

Field Rules Summary

This is a summary of the SRCS Field Rules for the benefit of visitors. In the event of any discrepancy between this summary and the full rules, the latter have precedence. Separate rules apply to the operation of helicopters.

ON ARRIVAL AT THE FIELD

Ensure your transmitter is switched off, and place it in the pound, together with a Silvertone frequency key. This should be of the correct width for the bandwidth of the transmitter and clearly marked with the frequency and the owner's name.

WHEN PREPARING TO FLY

A member must sign visitors in the visitors' book before they are permitted to fly. The member must see a current FAI Card before signing the visitor in, unless flying under the concession arrangement allowing people who have not been a member of the MAAA for at least three years, to fly on two separate occasions before joining a club.

When ready to fly, check on the Silvertone Keyboard that your frequency is not in use. If it is free, place your frequency key into the appropriate slot.

Remove your transmitter from the pound. The frequency is available to you for a maximum of 20 minutes.

You should range check your radio system before the first flight of the day.

TAKE OFF

Taxiing is not permitted in the pits. Models must be carried or manually propelled to the taxiway.

Only the pilot and one observer per aircraft are allowed beyond the 30 metre line.

The aircraft must be stopped short of the runway, and the pilot should identify the position of all flying aircraft.

If no aircraft appear to be on finals the pilot should call to the other pilots identifying the frequency and the intention to take off.

If NO RESPONSE is received the aircraft should line up and take off promptly. Standing behind the aircraft to take off is discouraged for safety reasons. If done it must be clearly notified to the other pilots before you proceed onto the runway.

Whilst flying the pilots must stand in the designated area, spaced approximately 2 metres apart. If not standing in this area for takeoff you should promptly move there afterwards.

FLYING

All flying will be in accordance with CAO 95.21. The height limit is 300 feet, and no aircraft are permitted to fly on the pit side of an extended line drawn along the pit side edge of the runway.

Any manoeuvre below 50 feet AGL in the area of the runway must be called to the other pilots before commencing it.

LANDING

Dead sticks have priority over all other movements.

Landings must be called when entering the circuit. The position in the circuit must be identified, as must be entering downwind and base legs.

After landing the aircraft must clear the runway as soon as possible and other pilots informed when it is clear.

No taxiing is allowed in the pits and the engine should be switched off on the taxiway.

AFTER FLIGHT

Switch off the transmitter on returning to the pits, and replace it in the pound. Remove the key from the Silvertone Keyboard and place it over the either the transmitter aerial or a control.

After completion of flying for the day the transmitter should not be removed from the pound until it can be immediately secured in a vehicle.