



Safety Information & Operating Etiquette

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1.0 General

1.1 The Cronulla Model Aero Club (CMAC) is principally a social and training club.

1.2 This Safety Information and Operating Etiquette (the rules) is in place to ensure that members and visitors can enjoy the pursuit or observation of aero-modelling activities in a safe and friendly environment.

1.3 All members shall be familiar with the safety requirements and appropriate actions in any situation that may arise during operations that could result in an adverse, unsafe or inappropriate situation.

1.4 All new members shall at the time of joining, be given a full induction on safety requirements and operating etiquette, whilst non-flying visitors will be escorted by a club executive.

1.5 Any financial member of the club is permitted to seek amendment to the rules. Such amendments will be considered by the Standing Club Executive Committee.

1.6 The Cronulla Model Aero Club is predominantly a club for powered fixed-wing aircraft. Rotary wing (ie Helicopters) and FPV should fly off the rotary wing site adjacent to the car park.

1.7 Any **heavy model** (over 7kg) needs a permit to fly issued by CMAC, or have the existing permit to fly (MAAA Form 038) having Endorsed Pilot section recertified by an authorized CMAC Heavy Model Inspector. Contact the committee to arrange this as required.

1.8 However, as with all model types operated at the Field, the Chief Flying Instructor, Club Flying Instructors, Designated Safety Officer/s, or any member of the Executive Committee may elect to restrict the use of any model at any time based on excessive noise or safety reason.

1.9 [Moved to section 5.6]

1.10 All pilots of model aircraft shall be familiar with, and understand their obligations with regard to the Australian Civil Aviation Safety Regulations; In particular, Part 101, section G, of the 1998 Regulations and the Model Aeronautics Association of Australia – Manual of Procedures for model aircraft.

1.11 Only persons with a minimum of Bronze wings pilot accreditation shall be permitted to fly solo (ie without secondary observation and guidance). All other persons must be under the direction of an Approved Flying Instructor or his/her nominated delegate. Such delegates should be the holder of a gold wings accreditation or be of equal standard.

1.12 All safety related incidents & accidents, and/or frequency interruptions must be reported to a committee member or the Chief Flying Instructor.

1.13 Flying under the influence of drugs or alcohol is strictly forbidden.

1.14 Fires

In the event of a model starting a fire and the fire is not able to be extinguished within a minute or two or is clearly a distance away from the flightline, we need to call 000 ASAP and report the fire. If the fire presents a hazard to the pits area, then members should evacuate immediately. The notice board has our GPS coordinates.

2. Transmitter Use (all frequencies)

2.0 Please do not use mobile phones in the pilot box or spectator area to avoid the possible risk of interference due to proximity. Flight Mode can be used if you want to use a phone camera.

2.1 For all aircraft, where the radio / receiver supported it, the failsafe should be set to close the throttle on loss of radio signal. Any model that will go to an open throttle on loss of radio (switching off the transmitter while still armed) is not permitted at any time.

Non-2.4 gig Transmitter Use

2.2 All non-2.4 GHz Transmitters shall be placed in the transmitter compound when not in use.

2.3 All members using non-2.4 GHz shall make use of a standard (Silverstone type) transmitter frequency key. Each key shall identify the name of the member or flying visitor, the operating frequency and the pilots mobile phone number.

2.4 Any transmitter non-2.4 GHz shall not be turned on, nor have the antenna raised until the appropriate key has been placed on the frequency board.

2.5 If two or more operators are sharing a frequency, each pilot shall limit the use of the frequency to 15 minutes.

2.6 Pilots must remove their frequency key from the board immediately upon landing, securing their aircraft and switching the transmitter off.

2.7 If a pilot has a crash or needs to recover his/her aircraft, the pilot must first switch off their transmitter and leave it in the transmitter compound before retrieving the aircraft. In the case of electric aircraft, it may be a requirement to leave the transmitter switched "on" until the aircraft is located and batteries disconnected to isolate the motor.

