

The Rebel Flying Club Inc. (RFC) is affiliated to the Model Aeronautical Association of Australia (MAAA) and is governed by the MAAA Procedures and Policy, and the Civil Aviation Safety Authority (CASA) of Australia. The RFC Rules are inclusive of the governing bodies regulations and further specify those regulations as applicable to the RFC and the RFC Field. It is the responsibility of all RFC Members and visitors to be aware of and abide by the Procedures, Policies and Regulations of the governing bodies, the RFC Rules and points of safety, and the NSW National Parks and Wildlife Service (NPWS) regulations.

1. **Rules and Directions.** The rules of RFC and any reasonable directions of an RFC committee member must be followed at **all** times, and applies to all RFC Members, Prospective Members, Visitors (bona-fide visitor per MAAA), Members Guests and Spectators. Access to the field is permitted only to RFC Members and Visitors who have signed the Visitors Book ('Bona-Fide' Visitors).
2. **National Park Regulations.** The flying field is contained within a National Park and as such ALL PERSONS must comply with NSW National Parks and Wildlife Service (NPWS) rules and conditions of use including but not limited to:
  - a. NO PETS.
  - b. NO SMOKING.
  - c. NO RUBBISH TO BE LEFT.
  - d. DRIVING. Drive at all times in a safe and courteous manner.

**The NPWS Lease to RFC requires adherence to the National Park rules.** RFC has a 'zero tolerance' of breaches to the NPWS rules, offenders at the RFC Field will be directed to leave the flying field.

3. **RFC Field Map.** All flying operations are to be conducted in accordance with the **RFC Field Map**.
4. **First Aid and Emergency.** A First Aid Kit, Defibrillator & Fire fighting equipment are located in the sheds.
5. **Visitors.** Visitors from other clubs, 'Prospective New Members' and 'escorted Members Guests', are classified as 'bona-fide visitors' per MAAA and must sign the visitors book—before entering the flying field and/or flying. Visitors from other clubs must demonstrate current MAAA membership and are to make themselves known to a club official or Member. Visitors are to read and abide by the RFC Rules and Procedures.
6. **Guests and Spectators.** Guests of Members and Spectators are welcome but are to remain within the Shelter / Car Park Areas. RFC Members are responsible for their Guests including a briefing on the requirements of Clauses 1 to 6. As an RFC Member when you become aware of a Spectator, please also provide them with a safety briefing and access rules.
7. **Flying Days and Restrictions.** The FIELD is normally OPEN for RFC Members flying each day between sunrise and sunset with the following exceptions, as applicable to the **Greater Hunter Fire Area**. The **FIELD is CLOSED at the following times**
  - a. **CLOSED** on days of **TOTAL FIRE BAN** (even if the park is open).
  - b. **CLOSED** during a period of State Government declared 'State of Emergency'.
  - c. **CLOSED** when the National Park is Closed ('ParkClosed' sign displayed at the Park Entrance).
  - d. **CLOSED** when MOWING or FIELD MAINTENANCE is being carried out.
8. **FIELD SETUP & LOCKUP.** The first member to arrive at the field is to carry out the field setup, the last member is to lockup:
  - a. The shed is to be UNLOCKED at all times during flying, to enable immediate access.
  - b. Fire Extinguishers are to be placed on the field.
  - c. Safety Nets are unfolded, Defibrillator brought out and placed on the DCM Table.
  - d. The last member to leave the field is to ensure all equipment is packed away; Safety Nets folded and secured to posts; Debrillator returned to shed; sheds are locked; and, the gate is closed and locked before leaving.
9. **RFC Field Flying Zones.** The MAAA Clearance Rules and CASA Height Restrictions apply at the RFC Field. All flying operations are to be conducted in accordance with the areas defined in the **RFC Field Map attached**. The clearances for the flying operation of all Models are:
  - a. Shelter to Model Flying Clearance: minimum 30m.
  - b. Pilots Box to Model Flying Clearance: minimum 9m. (*except as stated for specific flying operations below*).
  - c. **NO-FLY ZONES Clearances** (Pits, Car Park, Pilots Box etc). **Do NOT Fly OVER the No-Fly Zones.** It is ALSO the Pilots responsibility is to maintain 30m clearance (horizontally and vertically) of ALL persons and

vehicles within the flying field and adjacent areas. Note that on busy days the pits and car park can extend beyond the marked No-Fly zones and those extensions are then no-fly zones..

