

# S.M.A.C. RULES

## FOR THE SAFETY OF S.M.A.C. MEMBERS, VISITORS, PROPERTY, OPERATION OF MODELS & THE ENJOYMENT OF THE SPORT

1. ALL Transmitters are to be placed in the TRANSMITTER POUND UPON ARRIVAL at the Flying Field and left there at ALL times, other than when required for flying, flight related checks or leaving the Flying Field for the day. When in use the FREQUENCY KEY SYSTEM MUST BE USED AT ALL TIMES. If you have any doubts how the system works ASK SOMEONE who is familiar with the system. After every flight, your TRANSMITTER is to be RETURNED to the TRANSMITTER POUND and your FREQUENCY KEY REMOVED from the board as other pilots may be on the same frequency as yourself and may be waiting to fly.
2. MINIMUM requirement for SOLO FLYING at S.M.A.C. is BRONZE WINGS STANDARD, as set out by the M.A.A.A. Any pilot not having achieved this standard MUST have a pilot holding either BRONZE OR GOLD WINGS alongside them. The winged pilot shall be familiar with the flight mode being used by the non-winged pilot.
3. Engine starting procedures MUST be followed. NO STARTING or RUNNING ENGINES behind the REAR ALIGNMENT of the provided STARTING PADS or STARTING BENCHES and with the aircraft FACING THE NORTH / SOUTH RUNWAY. AIRCRAFT MUST BE RESTRAINED either by an assistant, the supplied small aircraft mechanical restraints or the giant scale post restraints built into the starting line.
4. Electric powered model aircraft MUST NOT have their POWER SUPPLY CONNECTED and/or their motors ARMED anywhere in the pit area, except at the STARTING BENCHES and forward, or out on the FLIGHT LINE.
5. THE PILOT OR AN ASSISTANT MUST RESTRAIN aircraft TAXIING OUT of the pits. Aircraft are not to taxi out under their own power.
6. When flying, pilots are to CLEARLY ANNOUNCE THEIR INTENTIONS to other pilots on the flight line. E.g. "Taking off", "Landing", "Dead Stick" etc. DEAD STICK LANDINGS ALWAYS HAVE PRIORITY.
7. CIRCUIT DIRECTION will be at the DISCRETION of the SAFETY OFFICER and the signs placed accordingly to reflect this. If no Safety Officer is in attendance then those present will mutually decide the Circuit Direction and abide by the decision. CIRCUIT DIRECTION MUST BE FOLLOWED WHEN TWO OR MORE AIRCRAFT ARE IN THE AIR AT ANY ONE TIME. If only one aircraft is in the air then the Circuit Direction is not an issue.
8. ALL pilots upon HEARING, SEEING or BEING NOTIFIED that FULL-SIZED AIRCRAFT are IN THE VICINITY of the Flying Field shall LAND IMMEDIATELY and not return to the air until the FULL-SIZED AIRCRAFT HAS CLEARED THE VICINITY OR HAS LANDED.
9. Should a pilot require, for a specific reason, to have sole use of the airspace for a particular flight, (e.g. first test flight) the Safety Officer can authorize and state a time limit and advise other members present.

No flying closer than (30) THIRTY METRES to any spectator area, including pit fence adjoining runways.

10. ALL MOTORS ARE TO BE STOPPED PRIOR TO ENTERING THE PIT AREA AFTER ANY FLIGHT.
11. Slow flying electrics and helicopters may be flown on the East / West strip while the Main North / South strip is in use provided that they (a) Do not under any circumstances fly further East than the pit fence separating the pits from the North / South strip. (b) Stand on the yellow pavers provided that indicate the flight line for the East / West strip or visa-versa.
12. THE SAFETY OFFICERS DIRECTIONS ARE TO BE FOLLOWED AT ALL TIMES. Any direction given by a Safety Officer will remain in force until the Executive Committee or a General Meeting decides to amend or retract the direction.
13. NO FLYING OVER THE PITS OR CAR PARK AREAS.
14. EXECUTIVE COMMITTEE – Where a member of the Executive Committee holds more than one position (ie the same person holds the position of President and Treasurer), they will pass one of their voting rights to the Vice President whenever a matter needs to be decided by Executive Committee Vote.
15. The Safety Officers for the coming year will be elected at our A.G.M. It is the responsibility of the member to familiarize themselves with who the Safety Officers are.

If an issue with a Safety Officer arises it should be brought to the attention of the Executive Committee for discussion and possible action.

The above rules may be amended from time to time. It is the responsibility of the Members to familiarise themselves with any changes that may occur.

**Executive Committee Strathalbyn Model Aircraft Club Inc.**