3. Start up and taxiing

3.1 Pilots must carefully and effectively restrain aircraft during startup operations. This may be via a device fixed to the ground (i.e. wing or tail chocks) or a bench with appropriate wing poles or wheel bars. The use of flight or tool boxes placed in front of wings or tail planes are not considered as appropriate restraint. The exception to this is flight boxes that have raised aircraft support stands.

3.2 Propeller wash shall be directed away from other persons.

3.3 Where engine tuning requires that the aircraft be held vertically, it must be done whilst standing with the propeller well above the operator's head. Placing the aircraft into a vertical position must not be done whilst in the kneeling position.

3.4 Extended engine running must not be carried out in the pit area or on the flight line. A maximum time of 2-3 minutes is acceptable. "Run up" bays that are positioned away from general pits or social gathering areas shall be used for extended engine runs.

3.5 Aircraft shall not be taxied in the pits area. Inbound aircraft must have engines stopped before passing into the pits area.

3.6 When walking from the starting tables to the flight line, Pilots must take all care to ensure they keep a safe distance from any person in the pits area and take extreme care not to accidentally bump open the throttle. The use of throttle hold switches is highly recommended. Or seek assistance from other members to carry your transmitter or model, particularly if you have mobility problems.

3.7 Electric models are to be armed and disarmed on arriving and leaving the flight line using the arming tables providing. Exceptions will be made for electric models where arming / disabling at the flight line is not practical or safe providing such models are set up with arming switches on the model and / or radio that prevents the motor starting up if the throttle stick is bumped.

4. At the flight line.

4.1 The maximum flying height for model aircraft is 400 feet Above Ground Level.

4.2 No more than six (6) aircraft shall be permitted in the air at any one time.

4.3 Pilots on the flight line shall move left or right subject to the direction of the circuit to make room for pilots joining the flight line.

4.4 All pilots shall be familiar with the taxiway entry, exit and holding points for the runway.

4.5 Prior to runway entry or takeoff, pilots shall make a "clear for takeoff" call and seek acknowledgement of clearance before aircraft are permitted to taxi to the takeoff position.

4.6 All circuits and general flying must be carried out in front of the pilot. Flying overhead, behind the flight line, above the pits, over or beyond Heathcote Road is not permitted at any time. Please refer to the No-Fly Zone map on the notice board.

4.7 Flying counter to the nominated circuit is prohibited.

4.8 When there is a wind direction change that requires a change of circuit direction, all pilots must be informed of the circuit direction change.

4.9 When a pilot wishes to land, he/she must call “downwind for landing, or “landing” and step forward to the fence barrier” and the position of the aircraft shall be opposite or slightly past the flight line about to turn onto the base leg. This call may be abbreviated to “landing” if there is a need to clarify the intent to land (eg on final approach)

4.10 Where a landing is aborted, the pilot shall make the call “going around”

4.11 Where a pilot experiences an engine failure the pilot shall call out “Dead stick” to alert all other pilots on the flight line and persons wishing to cross the runway of the impending situation. The pilot has immediate right of way for runway use.

4.12 Persons seeking to enter or cross the runway whilst aircraft are operating shall do so by calling “on the Strip” or “crossing the strip” and may only do so when it is visibly safe to do so.

4.13 When taking off using a model with undercarriage (not hand launched), the take-off must be in the direction of the circuit and the climb out should be no greater than 30 degrees and join the pattern of existing models flying without disruption or risk of collision. Taking off across the strip and/or climbing vertically into traffic already in the circuit is strictly prohibited.

4.14 Hand launched models may be launched across the strip into the prevailing wind as required, but it’s the responsibility of the pilot hand launching to ensure that they join the pattern of existing models flying without disruption or risk of collision.

4.15 Aerobatic flight including hovering is not to be done over the runway or in any area where existing aircraft are flying circuits. It’s the responsibility of the pilot doing aerobatic manoeuvres to keep well clear of other aircraft flying circuits. It’s best to wait for a time with no other aircraft flying to conduct aggressive manoeuvres and/or hovering.