- d. **Flying Height.** Model Flying Height is restricted to maximum 400 feet / 121 meters (MOP014).
10. **MODEL Standards.** All Model Aircraft are to be in a safe flyable condition. An RFC Committee member or a 'Heavy Model Inspector' can deem a model unsafe and unflyable, pending remediation.
11. **PIT PROCEDURES – SAFETY - Preparation / Testing / Arming / Launch / Post-Landing**
- a. **IC Models - Start-up / Testing.** RESTRAINTS must be used for the starting and test-running of Internal Combustion (IC) Powered models at all times. **Only** start your aircraft in the pit area facing the field (south) and using restraints, do not carry out an extended run-up or test in the pit area. Be aware of the exhaust fumes and high noise levels generated.
- b. **IC Engines Run-up/Test running/Run-in of** is to be carried out at Pit 20 (behind the toilet) or an area approved by the DCM which is isolated from the pits and shed. IC Engine Runs are not permitted in front of or adjacent to the Shed area.
- c. **Taxiing or Carrying Models (IC or Armed Electric).** Taxiing areas are shown on the **RFC Field Map**.
- i. **From the pits** (IC and Electric) models may be taxied or carried to the runway through the indicated taxiing areas. Pilots must taxi/carry models to the area adjacent to the Pilots Box (left or right), **NOT behind or through the pilots box.**
- ii. **Following landing** (gas and electric) models are to be taxied to the area adjacent to the Pilots Box (left or right); the model is to be faced away from the pit area and IC engines are to be shut down. Electric Models are to be securely held and moved to the Arming Table or Pits where the model is to be RESTRAINED and DISARMED.
- iii. **Pilots are NOT TO TAXI in the pit area or behind the Pilots Box.**
- d. **Model Testing in the Shelter and Car Park.** If models are to be tested under the shelter, propellers and blades MUST be removed. Models with propellers and blades fitted **ARE NOT TO BE RUN** on tables under the shelter area.
- e. **ARMED Electric Model Safety.** Electric Models, when Armed, require particular 'Safe Handling' practices by the Pilots and any helpers. Definition: An electric model is 'Armed' when the battery is connected to the ESC. It is recommended that Pilots of Electric Models use and apply the 'Throttle Isolate' function available on their transmitter. **Armed Electric Models MUST BE RESTRAINED** or held during:
- I. Function Testing
- II. Range Testing
- III. Taxi / pre-takeoff / launch, and
- IV. Following landing or recovery.
- V. Whenever the battery is connected
- f. **Electric Models – ARMING, Testing & Range Test.** Electric aircraft are **not to be armed in the shelter area.** Models may have batteries installed under the shelter but not connected. The battery is connected only when the model is in the pit area or adjacent to the Pilots box, and facing toward the runway and RESTRAINED.
- g. **Electric Models - DISARMING.** Electric aircraft are **DISARMED in the PIT AREA or adjacent to the Pilots Box.** The model is to be clear of the pilots box or in the Pit area, faced toward the runway, and RESTRAINED (securely held or in model restraint equipment). The battery is to be disconnected ONLY when the model is RESTRAINED.
12. **PRE-FLIGHT Procedures and checks.** Prior to all flights the pilot is to:
- I. Inspect the model controls for security, correct operation and function.
- II. Transmitter settings and functions are to be tested and function with the model are to be verified.
- III. The Transmitter Range test is to be conducted on the model on the first flight of the day. When conducting Range Tests models are to be restrained.
13. **FLYING Procedures.** These flying procedures apply to **ALL MODEL TYPES** on both the Main Runway and the Heli Field.
- a. **Airborne Models:** The following limits apply to Airborne Models, at any given time:
- I. Main Runway Pilots Box – a maximum of 6 Models are to be flying at any time.

