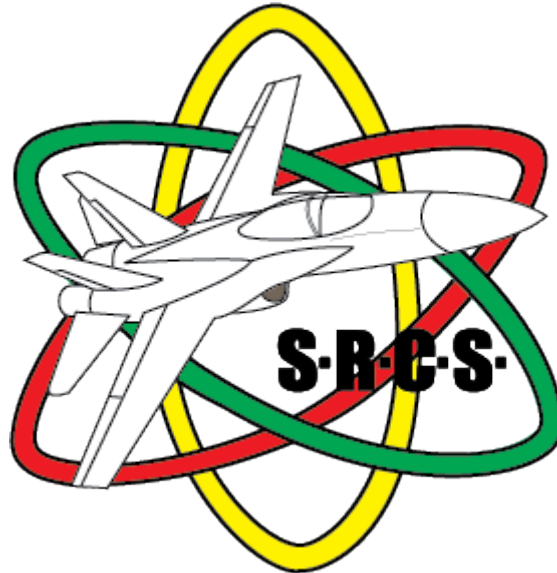


SYDNEY RADIO CONTROL SOCIETY Inc



HELICOPTER RULES

SRCS 09

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General

All CASA, MAAA and SRCS Inc Flying Rules for fixed wing aircraft, as listed in SRCS 01, apply where appropriate to the flying of helicopters.

Helicopter pad requirements.

The helicopter pad is principally provided for hovering practice.

Only one helicopter pilot and co-pilot are allowed in the helicopter pad area at any one time.

Helicopters must be carried from the pit area to at least the edge of the helicopter pad.

When the helicopter is just hovering, the pilot must keep it within the mown boundary of the helicopter pad.

Before local flying is undertaken outside the mown boundary of the helicopter pad, the pilot must have a co-pilot with him.

Since it is unlikely that circuit calls from the main flight line will be audible, and vice versa, the role of the co-pilot is to advise the helicopter pilot of aircraft in the circuit, and other conflicting or potentially conflicting, aircraft movements.

If local flying such as take-offs, landings, and small low circuits are undertaken from the helicopter pad these must be confined to low speed and the area in the immediate vicinity of the helicopter pad.

The helicopter pilot is responsible to ensure the helicopter remains out of the field of view of pilots on the flight line and that the helicopter does not conflict with any fixed wing aircraft movement.

If conflict is considered likely to occur, then the helicopter pilot shall act to immediately move the helicopter out of the way, or land provided this can be done without undue risk to the safety of the helicopter.

If any spectator, or person other than the authorised co-pilot, approaches the helicopter pad nearer than 30 metres to the helicopter flight path, the helicopter must land immediately by the shortest safe route.

Main runway additional requirements.

The required conduct for helicopter pilots is the same as for fixed wing pilots.

Helicopters operating from the runway must fly in a manner compatible with fixed wing operations.

Helicopters must be carried from the pit area to at least the edge of the runway.

Helicopters pilots must call manoeuvres, following the same convention as fixed wing aircraft. Helicopters are only allowed to hover over the runway for the purpose of preparation for flight and then recovery afterwards.

Helicopters must not hover nearer than 10 metres to the other pilots on the flight line.

Helicopters must not be allowed to fly at any height directly over any pilot or co-pilot recovering an aircraft from the runway or in the immediate vicinity of it.

Helicopter pilots, either SRCS Members or visitors, must be cleared as capable of flying to the required standard by a Club Instructor, either fixed wing or helicopter, before being allowed to fly solo on the main runway if any other aircraft are flying. Prior to that, they must be accompanied by a Club Instructor or experienced club member in accordance with the SRCS 02.

The main role of the instructor/experienced club member in this case is to ensure that the flying is compatible with other runway operations, that the correct calling protocols are being followed, and to keep a look out for conflicting traffic to release the pilot to apply the necessary level of concentration to his flying.

Clearance to fly solo will be given when the pilot can demonstrate that he is able to fly safely with fixed wing aircraft. This is based on a modified form of the MAAA Wings as below.

The ability to fly all the Bronze or Silver Wings (as appropriate) manoeuvres on the helicopter pad as witnessed by a Club Helicopter Instructor. In addition using either local flying or on the runway with no other aircraft flying, demonstrate to a Club Instructor, either fixed wing or helicopter, correct calling and knowledge of safe flying practices, the ability to fly a rectangular circuit and an emergency landing at call, and with being in control of the flying helicopter at all times.