

Hawkesbury Model Air Sports Inc.

FIELD SAFETY RULES

A. Overview and General Rules

1. Members are reminded that these rules are in place to ensure all members can enjoy the pursuit of flying model aircraft in a safe and friendly environment.
2. These safety rules must be read in conjunction with the HMAS Inc Constitution and By-laws.
3. Members and visitors must be advised of the No Fly restricted areas associated with the HMAS Inc. Flying Field before flying.
4. Safety considerations require careful coexistence of all types of Model Aircraft; Rotary, Powered fixed-wing aircraft, Gliders and Turbine aircraft.
5. Instructors and all members of your Committee are safety advisors. Their advice should be sought if there is any concern over safety or flying etiquette.
6. Children must be under the supervision of a parent or guardian at all times. This includes the car park and pit area. Children should not be on the flight line/pilot's box unless participating in the flying of a model.
7. 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 non compliance to the safety officer/s or a committee member.
8. If the flyer infringes the rules again, then, in the interests of all members, that flyer will be given further clear advice.
9. Repeated safety violations will result in official action being taken in accordance with the Club By-laws and Constitution.
10. In the event of an incident involving injury or property damage (excluding aircraft), full details must be provided that day by the Safety officer/s to the President & Secretary who, in turn, will complete an incident form. The safety officer/s are to complete an accident investigation form and provide this to the Secretary for submission with the incident report form to MASNSW and MAAA.
11. 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.).

12. 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).
13. Fire extinguisher/s and first aid kit/s must be available at all times. One extinguisher at the flight line. If these are used please report to the executive to arrange replenishment.
14. No alcohol is to be consumed by members or guests whilst involved in flying operations.
15. It is highly recommended that two people are in attendance for all operations on the field.
16. Any dogs on the field must be on a lead at all times.
17. Batteries for electric flight aircraft must be charged/stored in a responsible manner and in such a way as to minimise unauthorised access that could lead to short circuits of battery packs and possible injury.
18. Damaged batteries are to be removed from the area and taken home for disposal. No damaged batteries to be left on site.

B. Definitions

1. Pit area – as defined on the attached HMAS Inc Flying Field diagram.
2. Flight line/Pilot's box – where pilots must stand, as defined on the attached HMAS Inc Flying Field diagram.
3. Runways - as defined on the attached HMAS Inc Flying Field diagram.
4. Taxi ways - as defined on the attached HMAS Inc Flying Field diagram.
5. Pilot aircraft position calls – as defined in the HMAS Inc By-laws and Safety Rules.

C. Radios & Radio Frequency Management

1. Operation of Radios on other than 2.4Ghz will require the following procedures.
2. Transmitters to be placed in the transmitter pound when not in use.
3. A transmitter should not be removed from the transmitter pound until the transmitter's frequency key has been placed in the appropriate frequency board slot.
4. A transmitter MUST NOT be turned on, until the appropriate key has been placed in the frequency board.
5. Frequency keys shall display the following information,
6. Owner's name,
7. Channel number, and/or

8. Spot frequency.
9. All frequency keys must be 50mm (2 inch) wide corresponding to a 20khz channel spacing. Frequency keys are to be marked with ONLY ONE frequency.
10. Only MAAA approved frequencies are to be used.
11. All transmitters must be approved to Australian standards.
12. Pilots should remove their frequency key from the board immediately upon landing and securing their aircraft. Pilots should re-check that the transmitter is OFF as they place the transmitter in the transmitter pound.
13. A range check should be carried out for each aircraft prior to the commencement of flying. If any abnormalities are noticed then the aircraft should not be flown until the abnormality has been rectified. If in doubt contact a committee member or senior pilot.

D. Start-up and Taxiing

1. Aircraft in the pit area shall face outwards, away from the pits towards the runways.
2. No engine is to be started in the pit area unless the aircraft is restrained.
3. Pilots must restrain aircraft during start-up procedures. This restraint could be, a device affixed to the ground, the aircraft sitting firmly in a suitable stand, or by having an assistant hold the aircraft firmly. The purpose is to ensure the aircraft does not inadvertently leap forward to harm the pilot or others.

NO RESTRAINT = NO START = NO FLY.

4. Propeller wash should not be directed towards other flyers or equipment.
5. Where engine tuning requires that the aircraft be held vertically, it should be done while standing with the propeller above the pilot's head. This tuning should not be carried out whilst kneeling.
6. Extended engine running should be carried out away from fellow modellers to reduce noise and discomfort.
7. Fixed Wing Aircraft may be taxied away from your pit area to the flight line.
8. When taxiing back aircraft engines should be stopped at the entries to the pit area. If you wish to still have the engine running when the aircraft is returned to you pit area, it **MUST** be either carried or pushed by the tail. This is to stop the aircraft from inadvertently hitting someone in the pits with the engine running.
9. Rotary wing aircraft, (helicopters, auto gyros etc), are to be carried to the flight line.
No Hover Taxi of Helicopters
10. Helicopters must not be hovered in the pit area.

E. At the Flight Line

1. The maximum flying height for model aircraft is 400 feet unless specifically permitted with permission from CASA and RAAF.
2. The maximum number of aircraft permitted in the air at any one time shall be 6 (six).
3. No take offs or landings are permitted from taxi ways, the pit area or walk way to the pilot's box/flight line.
4. Calls of "taking off" and "down wind to land" nominating a runway or "landing" nominating a runway should be made.
5. When an aircraft engine stops or does not respond in-flight the pilot shall call 'dead stick' loudly. All other pilots should climb their aircraft away from the runways and circuit area until the 'dead stick' has landed.
6. Pilots/assistants recovering aircraft from the runway area must call 'on the field' before entering the landing area.
7. All circuits and general flying should be carried out in front of the pilot. Flying overhead, behind the flight line/pilot's box, over a restricted area or the pits is not permitted at any time.
8. When more than one aircraft is flying, pilots should fly in the same direction. If a pilot intends to fly aerobatics other pilots should be informed. The intent is to reduce the chances of a mid-air collision. Communication between pilots is the key!
9. 3D manoeuvres both Heli and Fixed Wing, and Heli Autos are to be communicated to other pilots prior to commencement.
10. Should an engine on a large-scale model stop whilst taxiing, it should not be restarted without the assistance of a helper. Due to the size of the propellers used on these aircraft, it's impossible for the pilot to restrain the model without help.

F Flight Training

1. Students should be cleared for solo flight by a qualified instructor.
2. Student's aircraft being flown for the first time shall be checked by an experienced flyer or qualified instructor prior to test/first flight.