- II. Heli Area Pilots Box – a maximum of 2 Models are to be flying at any time.
- b. **Field Flight-Line Layout.** The MAAA Clearance Rules apply, as shown on the attached RFC Field Map and detailed at Para 9, apply at all times.
- c. **Pilots Box.** When flying all pilots must stand in the designated pilots box(es), indicated by the ground markings on the Main Runway or Heli areas, as applicable. *Exceptions apply to specific Flying operations below.*
- d. **Pilots Box Announcements.** Model flying operational intentions must be conveyed **CLEARLY BY VOICE** to other pilots in the Pilots Box and must be acknowledged by other pilots prior to the Pilot executing the action. Model flying operations to be ANNOUNCED by pilots are:
- i. entering the runway / take off, hand launch, landing, retrieval, low-pass, touch-and-go, 3D flying, dead-stick, on-the-field, clear, **LOSS OF CONTROL**
  - ii. a 'dead-stick' landing, when announced by a pilot, has priority on the runway.
- e. **Take-off, Launching and Landing.** All flight take offs, launches and landings are to be made from Main Runway or Heli Area, as applicable. Models are to be positioned for take –off as follows:
- I. Main Runway beyond the 30m line, (clearly marked line);
  - II. Main Runway Start Point for take-off runs is to be within the 30m line runway boundaries.
  - III. Heli area Take-off Circles.
  - IV. *Note the specific requirements for Hand-Launched, Bungee, Winch and Aerotow Models as detailed below.*
- f. **Retrieval After Landing.** After landing, models are to be taxied clear of the runway to the side of the Pilot Box, then turned away from the Pit Area and shut down and/or **DISARMED** (Electric Models). Models are then hand wheeled/or carried to the pit area. **MODELS ARE NOT TO BE TAXIED INTO THE PIT AREA.** *Note the specific requirements for Hand-Launched, Bungee, Winch and Aerotow Models detailed below.*
- g. **Moving onto the Field/Runway.** Any person wanting to move onto the Field/Runway is to clearly announce their intentions to the occupants of the Pilots Box. After acknowledgement by all pilots, you may proceed onto the field/runway, whilst clearly announcing you are **“ON THE FIELD”**. When clear of the field/runway you must announce **“CLEAR”** to the Pilots Box.
- h. **Hand Launched Model Procedures.** Hand Launched model launching and retrieval is to be carried out **beyond the 30m line** and the following procedures apply
- i. **Launching.** Hand-Launched models are carried to the runway to the left or right of the Pilots Box, **NOT behind or through the Pilots Box**. Permission to launch is requested from all Pilots in the Pilots Box, announce **“OK to Launch ?”**. Following clearance from the active pilots, announce **“ON THE FIELD”** and move beyond the 30m line and launch the model away from the pilots box. The launcher is to immediately return to the Pilots Box and announce **“CLEAR”**.
  - ii. **Landing and Retrieval.** Hand-Launched models are to be landed beyond the 30m line. Following Landing the pilot is to announce **“ON THE FIELD”**; move out onto the field and retrieve the model, then and announce **“CLEAR”**, and carry the model to the side of the Pilots Box or to the 'Arming Table' and **DISARM**. The model is to be **carried facing to the runway** at all times.
- i. **Bungee, Winch and Aerotow Launching.** Bungee, Winch and Aerotow launching is permitted but can only be carried out under the direct control of the Duty Committee (DCM) Member. The RFC Committee acknowledges that normal flying operations may be disrupted during this period due to the position of the pilots and crew on the runway.
- I. **Aero-Tow.** Aero-Tow launch requires that normal flying is halted, all models are landed, the Pilots Box is cleared. Aerotow launch is made from either end of the runway. Following launch the aero-tow pilots and crew move clear of the runway and, as soon as possible, to the Pilots Box.
  - II. **Bungee and Winch Launch.** Bungee and Winch launch equipment is to be set up on the Southern side of the Runway. Following launch the aero-tow pilots and crew move clear of the runway and, as soon as possible, to the Pilots Box.
- j. **FPV Flying Procedures.** Pilots using FPV systems are subject to the following procedures (MAAA MOP066):
- i. Pilots flying an FPV RC Aircraft must have a spotter. This means **if you are the only person at the club you cannot fly a FPV RC Aircraft.**

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- ii. Pilots flying **FPV Aircraft must check the FPV Channel Board** to ensure no one is on the same video channel as you **before switching on your FPV System**. Pilots must log their video channel on the FPV channel board **BEFORE** turning on any transmitting devices.
- iii. If you do not know what channel your FPV RC Aircraft is on you are NOT OT SWITCH ON to until all FPV RC Aircraft have landed and you have cleared your frequency with other FPV pilots.
- iv. The FPV channel board is to be displayed (adjacent to the 36mhz board) at all times during FPV operations.

14. **36 Mhz Transmitter Operation.** Pilots using 36 Mhz Transmitters are subject to the following procedures.

- a. Upon arrival identify any other 36Mhz users and define the frequencies to be used.
- b. Use the 36Mhz board and keys to manage the allocation of keys. Place frequency key in keyboard before turning on transmitter. Name and frequency must be on your key.
- c. NOTE: MAAA have advised that the 36 Mhz band is shortly to be reallocated. At that time 36 MHz will not be used at the RFC Flying Field.

**Reference:** MAAA Manual of Procedures (MOP) <https://www.maaa.asn.au/maaa/nationals/64nats/64nats.html>

**Attachment:** RFC Field Map



ELECTRIC MODEL ARMING TABLES