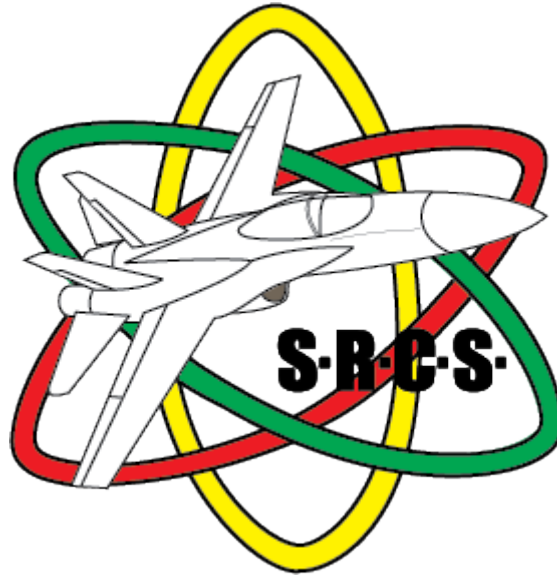


SYDNEY RADIO CONTROL SOCIETY Inc



SRCS BULLET POINT FIELD RULES (GUNDERMAN)

SRCS 04

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APPROVED: SRCS Committee

Date: 26/02/2019

SRCS BULLET POINT FIELD RULES (GUNDERMAN)

ALL FLYING HAS TO CONFORM TO THE REQUIREMENTS OF CASR 1998 PART 101 AND THE MAAA MANUAL OF PROCEDURES.

Note that these are only a basic summary of the Rules. Reference should be made to the full Rules for completeness and any clarification.

ENTERING AND LEAVING

- The entry gate shall never be left unlocked when unattended.
- The person opening the gate is responsible for closing it.

TRANSMITTER CONTROL

- 2.4 GHz transmitters can be used without any special restrictions.
- On arrival, 36 MHz, 29 MHz and 40 MHz transmitters must be placed in the transmitter pound or switched off in a vehicle and must remain off unless a frequency key is in the control board..

RIGHT TO FLY

- Only SRCS Club Members have an absolute right to fly.
- All visitors must be signed in by an SRCS Member prior to flying.
- Non MAAA Members can only be signed in on two occasions unless they have applied to join.
- Only pilots who have been accepted by the Club as flying to Bronze/Silver (or to Bronze/Silver with additions for helicopters) Wings Standard can fly unsupervised from the main runway.

SAFETY

- Every club member is a Safety Officer.
- Safety Directives shall be complied with.
- Any accident involving people or property or other safety issues shall be urgently reported to the SRCS President, or if not available the Committee. If in doubt report it anyway.

TAKE OFF

- Aircraft are to be mechanically restrained during start up or else held by someone else.
- No taxiing in the pit area unless model too large to carry, in which case must be physically restrained.
- No more than one assistant is allowed with each pilot.
- After checking the position of all flying aircraft, and that no aircraft are landing or approaching the runway, then a clear call must be given prior to entering runway for take-off.
- If more than one flier is operating at the field, pilots are required to stand behind the safety barrier when flying from the main runway.

FLYING

- See and Avoid is the most important basis of interaction of flying models with full size aircraft operating from the main runway and those overflying.
- Flying altitude is limited to 400 feet AGL unless a dedicated observer (spotter) is present.
- Flying altitude shall not be over 1000 feet AGL unless an Event has been declared by SRCS.
- Flying shall be only in the area away from the runway and in the direction away from the pits.
- Flying in the area between the runway and the pits and behind the pits is not allowed (see map).
- Clear calls must be given before any movement under 50 feet that conflicts with runway operations, such as low passes and landings.
- Dead stick aircraft have priority over every other operation.
- Landing aircraft have priority over those taking off.
- By agreement reasonable time should be allowed for flying different types of aircraft.

HELICOPTERS (In addition to the above)

- Only one helicopter is allowed in the hovering area at any one time.
- Only one observer is allowed with each helicopter.
- If local flying is undertaken in the hovering area, the pilot must give way to aircraft from the main runway and a dedicated observer must advise the helicopter pilot of their presence.