

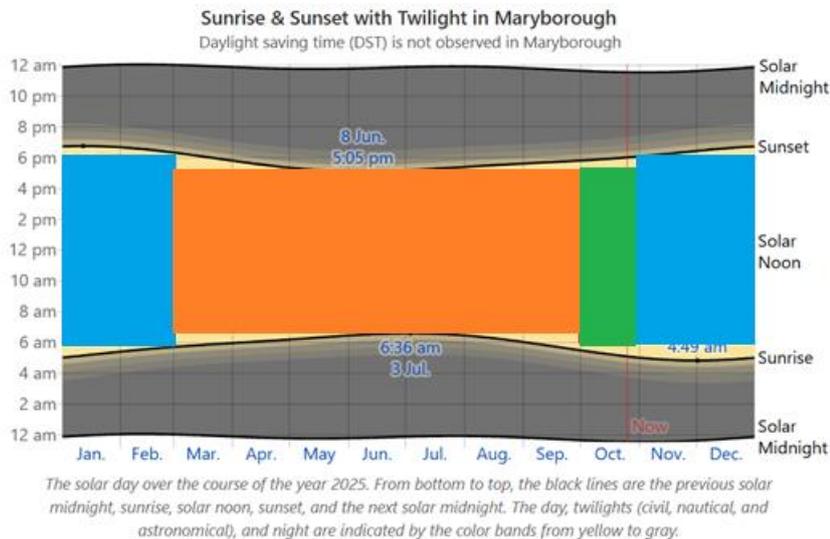
By-Law No 2: General and Safety Rules

By Law No 2 was updated in preparation for the MAC Area Approval Renewal 10/2025 and was unanimously approved by the MAC Management Committee on 12/10/2025. MAC Hours of Operation was added to the rules on 25/10/2025 and was unanimously approved by the committee via email.

Refer to **Appendix A** – MAC Field Layout and Photos for interpretation and application of rules as necessary and **Appendix B** - Emergency Procedures for instructions.

- **Regulations and Procedures** - Members of Maryborough Aeromodellers Club Inc. (MAC) and visitors to the club must comply with:
 - [Civil Aviation Safety Regulations 1998 for UAV \(Unmanned Aircraft and Rocket Operations\) \(CASR\) Part 101-1](#), and
 - The Model Aeronautical Association of Australia (MAAA) Manual of Procedures (MOP) particularly, but not limited to,
 - i. [MOP 014 General Rules and Guidelines for the Operation of Model Aircraft](#),
 - ii. [MOP 056 Safe Flying Code](#).
 - The individual operator of a model aircraft is responsible for his/her compliance, and his/her model's compliance, with [CASR \(1998\) Part 101](#) subsections A, B, C and G and also with all MAAA rules as required by the [MAAA Manual of Procedures](#) (MOP's).
- **Approved Area** - The **Approved Area** for the operation of model aircraft is at the club field, Boonooroo Road, Maryborough, situated at coordinate 25 33 39.06S 152 45 03.31E (Refer to Appendix A – MAC Field Layout and Photos) subject to the following conditions:
 - Model aircraft are **permitted to operate up to 500 metres from the relevant operator** (measured laterally) and **above 400 feet up to 1000 feet above ground level (AGL)**
 - During operations above 400 feet, up to 1000 feet AGL **a responsible person must be nominated and act in the role of observer and be solely responsible for maintaining a visual lookout for conventionally piloted aircraft**, whereby upon becoming aware of a conventionally piloted aircraft operating within the vicinity of the club field, **the observer must ensure all model aircraft are operated below 400 feet AGL or direct all model aircraft to land** as soon as practically safe to do so.
- **MAC hours of operation are “daylight hours” and applicable 365 days of the year**
 - The Civil Aviation Safety Authority (CASA) definition of daylight hours is the period after the start of morning civil twilight and before the end of evening civil twilight.
 - No flying is allowed before the start of morning civil twilight and after the end of evening civil twilight as depicted in the table and diagram below.

