

SSSFA Field Safety Rules

1. General

1. All operations must be conducted in order of compliance with:
 1. CASR 101 1998, Subpart 101.G-Model Aircraft.
 2. MAAA Manual of Procedures. (available on the MAAA website.)
 3. These Field Safety Rules.
2. 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.
3. The gate at Garrawarra is to remain CLOSED at all times.
4. Both Heathcote and Garrawarra fields are adjacent to bushland, national parks and/or protected land. The potential consequences of a bushfire are extremely high and so:
 - Turbine-powered airplanes, model rockets or pulse jets are not permitted at either Garrawarra or Heathcote.
 - During Total Fire Bans in the NSWRFSS fire region 5 (Illawarra/Shoalhaven) there is to be no flying at Garrawarra field.
 - During Total Fire Bans in the NSWRFSS fire region 4 (Greater Sydney Region) there is to be no flying at Heathcote field.

Fire ban information is on the NSWRFSS website:
<https://www.rfs.nsw.gov.au/fire-information/fdr-and-tobans>
5. Commercial UAV/RPA operations are not permitted at Garrawarra.
6. UAV/RPA models operated for private purposes must:
 - Be fitted with appropriate, activated failsafe and geo-fencing and;
 - Be operated under the provisions of appropriate MAAA MOPS and;
 - Remain 30 metres away from other people, remain less than 120 meters above ground level and within line of site
 - CASA have produced an easy-to-read safety guide for drone operators and members who fly drones are required to comply accordingly. Refer to the CASA website or to the following link:

<https://www.casa.gov.au/sites/default/files/know-your-drone-flying-for-fun.pdf>
 - Any new entrant into UAV/RPA must have their model inspected and proficiency assessed by a suitably qualified person.
 - FPV flying at Garrawarra is restricted to the field within visual control range, i.e. no bush flying or tree racing permitted.
 - FPV flying is permitted only when conducted strictly in compliance with CASR 101 and MOP 066

7. SSSFA is predominantly a powered model aircraft club. Gliders and other types of aircraft are welcome, however operators must conform to normal circuit procedures when flying concurrently with other model aircraft. Bungee cords, launching ramps or glider winches must not obstruct runway strips or taxiways unless done in consultation with other field users on the day.
8. Safety considerations require careful coexistence of rotary and fixed-wing aircraft. All Members, irrespective of what model aircraft they fly, are required to be familiar with and observant of the rules for flight at both Club airfields.
9. Pylon racing is not permitted at either Heathcote or Garrawarra. An exception is allowed for:

Electric powered models may be used for flag racing provided the models are limited to 1Kg in weight and powered by a battery cell count of not more than 4S. The flag course and velocity limits of the models shall be designed to maintain their flight paths within the confines of the field boundaries and over the flight strip area in use. Flag racing should not occur while any other type of model flying activity is underway at the field, unless a compatible means of safe operation and reasonable time limit to the event has the full agreement of all other model flyers present on the day.
10. Smoking is not permitted on the flight line, pit area or near the container. Smoking is permitted in the car park area only. No butts or rubbish to be left behind.

2. Radios & Radio Frequency Management

1. All transmitters other than 2.4GHz **must** be switched off and 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 not operating on 2.4 GHz 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 two or more operators are sharing a common frequency, each operator shall limit the use of the frequency to 15 minutes.
6. 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.
7. 36MHz FM equipment is discouraged due to the potential for interference & unsafe operation.

3. Start-up and taxiing

1. Aircraft in the pit area shall face outwards, away from the pits.

2. Operators must *carefully and effectively* restrain all aircraft during start-up procedures. This restraint could be with a device affixed to the ground, or the aircraft sitting firmly in a suitable stand, or with larger aircraft, by using the fixed stands supplied or, as a last resort, 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 operators or equipment.
4. All aircraft engines must be stopped before approaching the pit area.
5. Aircraft may be taxied away from the pits but not into the pit area.
6. Internal Combustion Engines
 - Internal combustion engines of greater than 2.5cc capacity must not be hand started. Using a chicken stick, electric or spring starter is mandatory.
 - 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.
 - Extended engine running must not be carried out in the pit area or on the flight line.
 - Fuel containers must not be stored under the container awning. Fuel must be stored in the pit area.
7. Electrically Powered Models
 - Electrically powered models must not have batteries loaded and the speed controller armed under the container awning. Batteries must be loaded in the pit area or adjacent to the pit area fence.

4. 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. Operators must be either bronze, silver or gold wings standard to fly without a buddy box.
3. All visitors must make themselves known to a Committee Member or other senior member and produce evidence of valid, current (other club) membership.
4. All visitors wishing to fly must produce their MAAA Membership Card and must hold bronze, silver or gold wings accreditation.
5. Club members must wear their current year's badge.
6. Regrettably, insurance requirements force us to say....No badge / no MAAA membership card = no fly
7. A potential new member can fly using a buddy box with an Instructor.

5. At the flight line

1. Operators must ensure that all model aircraft are least 30 metres away from anyone not directly associated with the operation of model aircraft. This includes IN FLIGHT, LANDING and TAKE OFF.

