

## **Flying field regulations. (Standard operating procedures.)**

Each member must be aware that, as members of the Sydney Radio Control Society (SRCS), flying at the Society field, we each have certain obligations which must be fulfilled:-

- (a) an obligation to the owner, or tenant, on whose land we fly, to ensure the security of the land or property and to ensure the minimum disturbance of any livestock.
- (b) an obligation to ensure the continued peaceful co-existence with our neighbours;
- (c) an obligation to the R.A.A.F and other users of the airspace in which we fly-,
- (d) an obligation to abide by the requirements of CASR Part 101, the MAAA Manual of Procedures - and
- (e) an obligation for the continued safety and well being of our fellow members and any visitors to our field.

These field regulations were therefore adopted by the Sydney Radio Control Society to ensure that all these obligations are satisfied.

## **Field Regulations**

### **1. Pre-arrival at the Society's field.**

1. All members, intending to fly at any time at the field, must comply with all requirements, currently in force, for obtaining clearance to fly. Any member found flying at the field without first having obtained such a clearance, if required, shall be liable to dismissal from the Society.

### **2. Arrival.**

2. 1. Each member is responsible for his/her security key to the Society's flying field and must not give or lend this key to any unauthorised person for any purpose.

2.2. Any member leaving the Society is required to immediately return his/her security key to the secretary.

2.3. Members must ensure that all gates to the flying field are securely locked after entry and on departure, without by-passing any other locks in the chain. Also members are to ensure that while entering and exiting no livestock are allowed to pass through the gates.

2.4. The person opening the gate is responsible for closing it.

2.5. All drivers of motor vehicles will observe a 20kph speed limit in effect within the field. Speeds should be reduced below this if either wet or dusty conditions dictate.

2.6. Livestock are to be given right of way at all times and in no way are livestock to be harassed by members or children at the field.

2.7. On entry or departure, vehicles are to proceed directly to and from the parking area.

2.8. Vehicles proceeding to and from the parking area are to use the approved track only.

2.9. On arrival at the parking area, all transmitters intended to be used on that day are to be placed in the "Transmitter Pound". Any other transmitters not intended for use are to remain securely locked in members' cars with the transmitter/s switched OFF. When placing transmitters in the pound members are to check that all transmitters in the pound are switched OFF.

2.10. Members will wear their current membership badge at all times when present at the field, to show current membership and to assist with member identification.

### **3. Visitors.**

3.1. Anyone flying at the SRCS Flying Field who is not a current financial member of SRCS shall be signed into the Visitors Book by a current SRCS financial member before flying on every day that they visit. Examples of correctly completed entries are given at the top of each page

3.2. The SRCS member signing them in shall ensure that all details in the Visitors Book are correct and shall explain the field operating rules, including those for frequency control and mobile phones. They shall also show them where the information is on the notice board

3.3. The current FAI card of an MAAA Affiliated Member shall be sighted on every occasion by the member signing them in. If this is not available they have to be signed in under the 'not current MAAA Affiliated Members' conditions

3.4. For insurance reasons persons who were MAAA Affiliated Members in the previous financial year and who are not current cannot be signed in as visitors unless they have applied to join the Club.

3.5. For insurance reasons persons who are not current MAAA Affiliated Members can only be signed in for a maximum of two visits, no matter how much or little they fly on the day unless they have applied to join the Club, and the application is still under consideration.

3.6. If a person is signed in as a visitor and does not fly then the entry shall be so annotated, crossed out neatly, and signed by an SRCS member

3.7. In accordance with strict MAAA Policy, all visitors who are not current MAAA Affiliated Members shall be under the direct supervision of a competent SRCS member at all times they are flying, irrespective of the visitor's flying ability.

3.8. Unknown MAAA Affiliated Members shall be accompanied on the first visit to the flight line irrespective of stated competencies

3.9. Any visitor who is an MAAA Affiliated Member and not flying to Bronze Wings (or modified Gold Wings for helicopters) standard shall be accompanied at all times on the flight line by an SRCS Flying Instructor or other competent SRCS Member

3.10. The SRCS Member signing in a visitor shall be responsible for ensuring that the visitor complies with all SRCS procedures. In the event that they leave before the visitor then the responsibility shall be handed over to another specific SRCS member

### **4. Transmitter Pound, Keyboard System and Keyboard Time.**

4.1. Subject to the conditions of regulation 2.9. all transmitters when not in use are to remain in the Transmitter Pound.