Month	Start Time	End Time
January	06:00	18:00
February	06:00	18:00
March	06:30	17:00
April	06:30	17:00
May	06:30	17:00
June	06:30	17:00
July	06:30	17:00
August	06:30	17:00
September	06:30	17:00
October	06:00	17:00
November	06:00	18:00
December	06:00	18:00



- MAAA Membership** - All pilots must be a member of MAAA to fly on MAC Inc. fields. The only exception will be granted to those people, after signing the visitors' book, learning to fly on a buddy system, with a qualified instructor or experienced pilot. Visitors may fly for a maximum of 4 visits in a 12-month period before being required to become a full flying member or flying associate members
- Visitors** – Pilots visiting MAC Inc. must sign the visitor's book stating their current MAAA number and show a valid [Permit to Fly \(Form MAAA038\)](#) upon request prior to operating any models at the club fields.
- Heavy Models** (7KG – 25kg) and Giant Models (25kg – 150kg) must have a current [Permit to Fly \(Form MAAA038\)](#) available for inspection and comply with current [MAAA MOP015-Heavy-Model-Aircraft-Inspection-and-Operation-Procedure 3 1](#) while flying at club grounds.

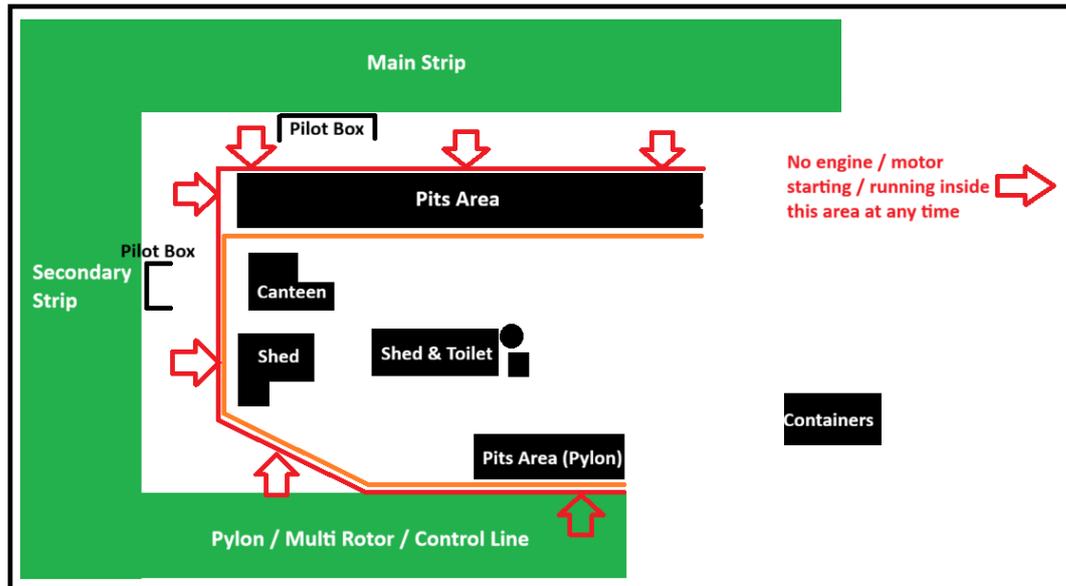
- **Giant Models** (25kg – 150kg) and the associated Transmitters and Receivers used with Giant Models are subject to all of the safety rules of Part 101 of CASR and must comply with the additional requirements for Giant Models as per Section 6.3 of [MAAA MOP015-Heavy-Model-Aircraft-Inspection-and-Operation-Procedure 3 1](#)
- **Turbine Models** (irrespective of weight) must have a current [Permit to Fly \(Form MAAA038\)](#) available for inspection if requested and comply with current [MAAA MOP 030 Gas Turbine Rules](#) while flying at club grounds.

- **Flying of helicopters, drones, rockets or pylon models** will be restricted to the designated areas unless other airstrips are not in use.

- **Turbine powered aircraft are not allowed to operate during times of total fire bans (TOBAN)** enforced by State and Territory regulations as per [MAAA MOP 030 Gas Turbine Rules](#) (3.General (e)).

- **LiPo battery-powered model aircraft are not allowed to operate during times of total fire bans (TOBAN)** enforced by State and Territory regulations as per [CASA ADVISORY CIRCULAR AC 101-03 v2.0 \(C3.1\)](#)

- **Operation in the Pits**
 - All pit occupants should be aware of the risk of injury from the debris resulting from a propeller failure.
 - The running of model engines (electric or internal combustion) within the pit area is not permitted. This is a key safety feature of the MAC flying field layout.
 - For electrically powered models with a propeller fitted the flight battery must not be connected to the motor when the aircraft is in the pits area, the car park or the clubhouse to prevent inadvertent start up.
 - Electric motors must be “armed” in the proximity of the taxiway restraints facing the airstrip.
 - Model engines and electric motors must only be started and run in front of the pit cover at the taxiway restraints provided.
 - Suitable restraints or an assistant shall be used to restrain the model during startup.
 - Model engines and electric motors shall be shut down in the taxi lanes at the designated points when returning to the pits.



