

FIELD SAFETY RULES

June 2009

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A. General

- 1) Both Heathcote and Garawarra fields are noise-sensitive and therefore the Club regrettably cannot allow pylon racing
- 2) Both Heathcote and Garawarra fields are adjacent to large tracts of national park or protected land. Bushfire concerns do not allow the Club to permit turbine-powered airplanes or model rockets (pulse jet RC is banned by MAAA & CASA)
- 3) SSSFA is predominantly a powered, fixed-wing club and cannot offer accredited training in rotary-winged aircraft or in gliders
- 4) SSSFA recognises that the predominant interest of members is powered flight and cannot therefore allow ground-based tow-line or bungee launch of gliders
- 5) Safety considerations require careful coexistence of rotary and fixed-wing aircraft. Members flying rotary-winged aircraft are required to be familiar with and observant of the rules for flight at both Club airfields. See pages 5 & 6.
- 6) Members are reminded of their obligation to remain aware of and in compliance with Club Rules.
- 7) Members must NEVER provide their gate key to a non-member or unfinancial member. Members must NEVER copy their gate key; genuine losses will be replaced free of charge. The locks & gate key will be replaced annually.

B. Radios & Radio frequency management

- 1) All transmitters **MUST** be stored in the Tx pound when not in use
- 2) A transmitter shall not be removed from the transmitter pound until the appropriate key has been placed on the frequency board
- 3) A transmitter shall not be turned on, nor the antenna raised, until the appropriate key has been placed on the frequency board.
- 4) Frequency keys shall display the **full name** of the operator, the frequency and/or channel number. All frequency keys must be 20 Khz. (2 inch) '**Silvertone**' type key **marked with one frequency only. No other key is permitted.**
- 5) If a frequency board is not available a member shall be nominated from the operators present to supervise the placement of keys in a prominent position
- 6) If two or more operators are sharing a common frequency, each operator **SHALL LIMIT THE USE OF THE FREQUENCY TO 15 MINUTES.**
- 7) Operators **must** remove their frequency key from the board immediately upon landing and securing their aircraft. Operators should re-check that the transmitter is **OFF** as they place the transmitter in the Tx pound.
- 8) If an operator has a crash or needs recover his/her aircraft, then the operator **must** first switch off their transmitter and remove their frequency key. No transmitter is to be taken onto the runways or surrounding areas when retrieving aircraft
- 9) 36Mhz. AM equipment is strongly discouraged due to the potential for interference & unsafe operation
- 10) 2.4GHz flyers must also use a key and utilise the specific 2.4GHz section of the Board. All flyers are reminded of the limit of six (6) aircraft flying at one time.

C. Start-up and taxiing

- 1) Aircraft in the pit area shall face outwards, away from the pits.
- 2) Operators **must** *carefully and effectively* restrain aircraft during start-up

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procedures. This restraint could be with a device affixed to the ground, with the aircraft sitting firmly in a suitable stand, or with larger aircraft, by having an assistant hold the aircraft firmly etc. The purpose is to ensure the aircraft doesn't inadvertently leap forward to harm the operator or others. **NO RESTRAINT = NO FLY. There are no exceptions.**

- 3) Propeller wash shall not be directed towards other flyers or equipment.
- 4) Where engine tuning requires that the aircraft be held vertically, it must be done while standing with the propeller well above the operator's head. This tuning must not be carried out whilst kneeling.
- 5) Extended engine running must not be carried out in the pit area or on the flight line.
- 6) All aircraft engines must be stopped before approaching the pit area
- 7) Aircraft may be taxied away from the pits, but not into the pit area

D. Who can fly?

- 1) All operators must hold a valid **MAAA Membership Card** and be a financial member of SSSFA Inc or an invited guest.
- 2) All guests must make themselves known to a Committee Member or other senior member and produce evidence of valid, current (other club) membership.
- 3) All visitors must provide proof of a valid **MAAA Membership Card**. Visitors must complete the required details in the Visitors' book and apply to the Committee for permission prior to flying. It needs be understood that this will likely mean that a visitor cannot fly on the day of their arrival unless application to the Committee has been made beforehand.
- 4) Club members must wear their current year's badge.
- 5) Regrettably, insurance requirements force us to say....**No badge/no MAAA membership card = no fly.**