4.2. All transmitters are required to be accompanied by a personalised frequency key, with both the transmitter and the frequency key to be clearly marked with the modeller's name and transmitter frequency.

4.3. No unnamed frequency keys or those without frequency information are to be used at any time.

4.4. Only Yellow 'metric' keys are to be used and 10 kHz operation is not permitted

4.5. All pilots are to ensure their key is in the appropriate slot in the frequency control board whilst using a transmitter for any purpose.

4.6. Keyboard time for each pilot is limited to 20 MINUTES ONLY when using a transmitter for any purpose.

4.7. All pilots will ensure the prompt return of transmitters to the transmitter pound at the expiry of their 20 MINUTE keyboard period.

## **5. Noise.**

5.1. All aircraft flown at the Society field must comply with the current SRCS noise regulations before being permitted to fly.

5.2. Current SRCS Noise regulations are those specified in the Noise Testing Procedures as amended and included in the SRCS Rule Book.

5.3. Any member or visitor requested to have his/her model 'noise checked' shall not be permitted to fly that model until the model's noise level is within the levels permitted by SRCS.

5.4. All models failing to meet the SRCS Noise level Standards shall not be permitted to fly at the Society's field at any time. (Disregarding this regulation can lead to dismissal from the Society).

5.5. SRCS is a responsible Community Club and as such any pilot wishing to fly between the hours of 8am and 9am must have the aircraft noise tested and certified to the MAAA noise requirement for noise sensitive sites prior to being allowed to be used.

## **6. CASR Part 101, MAAA MOP, Flying times and Field Maintenance.**

6.1 At all times, whilst flying at the Society's field, the conditions of CASR Part 101 and the MAAA MOP's will be observed by all members and visitors.

6.2. No flying is to commence before 9.00 am (09.00 hrs) on any day unless the aircraft has passed the special noise test requirement covered in 5.5.

6.3. It is a requirement that the safety fence be erected at any time that there are more than 2 pilots wishing to fly.

6.4. Members are not to commence flying until the runway has been cleared of manure or any other refuse. Members who disregard this regulation will be grounded for the rest of the day.

6.5. No flying is permitted whilst any form of field maintenance is in progress on the runway or the immediate surrounds.

## **7. Pre-flight.**

7.1. No engine running-in or extended engine run-up, or testing, shall be carried out in the pit area.

7.2. Use of transmitters in the pit area whilst assembly or pre-flight checks of models are taking place must be within the 20 minutes of keyboard time.

7.3. No pilot shall be permitted to taxi a model in the pit area except where the size of that model is such that it is impractical to carry the model to the taxi-way, then regulation 7.4. shall apply.

7.4. Where a model is of such a size that regulation 7.3. allows the taxing of the model in the pit area then the model being taxied must be physically restrained by the pilot or the pilot's helper.

## **8. Arrival at runway and take off.**

8.1. In-coming (in circuit for a landing) aircraft have right of way.

8.2 On arrival at the runway perimeter, the pilot must stop and check there are no aircraft in the approach path on "finals", and identify all aircraft currently in the air.

8.3. When the runway is clear of all traffic, indicate the pilot shall indicate the intention to join the traffic and to take off. If no conflicting movement is indicated by the other pilots then the aircraft shall taxi onto the runway and promptly take off.

8.4. All take-offs and landings (other than indicated emergency landings) are to be made on the runway currently in use and in the direction most into the wind.

8.5. In the event of a malfunction of any kind on take-off, an aborted take-off shall be indicated, the take-off aborted, the model retrieved and the runway cleared immediately.

8.6. No engines are to be started or run-up on the runway.

## **9. Flying in designated Area.**

9.1. During flying the conditions of CASR Part 101 and the MAAA MOP's are to be abided by at all times by all members and visitors.

9.2. Irrespective of any other regulation flying over the pit area and within 30 metres of it is not permitted under any circumstances.