- All models must be started with propellers facing towards the flying strip.
 - During start up, turbine operators are required to maintain a clear distance of 8 metres from any other personnel not associated with turbine start-ups and they are to advise others that no smoking is permitted within 8 metres of a turbine start up area.
 - During start up and while the turbine model is transported to and from the flight line, tailpipes must always be placed in a direction away from other personnel, public and property.
- **Airstrip and Flying Circuit**
 - Wind direction will generally determine which airstrip is to be used.
 - General flying is to be in a rectangular circuit, left-turning or right-turning as determined by the requirement to take-off and land into the wind along the airstrip.
 - The circuit direction is to be determined by agreement between pilots if there is no wind or when there is a cross wind.
 - Pilots must not fly against the circuit direction unless they have clear verbal agreement from all other pilots flying at the same time. This is a key safety feature of the MAC Operating Procedures to ensure adequate separation of aircraft in flight.
- **Landings have priority over take offs.**
 - Pilots are to advise other pilots of their intention to take off or land, and when they are going to enter the runway area to recover their model.
 - All pilots are to stand in the marked pilot box while flying and shall advise other pilots if they intend to move to the edge of the strip to land their model or changing runway to land their model.
- **Dead Stick Landings / Return to Home**
 - A pilot whose model experiences an engine failure (including electric models) should immediately call that they have a Dead Stick and transit directly to a landing.
 - Dead Stick should only be called in the event of a genuine problem with the model.

- A Dead Stick landing that has been called by a pilot has absolute priority over all other flying procedures.
 - Where possible, pilots should adjust their flying circuits to give the dead stick aircraft as much airspace as practicable.
 - For the purpose of this section, a multi-rotor, or flight controller operated aircraft (drone) operating in "return to home" mode is considered to be dead stick if called by the pilot.
 - Pilots should maintain positive control input and only rely on any return to home function when the radio control link to their model has failed, or very occasionally for training purposes, noting the earlier requirement for a dead stick call and safe transit altitude.
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- **No flying, landings, or take offs are permitted within 9 meters of the pilots box** with the exception being for the purpose of hand launching models.
 - **No flying is allowed over** the pits, 30m line, car park, public areas, high tension lines, the highway (Boonooroo Road) or the Macadamia farms for any reason.
 - **Speed limit on the access road is 20 kph maximum.** Vehicles shall give way to aircraft (UAV). Vehicular access to the dam is via the perimeter road only.

- **No vehicles are to be driven** on any of the landing strips or designated control line areas. Camping is permitted only in the designated area. Camping in the pits or aircraft movement areas is prohibited.

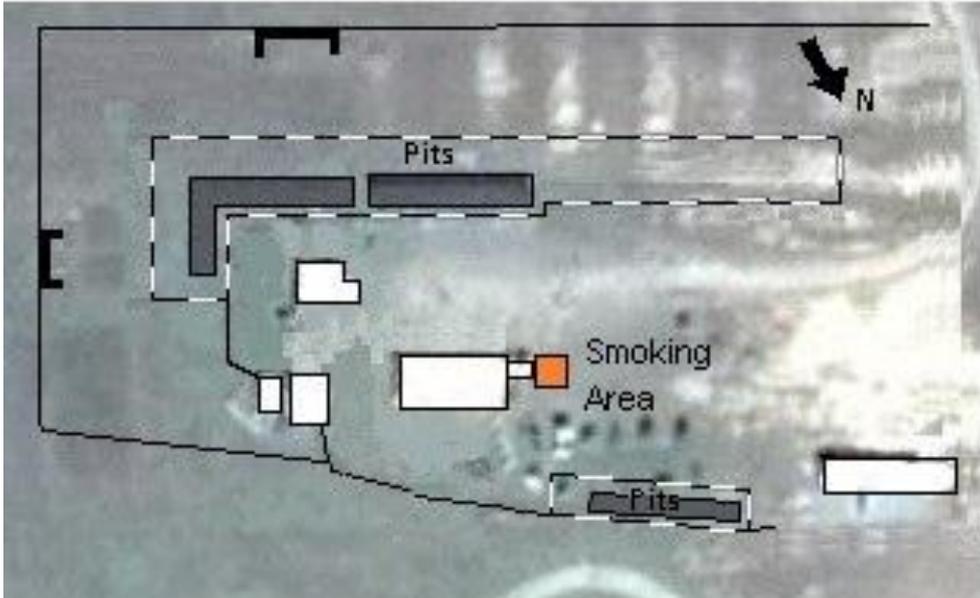
- **Dogs in the Pits Area**
 - If directed by a Committee Member, dogs may be prohibited in pit area.
 - In any instance where there is a risk to personal safety all animals shall be on a leash, (excepting the designated dog training area).
 - Owners are responsible for the control of their animals within the airfield.
 - MAAA [MOP 063](#) requires Clubs and their Members to responsibly consider the possible injury and damage that can and have been caused by dogs at flying fields, both directly and as a result of the distraction to pilots. In addition, their presence may give serious concern to both members and visitors of all ages who are not comfortable in the presence of dogs.