2. All fixed wing model aircraft flying 3D manoeuvres outdoors, excluding electric models with a wing span of one (1) metre or less, **are not to be flown any closer than 9 metres to all pilots operating at the time.**
3. Helicopters flying outdoors **are not to be flown any closer than 9 metres to all pilots operating at the time.**
4. The maximum flying height for model aircraft at both Heathcote and Garrawarra is **400 feet**, unless specifically organised with CASA to the contrary. With specific and CASA approvals, Garrawarra can have a special event ceiling of 1,000 feet.
5. The maximum number of aircraft permitted in the air at any one time is 6 (six) aircraft.
6. All operators shall stand on the flight line parallel to the active runway.
7. All take-offs and landings must be made into the wind on the nominated runway. Calls of 'taking off' and 'downwind to land' will be made.
8. When an aircraft engine stops inflight the operator shall call 'dead stick' repeatedly until the aircraft is on the ground. Operators recovering aircraft from the runway area must first ensure it is safe to do so and shall call 'on the field' before entering the landing area.
9. 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..."
10. When more than one aircraft is flying, all aerobatics must be carried out in the direction of the nominated circuit.
11. It is only permissible to hover in front of the flight line if you are the ONLY pilot flying.
12. Flying across or counter to the nominated circuit is not permitted.

6. When and where can I fly?

1. **Garrawarra** - 7 days/week starting after 8.00 am and until sunset. If there is any field maintenance being carried out no models are permitted to fly.
2. **Heathcote** – Monday to Friday 8.00 am – 4.00 pm. Please be aware that Sutherland Council does book other sporting events and activities which override the club's permission for use of Heathcote Oval. When this occurs, the club is usually notified and the Secretary will advise members by email. In any case, notified or not, complete preference for use of the field goes to:
 - Organised school or organised sporting events.
 - Council or Club activities such as mowing and field maintenance etc.
 - If such an event starts/commences set-up - then you must land and stop flying. There are NO EXCEPTIONS.
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 Garrawarra. **IF YOU CRASH IN A NO FLY AREA THEN YOU MUST ADVISE A COMMITTEE MEMBER** after first ensuring safety of all involved.
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.

7. Noise

1. Flying operations at Garrawarra shall not be conducted within 100 meters of the south-eastern end of the flying field. This is to ensure Garrawarra hospital remains unaffected by model aircraft noise.
2. Flying at Heathcote must stay within the area shown on the map displayed on the wall of the amenities building. Flying must **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.

8. 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 MAAA Training Policy.
4. All training is to be conducted with the use of "buddy cords".

9. Safety.

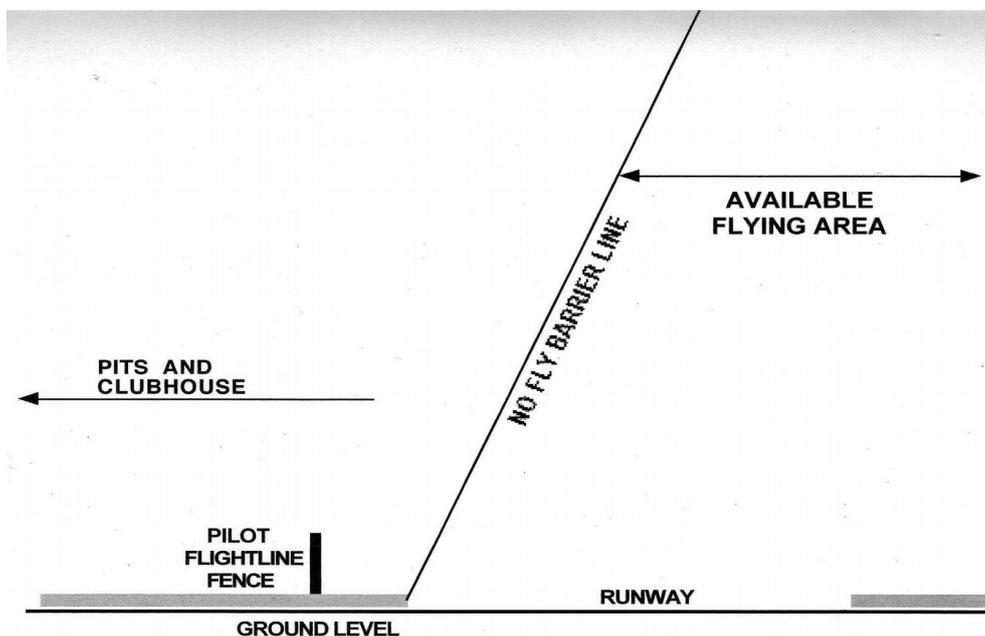
1. All instructors who have passed MAAA accreditation and approved Club instructors as well as all Members of your Committee are Safety Officers. Their advice should be sought if there is any concern over safety or flying etiquette and their guidance should be heeded.

2. If one or more members consider that another operator is not complying with the Rules then they should and are obliged to point out the error to the operator and to any Safety Officer present.
3. If the operator infringes the rules again then, in the interests of all members and continuation of the flying field tenure, that operator will be given further clear advice.
4. 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) and MAAA MOP028.
5. In the event of an incident involving injury or property damage (excluding aircraft), full details must be provided to the President & Secretary within 24 hours. The Secretary must complete the appropriate forms and promptly advise all details (including remedial action taken) to Aeromodellers NSW and the MAAA.
6. No person other than those “directly associated with the operation of model aircraft” shall be within 30 meters of the flight line (ref CASR 1998 part 101).

10. Battery Charging

1. The charging station shelf under the awning is for battery charging only. It is not a setup table.
2. Only batteries being charged may be placed on the charging table. Spare batteries must not be stored on the charging table, they must be stored in a safe location away from the charging station and fuel containers. The pit area is the best option.
3. All batteries being charged at the container charging station must be enclosed in an appropriate fire proof container.
4. Fuel containers must not be placed anywhere under the awning.

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



**CROSS SECTION THROUGH
RUNWAY AREA**

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