5. Flying Times.

5.1 Flying is permitted between 0800 (8 am) and sundown – 7 days a week.

5.2 Electric powered aircraft are permitted to operate from sunrise, providing they are quiet.

5.3 Night flying is not permitted

5.4 On Saturday mornings before 10:00 am, general flying may be restricted to allow for training of new pilots under instruction from club instructors.

5.5 No IC or turbine powered models are to be started before 8:00am on any day. This includes ground running. Only quiet electric models may be run before 8:00am.

5.6 Gas Turbine Operations

Gas Turbines are only permitted to be flown in **NO RATING** bush fire risk days. It is the responsibility of the endorsed pilot to check RFS fire danger rating is suitable for planned operations.

Refer to this link for the current and forecast risk levels.

<https://www.rfs.nsw.gov.au/fire-information/fdr-and-tobans>

CMAC is in Greater Sydney Region, or region 4 in the map view.

Gas Turbines are not to be operated on any day where the risk level is MODERATE, HIGH, EXTREME or CATASTROPHIC under any circumstances.

All Gas Turbine models need a permit to fly issued by CMAC or have the existing permit to fly (MAAA Form 038) having Endorsed Pilot section recertified by an authorized CMAC Heavy Model Inspector. Contact the committee to arrange this as required.

All flights of Gas Turbine models must have either a CMAC Committee member or CMAC designated Safety Officer present to monitor that the weather conditions are suitable and observe the flights are compliant with CMAC and MAAA MOP030 rules.

When we have public visitors present then the startup of Gas Turbines is to be done on the runway to ensure a safe distance (min 8 metres) is maintained from the spectator area.

5.7 Total Fire Bans

No flying of **any model type** is permitted on days where the Greater Sydney Region is declared a Total Fire Ban (TOBAN).

These days are usually well publicised in the media. During a TOBAN or if there is back burning or firefighting activity in the immediate area the field is closed, and members should not visit the field.

Quite often TOBAN are not issued until 1700 the day before but must be checked on the day as the forecast may have been updated later.

6. Vehicle in the pits area.

6.1 Vehicles may enter the pits area for loading or unloading aircraft.

6.2 At peak times, (i.e. Thursday / Weekend mornings) vehicles shall be removed from the area once unloading or loading is completed.

6.3 Drivers are reminded to extend a courtesy to other members whilst parked in the pits area regarding obstruction of thoroughfares or walkways.

6.4 Persons who arrive after 0930 are encouraged to park in the car park and carry their aircraft and associated equipment into the pits area.

7. Benches / tables

7.1 Benches may be reserved for the exclusive use of a member, providing that there is clear signage attached to such benches so that all other members are aware of the reservation. This reservation should include your name and your regular flying days so that other members may use the bench at other times. All bench reservations are to be approved by the committee in advance.

7.2 Any benches not marked as reserved as per 7.1 are free to be used on a first come, first served basis. Any reserved bench that is not in use by 9:30 am is also available to other members. If you need to use a particular bench and another member is already using it you may politely ask whether the current user of the bench is able to relocate to another bench.

7.3 Should a member with a reserved bench knowingly be absent from the field for a period, he/she should make it known to other members and allow their bench to be used.

7.4 New members seeking to establish their own bench should consult with a member of the committee who will provide guidance on the process.

7.5 Members and flying visitors who do not require the use of a bench or table must consider their set up location. Due to the size of some models, specific large model set up areas have been permanently designated.

8. Searching for lost models

8.1 Should you be required to search for a “lost” or “downed” aircraft, ensure another club member is aware of the general search direction you are heading and a frequency key shall be placed in the aircraft search panel. The key should be endorsed with your mobile phone number. It is preferable for safety reasons that searching for models be undertaken in pairs.

8.2 Always have a mobile phone with you when going into the bush. It’s also advisable to carry some drinking water, particularly in hot weather.