E. At the flight line

- 1) The maximum flying height for model aircraft is **400 feet** unless specifically organised with CASA to the contrary
- 2) The maximum number of aircraft permitted in the air at any one time shall be **6 (six) aircraft**
- 3) All operators shall stand on the flight line parallel to the active runway at *approximately one meter apart* as to avoid interference with each other
- 4) All take offs and landings must be made into the wind on the nominated runway. Calls of '**taking off**' and '**down wind to land**' will be made.
- 5) When an aircraft engine stops in flight the operator shall call '**dead stick**' repeatedly until the aircraft is on the ground. Operators recovering aircraft from the runway area shall call '**on the field**' before entering the landing area
- 6) All circuits and general flying must be carried out in front of the operator. Flying overhead, behind the flight line, over a restricted area or the pits is not permitted at any time. **Refer to the attached diagram to understand that ..."the higher you are flying , the further away you must be.."**
- 7) When more than one aircraft is flying, **all aerobatics must be carried out in the direction of the nominated circuit.**
- 8) It is **only permissible to hover** in front of the flightline if you are the **ONLY** pilot flying
- 9) **Flying across or counter to the nominated circuit is not permitted.**
- 10) No aircraft will be flown within 30 meters of the pit area, spectators, car park etc

F. When and where can I fly?

- 1) Garawarra - 7 days/week starting after 8.00 am and until sunset.
- 2) Heathcote – Monday to Friday 8.00 am – 4.00 pm, **however, complete preference goes to:**
 - Organised school or organised sporting events
 - Council or Club activities such as mowing etcIf such an event starts/commences set-up then you must stop
- 3) Flying at Heathcote Oval is permitted only in the areas designated by the Sutherland Shire Council as set out on the map displayed on the outside of the canteen, on the days, and within the hours specified by Council.
- 4) Flying at Heathcote Oval is **STRONGLY DISCOURAGED** when there are strong/gusty winds from a SE or E direction. This is to avoid a difficult approach that all too easily can stray over prohibited airspace.
- 5) Aircraft must, at all times, remain outside the NO FLY AREAS as indicated on the maps displayed at Heathcote and Garawarra. **IF YOU CRASH IN A NO FLY AREA THEN YOU MUST ADVISE A COMMITTEE MEMBER.**
- 6) If someone enters the field at Heathcote (and they are not an organised school or sporting event) then please be helpful and courteous in your explanation to them of the Club's right of occupancy. What the SSSFA is doing (and what its Council permission allows) is no different to a soccer match being underway – no one would enter a soccer/football field during a match.

G. Noise

- 1) Flying operations at Garawarra shall not be conducted beyond 100 meters past the south-eastern end of the flying field. This is to ensure Garawarra hospital remains unaffected by model aircraft noise.
- 2) As mentioned, flying at Heathcote must stay within the area shown on the map. Flying will **never** stray within 30 metres of the road (western edge of playing field)
- 3) All engines must be effectively muffled
- 4) Aircraft that are considered noisy shall be referred to the Committee in order that a noise level test may be conducted on that aircraft
- 5) Aircraft that fail the standard 93db test or that are considered to be excessively noisy in the air, will be grounded until they can satisfy the club's noise standards. If an aircraft is ordered to undertake a noise test by the Committee, or the Committee's representative, then that aircraft is grounded until tested
- 6) All aircraft that require a (MAAA) "heavy model" certificate - i.e. over 7kgs – are to be noise tested following the established testing protocols

H. Flight training

- 1) Students shall not be cleared for solo flight by their own instructors
- 2) Students' aircraft being flown for the first time shall be checked by an experienced flyer prior to test flight
- 3) Student pilot training shall be conducted as per S.S.S.F.A Inc Training Policy
- 4) All training is to be conducted with the use of "buddy cords"