9.3. All pilots shall stand in the designated pilot area for the type of aircraft being flown.

9.4. On the main runways, pilots will stand in a straight line, spaced along the allowed distance and slightly back from the safety fence to allow good visibility for other pilots. They will only move forward for the purposes of taking off and landing.

9.5. For safety and insurance reasons only one co-pilot is allowed per pilot on the flight line. Small children who are not actively involved in flying are not allowed on the flight line under any circumstances.

## **10. Flight procedures (General).**

10.1. Minimum circuit height is 50 feet unless advised to the other pilots.

10.2. All aircraft in the circuit are to fly in the same direction.

10.3. In the event that sufficient aircraft are in the air for those flying to consider there is a serious risk of a mid air collision then they may agree to limit all flying to be in the circuit direction

10.4. Flying over the runway (mown area) is to be kept to a minimum.

10.5. Flying over or behind the pit and parking area is not permitted, neither is flying over the area between the main runway and pit area.

10.6. All aircraft in the circuit or on the runway are to clear that area when a pilot calls "DEADSTICK". That pilot and aircraft have right of way over all other aircraft.

10.7. Pilots intending to perform any manoeuvres below 50 ft. (low passes, touch and goes, etc) or any other manoeuvres which may disturb the flying of any other pilot must loudly and clearly inform the other pilots before commencing any such manoeuvre.

10.8. All manoeuvres as specified in regulation 10.7 are to be performed only in the circuit direction.

10.9. Pilots will not repeatedly fly fuel tanks dry thereby performing unnecessarily 'dead-stick' landings.

10.10. In the event of a crash pilots are to leave their transmitters (switched OFF) at the pilot area (or returned to the transmitter pound) before proceeding to the crash site.

10.11. Immediately a flight is completed - clear the runway- return the transmitter to the transmitter pound and remove the frequency key from the keyboard.

10.12. Pilots may request clear air for test flights and those present will accommodate the request.

## **11. Hazardous and Unsafe Flying.**

11.1. Any pilot flying in a hazardous or unsafe manner will be warned that he/she is liable to be grounded by the safety officer or committee.

11.2. Failure to heed the warning of hazardous or unsafe flying will lead to further action being taken. (Regulations 16.1,.2 and .3 apply).

11.3. Any person flying who is considered to be unsafe or hazardous due to lack of practice or inexperience may be required to have further instruction by an S.R.C. S. authorised instructor before being allowed to continue solo flying.

## **12. Glider Flying.**

12.1. Glider pilots are equally bound by the conditions of CASR Part 101 and the MAAA MOP's.

12.2. All members must be informed when a glider operation takes place.

12.3. No silent glider launches are permitted. Glider pilots must give a loud whistle burst to indicate a glider launch is taking place.

12.4. After launch, glider pilots must proceed immediately to the designated pilot area in use. No glider pilot shall fly from any outward position on the field, unless specified available for glider pilots in accordance with regulation 9.3.

12.5. As for all other flyers, keyboard time for gliders is limited to 20 minutes for each pilot.

## **13. Helicopter Flying.**

13.1 The normal SRCS Inc Flying Rules for fixed wing aircraft apply where appropriate to helicopters.

13.2. Main runway requirements.

13.2.1 Helicopter pilots, either SRCS Members or visitors, have to be cleared as capable of flying to the required standard by a Club Instructor, either fixed wing or helicopter, before being allowed to flying solo on the main runway if any other aircraft are flying. Prior to that, they must be accompanied by a member in accordance with the SRCS Instructor Policy.

13.2.2. Clearance to fly solo will be given when the pilot can demonstrate that he is capable of flying safely with fixed wing aircraft which is based on a modified form of the MAAA Gold Wings. This covers three hovering manoeuvres, a Figure M, a pirouette in each direction, and a top hat from each direction, which should be demonstrated in the hovering area; correct calling and

knowledge of safe flying practices, being in control of the flying helicopter at all times, the ability to fly a rectangular circuit and an emergency landing at call.

13.2.3. Helicopters must be carried on the taxiway, and once on the runway, must not hover within 10 metres of anyone on the taxiway or the flight line.

13.2.4. Hovering over the runway is allowed only for the purpose of facilitating take-offs and landings.

13.2.5. Flying above other pilots, or co-pilots, who are on the flight line, or recovering aircraft from the runway, is expressly forbidden.