9.0 General courtesies and etiquettes.

9.1 All members have an obligation to ensure that a safe operation is maintained always. Everyone is a safety officer as we are all responsible for our own safety and those around us. Speak up if you see a dangerous situation.

9.2 Younger members shall always extend their help to senior members who may require assistance with movement of their aircraft or should the need arise, when conducting a search.

9.3 The setup, maintenance and lockup of the facilities shall be shared by all members. This includes deployment or removal of windsocks and frequency key boards, assistance with Tea & Coffee supplies, opening and closing of access gates and attendance at organised

working bees as required from time to time.

9.4 All members are prohibited from removing, trimming or clearing any live vegetation, unless under the instruction of the committee at designated working bee days.

9.5 No smoking is permitted in the pits area or flight line at any time.

9.6 Please remember that all social media is public and should not be used to discuss Club business, safety issues or security. These sites are for sharing news, photos, videos and stories. Please always be polite, no swearing and no politics. We want these sites to be fun and enjoyable for all members. This is not the place to gripe about things. That's what the committee members are for 😊.

9.7 Please make a gold coin donation if you make use of the Coffee and Tea supplied. Your donation helps pay for the cost of providing this.

10.0 Gates and Security

10.1 The first member to arrive (with keys) should unlock all the gates and bring the padlocks from the 1st(Road) and 2nd (Carpark) gates into the shelter area and place the padlocks in the designated area in the open (unlocked) position. The padlock of the 3rd gate (Pits) can be left in the gate open (unlocked). Please set the gate sign to say the field is open.

10.2 The last member to leave the field each day is required to ensure that the windsock is put away under the shelter table trays and the trays under the table are closed and the tool used returned to the usual hiding spot.

Check that the fire is out (if used) and ensure all three gates are closed, latched and padlocks are closed (locked). Please set the gate sign to say the field is closed.

10.3 If you are visiting the club at time or day where only a few members are present, it's advisable to keep the 1st and 2nd gates closed and locked to avoid any unwanted trespassers.

10.4 Flying at the field with no other members present is **strongly discouraged**. It's important to have a friend present in case of an emergency or injury.

10.5 Please be aware that due to remote location of the field any police or ambulance response will be slow so please be aware of your personal situation and avoid any unnecessary risks.

10.6 Holders of gate keys shall not copy or lend their key to other persons. A gate key will only be issued to a person at the discretion of the club committee and after a period of financial membership for 12 months or greater.

10.7 Emergency phone numbers and the field's address and GPS location are on the notice board for reference in an emergency. It's recommended to also load the free phone application called 'Emergency +'. It will provide contact to emergency services and GPS location.

11.0 See and Avoid

11.1 If any full size or manned aircraft come within 1000 metres of the field, all flying is to cease as soon as practical to land. Under no circumstances should anyone knowing fly in the vicinity of any full size or manned aircraft. Note this excludes the airliners overflying us at heights in excess of 4000 feet AGL.

11.2 Any birds flying in the area are to be avoided as far as it's safe and practical to do so. Try to stay at least 50 metres from all birds and do not attempt to chase or follow any birds in flight.

11.3 Please be mindful of venomous snakes at the field. There have been many sighted recently. If you see any wildlife including snakes, move away from them and leave them alone. Keep an eye out for snakes in all areas of the field including the carpark and pits as we have seen snakes in these areas before. It's strongly recommended to wear sturdy shoes or boots.

Thongs are not permitted at any time at the field.

If you have any questions regarding anything in this document please talk to a committee member.

Version History

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| 2017 V1.0 | Updated document |
| 2019 V2.0 | 12 February 2019 Added new rules 4.13, 4.13, 4.15 Section 5 renamed from Flight Times to Flying Times Added new rules 5.5, 5.6 and 5.7 Added new rule 10.7 Added new Section 11 and Rules 11.1, 11.2 and 11.3 |
| 2023 V1.3 | Updated 1.7, 1.8, 5.6 and added 2.0 and 1.14. & reordered section 1 to remove duplicate numbers. Moved 1.9 to section 5.6. |