

Dubbo Model Aero Club Safety Rules

The following regulations apply to all attendees at "Tinks Field" flying field, Delroy Rd, Dubbo, and primarily relate to safety concerns. Regulations will also apply to other flying sites where applicable.

Dubbo Model Aircraft Club members must make themselves conversant with and abide by the regulations before using the facilities, thus each and every member is deemed a "SAFETY OFFICER". He/She will ensure adherence to the regulations by both members and visitors. For the purpose of these rules, a "pilot" refers to any person in control of a model aircraft.

Club Members

A safety pack will be given to all new members and to be signed that new members have read the clubs safety rules and will abide by them at all times.

GENERAL RULES OF THE FIELD

1. "Tinks Field" is a privately owned field. At all times, due respect and regard shall be afforded to the owners of the field, their property and stock. This rule also applies to other flying sites.
2. "Tinks Field" is a noise limited field. All engines over 1cc (excepting 4 strokes and diesels) are to be muffled with an effective silencer.
3. No person, without a Current MAAA card, shall be permitted to control a model aircraft.
4. All models shall be kept within the "Pit Area" for any pre-flight preparation.
5. Any aircraft/radio equipment that is deemed unfit or doubtful of successful flight may be grounded until such time that repairs are made, or a qualified flier is able to test fly the model.
6. Alcoholic beverages are not permitted in the pit area forward of the BBQ area while ever aircraft are being flown.
7. No person shall be permitted to control any aircraft if affected by alcohol.
8. Naked flames are not permitted within the pit area while model fuel is present.
9. Parents are responsible for the supervision, safety and behaviour of their children at all times. No children allowed in club shed unless accompanied. All dogs to be kept on leads on flying days.

10. No vehicles are to be parked in the pit area only in the designated parking area.
11. Only club members or visitors with Current MAAA cards are permitted past the 30m line, (for reference purposes the 30m mark starts approx 1 metre from front of the pits).
12. A "chicken" stick or electric starter must be used to start engines. On larger Glow and Petrol models that require hand starting a Glove is optional.
13. It is recommended that models be fitted with either a Spinner or domed nut.

GENERAL USE OF THE RUNWAY AND AIRSPACE

14. All pilots are to use their aircraft in a safe manner, with due regard to the safety and enjoyment of all users of the field.
15. * All members flying will range check at start of flying session.
16. No pilot shall switch on radio gear without first;
 - a) Checking the frequency board that his frequency is not in use
 - b) Placing a frequency control key in the appropriate slotIf the desired frequency is in use, the pilot shall place his transmitter in the "pound" (Transmitter storage board) until the frequency is available.
17. No person is to remove a frequency key from the board except the person in control of the matching transmitter.
18. When sharing a frequency, pilots are to liaise with each other in order to ensure safe and equitable sharing of frequencies.
19. NO mobile phones in the Pit area or on the Flight line.
20. Any person deemed to be flying in a dangerous or negligent manner will be subject to rule 46.
21. Pilots are to carry or walk their aircraft to and from the edge of the runway.
22. *If you would like Solo air time to Fly, talk to the guy's on the Day if ok arrange a time to take off.
23. *Gliders to be launch by another member other than Pilot on club days or if more than one member flying on the day.
24. *All Planes IC or Electric and Heli's to be carried to Flight line by another member not the pilot when there is more than one member at club.

NO TAXI-ING IN THE PITS

25. Taxiing practice may be done on the strip while no other pilots are flying. Pilots wishing to fly have precedence over those taxiing.

26. *You will ask every pilot at the Flight line if ok to take off before doing so no exceptions.

27. Before continuing onto the runway, pilots are to;

- a) Call to other pilots in order to advise of their intention
- b) Give way to aircraft that are already on the runway or approaching
- c) Ensure that it is safe to proceed

28. In the event of a stalled engine on the runway, the model is to be removed from the runway before attempting to re-start it No engines are to be started on the strip.

29. Before any person enters the runway to retrieve a landed or stalled aircraft, he must call "on the strip" to other pilots.

30. Whilst flying, pilots are to maintain voice contact with each other wherever possible in order to advise of their intentions, and to assist in any way should one of them encounter difficulty.

31. After landing, pilots are to call to, and receive OK from other pilots before walking onto the strip. Models are to be retrieved in a timely manner and advise other pilots when the runway is clear.

32. Pilots must, at all times, avoid flying over;

- a) Any road or populated area.
- b) Any person(s) or vehicle(s)
- c) Public/spectator area
- d) Car park, pits and helicopter hovering area
- e) Tinks house and horses where possible

33. No member shall cross, or cause to be crossed, the immediate flying area, including the runway, unless in the act of retrieving a disabled model. This action will take place only under the supervision of the pilot of the aircraft and according to rule 22.

34. Whilst flying, pilots are not to stand on the strip. A safety barrier is provided to offer extra protection for pilots.

35. In the event of engine failure in flight, the pilot will audibly call "DEAD STICK" at least twice in order to inform other pilots that he has an aircraft in the process of landing without power (including gliders). Other pilots are to clear the landing strip immediately and give way to the "dead stick" aircraft.

New Planes and Pilots

36. *New Planes ,Gliders and Heli's to be checked by at leasted 3 committee members or a combination of committee member and experienced modellers before First flight.

37. *New Planes Gliders and Heli's needing to be test flown. The Pilot at the controls will be Bronze wing minimum at controls when there is more than one member present at the club.

38. *If you want to test fly your own Plane and you do not have Bronze Wings, you can Test fly on Monday To Saturday any time ,Sunday 8am till 9am as long as no other member or visiting members are not present at time of test flight,refer to rule 2.

39. *New Pilots to have a mentor or Buddy connection for as long as required IE)Bronze wings achieved.

MODEL HELICOPTERS

40. Helicopters are to be flown under the same rules as other aircraft, as above, having the same rights and constrictions as other aircraft, with the addition of the following rules.

41. Helicopters are not to be "spooled-up" in the pits

NO HOVERING IN THE PITS

42. Extended hovering is to be conducted in the designated hovering area which lies to the north of the pits. Pilots may stand within the area but must liaise with other users of the area and be aware of their position at all tunes.

43. When moving from the hovering area to the runway/flight circuit, pilots are to do so in accordance with the above rules for general runway and airspace use, in particular, rule 20. When moving back to the hovering area, the model is to be in a stable hover before entering the "hovering area" from general flight.

44. The landing approach or autorotation from the flight circuit is to be done in a safe manner with due regard to other pilots. An audible call such as "landing from the left" shall be used.

45. Hovering practice may only be done on the strip while no other pilots are flying. If a pilot is hovering over the strip and another pilot wishes to fly, he must either ascend into the flight circuit or move to the hovering area.

46. Non-compliance to the above regulations will incur, in the first instance, a warning from the committee. Any recurring infringements then give the committee the power, under the DMAC constitution to:-

A) Cite the offender and/or

B) Suspend the offender for a determined period, or

C) in more serious circumstances, terminate the offender's membership

This is by no means an exhaustive list of rules to cover every situation which may occur with the variety of aircraft which we fly.

There is no greater rule than "COMMON SENSE". With a little common sense and due regard for others, we can all enjoy the hobby in a safe manner.

The aim of the above rules is not to curtail the enjoyment of the sport, but to ensure the safety of both the general public and the aero-modeller. It is hoped by the committee that by observing safety standards, we will not only encourage goodwill from the general public, but also attract more enthusiasts to the sport. In short, we expect members to set an example.

* All these are mandatory when more than one member or visiting member are using or present at the field.