- **Aggressive behaviour, aggressive language, or abuse will not be tolerated** on the club grounds. If your behaviour is considered unacceptable, you will be asked to leave the grounds. Disciplinary action by the Management Committee will be taken if such behaviour is subject of an official complaint.

- **No member of the public** is permitted in the pits unless accompanied & supervised by a club member.

- **The dam and its immediate surrounds** are out of bounds while flying is in progress on the cross strip or back strip. (Members are advised that the cross strip may be used at a moments' notice depending on wind direction. Fixed wing aircraft have priority and right of way. Float fitted aircraft, ground effect craft, sail and powerboats may be used on the dam.

- **Smoking or naked flames are not permitted in the pit areas** or near fuel storages or where fuelling, defueling or spilt fuel is present. Smoking is prohibited in all buildings in accordance with Queensland law. The pit area is that area from the fence line or carpark boundary to the taxi way line marked by engine shutdown line or safety fence as highlighted by the broken line in the attached diagram below. Where aircraft overflow the allocated areas or if aircraft are hangered in buildings the smoking and naked flame restrictions apply. The site smoking area recommended by Qld Health Environmental Health Officer is the defined area west of the water tanks.



Consequences of breaching the above rules are as follows:

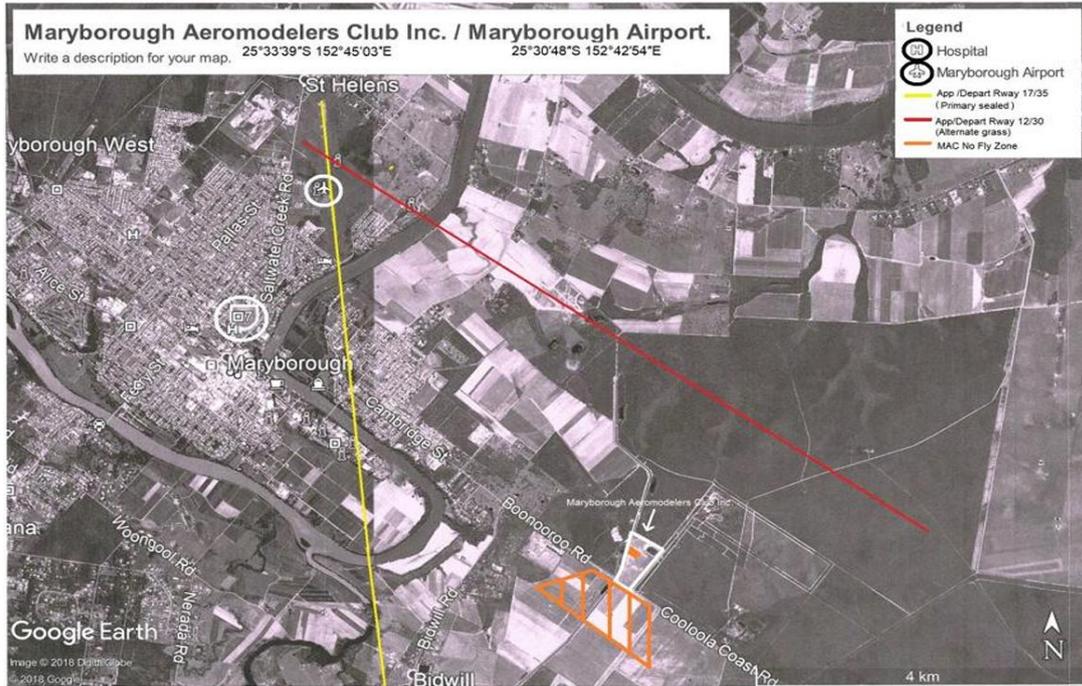
- Members inadvertently in breach of any general or safety rule shall be advised of their contravention of that rule without penalty.
- Blatant, wilful or persistent disregard of any general or safety rule reported to the Committee in an official complaint will be dealt with according to the MAC disciplinary procedures as set forth in MAC By-Law No 1.