13.3. Helicopter pad requirements.

13.3.1. The helicopter pad is principally provided for hovering practice.

13.3.2. Only one helicopter pilot and observer are allowed on the pad at any one time.

13.3.3. When practicing any manoeuvre, such as circuits, landings, and take-offs that conflict with the main runway circuit, the helicopter pilot must be assisted by an observer. Since it is unlikely that circuit calls will be audible from the main flight line, and vice versa, the observer's role is to advise the helicopter pilot of aircraft in the circuit, and other conflicting or potentially conflicting, aircraft movements.

13.3.4. The helicopter pilot will endeavour to ensure the helicopter remains out of the field of view from the flight line, provided the he can do this without undue risk to the safety of the helicopter.

13.3.5. If any spectator, or person other than the authorised observer, approaches the helicopter pad nearer than 30 metres to the helicopter flight path the helicopter must land immediately by the shortest safe route.

## **14. Mobile Phones**

14.1. In accordance with the recommendations of the MAAA, SRCS does not allow mobile phones to be taken into the transmitter pound, the pit area or the flight line.

14.2. Due to the potential for affecting model transmitters and the concern that this could cause, this includes any mobile phone whether switched on or not.

14.3. Mobile phones may of course be used in the car park area.

## **15. Instructors**

15.1. SRCS has a responsibility to provide flying instruction to members who are in the process of learning to fly model aircraft.

15.2. The Instructor Roster, if used, is to ensure that an instructor is available on Saturdays, Sundays and Public Holidays.

15.3. Only MAAA Approved Instructors and those who have done the SRCS Preliminary Course are included on the Instructor Roster. This is to ensure that a consistent approach is maintained towards club instruction.

15.4 In the event of there being a large number of students present on any day, it is hoped that other MAAA Approved Instructors, and those who have done the SRCS Preliminary Course, will assist the duty instructor if requested.

15.5. The duty instructor may request others to help, particularly with pre-flight inspection and engine tuning, provided he considers that they have the required experience.

15.6. If the duty instructor is not present then it is hoped that other members present will fill in, by assisting any members who are expecting to receive instruction.

15.7. If MAAA Approved Instructors, and those who have done the SRCS Preliminary Course, are present then they should be the preferred stand in.

15.8. It is not desirable that, in the event of none of the above being present, that any members who are expecting to receive instruction leave without flying. Under these circumstances, provided that they are prepared to help, experienced members of the club, who's flying is to gold wings standard, may provide instruction on behalf of the club.

## **16. Safety Officers.**

16.1. Directives given by safety officers to members and visitors on matters of flying and safety are to be acted upon immediately at all times.

16.2. Safety officers are empowered to ground any flyer who has broken any flight regulation.

16.3. Any decision made or action taken by a safety officer is final at that point in time. Appeal against any decision or action of a safety officer may be made to the committee of management or their delegates who shall determine what further action is needed.

16.4. Safety is no accident. All members shall at all times take care in all that they do.

## **17. Departure from field.**

17.1. Members are to keep the field and pit areas clean and tidy at all times.

17.2. All remains of any broken models, propellers, rubber bands etc, are not to be left on the field thus endangering livestock who might eat the rubbish. It is yours – take it with you.

17.3. No member is to leave his/her litter behind at the field. If you bring it - you take it away.

17.4. Members are to ensure that all S.R.C.S. equipment used during the day is returned and properly stored in the storage shed/container and that the container doors are closed and locked prior to departure from the Society's field.

17.5. All members are reminded to securely lock any gates on departure, without by-passing any other locks in the chain.

17.6. The person opening the gate is responsible for closing it.

## **15. Departure from field.**

15.1. Members are to keep the field and pit areas clean and tidy at all times.

15.2. All remains of any broken models, propellers, rubber bands etc, are not to be left on the field thus endangering livestock who might eat the rubbish. It is yours take it with you.

15.3. No member is to leave his/her Utter behind at the field. ff you bring it - you take it away.

15.4- Members are to ensure that all S.R.C.S. equipment used during the day is returned and properly stored in the storage shed/container and that the container doors are closed and locked prior to departure from the Society's field.

15.5. All members are reminded to securely lock any gates on departure, without by-passing any other locks in the chain.