shall be followed, the time allocations being those set out in 3(d) below.

3. RADIO CONTROL OPERATION:

(a) The official NZMAA radio control frequency pegboard system must be correctly used by all R/C fliers, for all transmitters, including transmitters operating in the 2.4 GHZ band.

(b) Any R/C flier operating any transmitter on any band must have attached to that transmitter an approved flag that matches the frequency of the transmitter and must use the appropriate frequency peg.

(c) Use of Synthesised Frequency Equipment.

You must have a separate transmitter flag, marked with the channel for every frequency that you are prepared to use when you change frequencies. You must take extra care when using the frequency control system.

For more details on the operation of synthesised frequency equipment see here

<http://nzmaa.org.nz/rules/NewTechnologyTransmitterPolicyv1.3.pdf>

(d) Frequency pegs are not to be removed from the site.

(e) Where two or more R/C fliers are sharing a given frequency, none may use it for more than:

(i) 15 minutes fixed wing power models;

(ii) 20 minutes all other R/C models; or

(iii) a period agreed between them.

- (f)** Any R/C flier causing a shutdown is personally responsible for fully compensating the owner of the affected model.
- (g)** The unsupervised flying of any R/C model aircraft at the Trentham site is forbidden unless the flier has passed the NZMAA proficiency test appropriate to that aircraft type.
- (h)** Any R/C flier out of practice must enlist the assistance of an experienced flier until renewed competence is demonstrated.
- (i)** Those fliers who have not passed the NZMAA Wings Badge test shall have their new R/C models, and those that have been repaired after a crash, checked by an experienced flier/builder before they are airtested.