Appendix A - MAC_Field_Layout_Plans and Photos



Club Grounds - Google Maps - 1000ft





Appendix B - Emergency Procedures

While we are all encouraged to operate our unmanned aircraft and equipment safely unfortunately there may be an occasion when something untoward will happen. You must become familiar with the actions required should this happen whilst you are in attendance at the field.

1. The Controller

Under normal circumstances the site controller will be the MAC Safety Officer (Frank Harrod). Should he not be in attendance then a senior member must deputise.

You are required to take heed of the requests the Controller may make of you. Initially, maybe to retire to the assembly area to await further instruction.

2. Personal Injury

Being a member of the MAAQ/MAAA you have personal accident cover. Should you get injured whilst on the premises it is important that an incident that results in injury is recorded.

The detail of the injury must be reported to the MAC Secretary with as much detail as possible, to both support a possible claim or as point of learning.

3. The Events

Minor - This classification would cover such things a lacerated finger, trip or fall, a concussion.

- Assess the extent of the injury.
- Have the patient sit and rest if shock is evident or witnessed.
- If appropriate dress the wound to the best of your ability.
- Question the patient about his/her immediate wellbeing.
- If hospital or medical expertise is considered probable, consider transporting the patient to the nearest medical centre.

Major - This classification would cover such things as severe laceration, a unconscious person, or one incapable of walking.

CALL 000

The location of the property is: Boonooroo Road, Maryborough, situated at coordinate 25 33 39.06S 152 45 03.31E

The nearest hospital with an emergency department is Maryborough Hospital

- Lay the patient down on their side and ensure airways are clear.
- If required start CPR
- Ask another member to get the Club Defribulator.
- Continue to converse with the patient.
- As far as is practicable stem any bleeding.
- Do not move the patient unnecessarily.
- Brief the attending Emergency Personnel on the injury event and the action you have taken.

FIRE - Fire may occur within the club area or outside.

Turbine Powered Unmanned Aircraft Fires

There is a requirement for Turbine powered unmanned aircraft pilots to have CO2 extinguisher within the immediate area the aircraft is being started.

It would be expected that the pilot would initiate it's use, however should this not be possible then you as an observer, should act in their stead.

Other Unmanned Aircraft Fires

Use the extinguishers located within the pits shelter

- Remove other models from the immediate proximity of the fire
- Keep spectators away from the immediate area
- With extinguishers ensure the fire is contained within the immediate area
- Should the fire be adjacent to any parked vehicles move them to roadside immediately opposite the pits.

Battery Fires

The LIPO Batteries we use have a history of catching fire when charging. While most users understand the charging process and safe criteria there is always a associated risk.

When a battery explodes and is on fire, the combustion is extremely fierce and almost impossible to extinguish.

IF IT IS SAFE TO DO SO

- Remove all other batteries from the charging area.
- Remove any unmanned aircraft and equipment to a safe area
- Move adjacent vehicles to a safe area
- Isolate the power to the battery charging station.
- Extinguish any fire resulting from the battery fire using the Dry Powder units located within the pits shelter.

Grass Fire (within club boundary)

- If after assessment it is deemed possible, members can use fire extinguishers located throughout the club buildings to contain / extinguish small fires.
- **If there is any doubt whatsoever in terms of the ability for members to contain / extinguish small fires CALL 000 immediately to request professional assistance and direct members, visitors and spectators to evacuate the area.**
- The **Maryborough Fire Brigade** number is **(07) 4122 0380**
- The location of the property is Boonooroo Road, Maryborough, situated at coordinate 25 33 39.06S 152 45 03.31E
- Report the incident to the MAC Secretary.