I. Safety

- 1) Members are reminded that the above 'rules' are in place to ensure so that all members can enjoy the pursuit of flying model aircraft in a safe and friendly environment
- 2) The Chief Flying Instructors, all Members of your Committee and Senior Instructors are *Safety Advisors*. Whilst we had and continue to have a Safety Officer, *Safety*

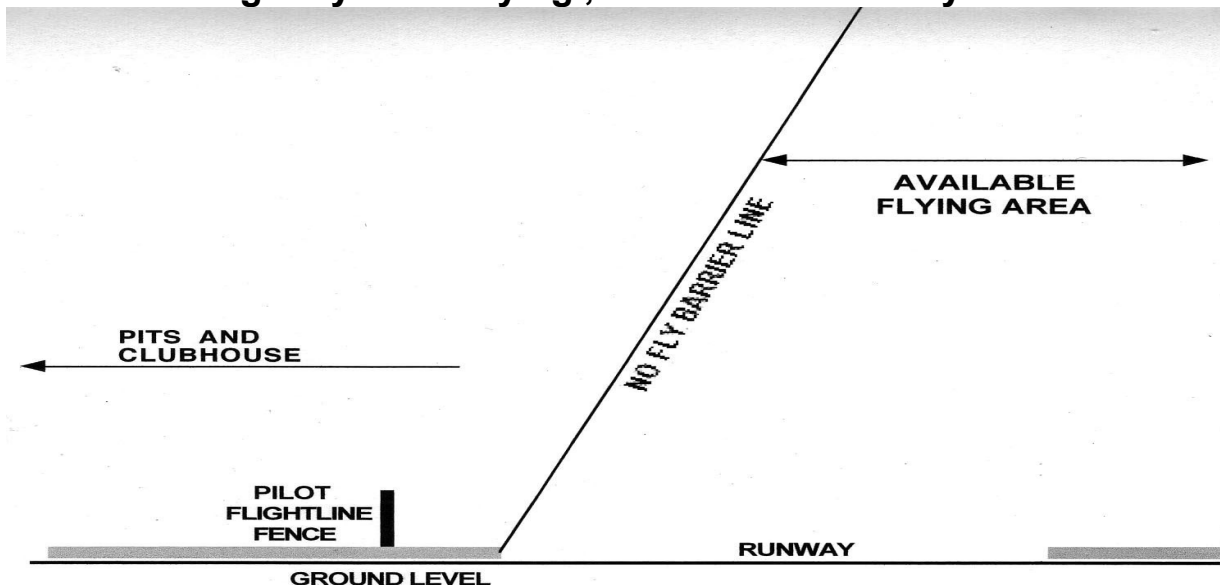
Advisors are newly created positions. Their advice should be sought if there is any concern over safety or flying etiquette and their guidance should be heeded.

- 3) If one or more members consider that another flyer is not complying with the rules then they should and are obliged to point out the error to said flyer and to any Safety Advisor present.
- 4) If the flyer infringes the rules again, then, in the interests of all members and continuation of the flying fields, that flyer will be given further clear advice.
- 5) Flagrant or repeated safety violations will result in an official complaint in writing to the Committee. This will result in the Member being disciplined in accordance with the Club Rules/Constitution (see Sections 10 & 11 of the Rules/Constitution)
- 6) In the event of an incident involving injury or property damage (excluding aircraft), full details must be provided that day to the President & Secretary who, in turn, must complete the appropriate forms and promptly advise all details (including remedial action taken) to MAAA and the insurers
- 7) All operations of radio-controlled aircraft shall comply with the requirements of CAR 1998 part 101 as issued by the Civil Aviation Safety Authority. (C.A.S.A.)
- 8) No person other than those " directly associated with the operation of model aircraft" shall be within 30 meters of the flight line (ref C.A.S.A, CAR 1998 part 101)

J. See also Helicopter Guidelines – Garawarra and Heathcote

These guidelines are on pages 5 and 6 of these Rules are to be carefully followed. If in doubt, consult with a Committee member or some of the other Club members.

K. ...”the higher you are flying , the further in front you must be..”



CROSS SECTION THROUGH RUNWAY AREA

This illustration shows Garawarra but the principle holds true for both fields – i.e. DO NOT FLY OVERHEAD