

SYDNEY MODEL AERO CLUB inc.

FLYING FIELD RULES

Version 3.8

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SMAC inc President
Russell Emerson

Authorised
SMAC inc. Secretary
Terry Cocks

SMAC inc. operates at the Northern end of the 800M ANZAC Rifle Range (**Range**) on the Land under a lease from the New South Wales Rifle Association (**NSWRA**)

Due to the location and orientation of the Range, the danger areas associated with shooting at the Range extend over the eastern portion of Lot 304 which is managed by the NSW Department Planning and Environment - National Parks and Wildlife Service (**NPWS**) and contains the Boora Point Walking Track (**Danger Areas**).

- It is a condition of entry that all members and visitors complete the attendance register. The register is accessed by scanning the QR code on the field box lid. SMAC members need enter their name on arrival. Visitors should enter their name and MAAA number (If they are members of another MAAA Club) and the name of the SMAC member who is assisting them.**
- Only SMAC Executive or Committee members may represent the Club to ANY outside organisations. If you have any issues or suggestions with regard to how our use of the flying field is set up or managed please bring it to the attention of a member of the club executive.**
- Club membership be restricted to at total of 50 members (plus or minus 5 at the discretion of the club President).**
- Members under the age of 17 years must be accompanied by a parent or guardian when at the flying field**
- The minimum age of applicants that can be considered for club membership is 12 years**

- Days of operation** –Flying is allowed on most weekdays and some Sundays – No flying Saturdays or the 1st and 3rd Sundays of the month and any other day the range is in operation. *The field availability schedule is available from the Clubs WhatsApp page*

Please also note that:

- All stop butts within the Land are slippery and unstable; and:
- The Land is contaminated, filled, non-compacted land and is subject to subsidence.
- The speed limit on the range is 20 kph.
- You enter and remain on the Land and the Danger Areas at your own risk.
- **The use of this flying Field is a PRIVILEGE and not a right. Strict compliance with the following rules is ESSENTIAL for us to continue to ENJOY this privilege.**

SMAC Flight Operations

- 1 Smoking is not permitted within the flying field area
- 2 All aircraft fitted with an internal combustion motor must be fitted with an effective muffler.
- 3 Because noise can be a very subjective issue and a common source of public complaints, the club executive reserves the right to refuse to allow any aircraft to be operated at the site if it is considered to cause a noise nuisance.
- 4 No structures or ground penetration permitted. (Tent pegs and the like are OK)
- 5 No fuel ground contamination is permitted.
- 6 All support equipment and rubbish to be removed at end of every session.
- 7 No damage to existing range facilities (Mounds, roads, flagpoles, buildings, etc). All vehicle traffic to be on existing internal roads, and no driving on range mounds.

Who and what can fly?

- 8 All pilots must be a member of MAAA and be a financial member of SMAC or an approved visitor. Visitors will be accompanied by a senior member when on the field.
- 9 To fly solo, club members must have been assessed by an appropriately qualified senior member as proficient.
- 11 Current SMAC membership cards must be worn before entering the restricted area and when flying.
- 12 SMAC is a primarily a fixed wing club. Rotary winged aircraft can be flown but are subject to approval by the club Executive.
- 13 No one can fly alone unless they have a spotter with them. Do NOT fly or start engines if you are alone at the field. *Electrically powered aircraft under 300gm are exempt from this rule.*
- 14 Gas turbine powered models **ARE NOT PERMITTED to be flown at the flying field.**

General Rules

- 15 Before flying, warning signs must be placed as per diagramme located on the inside lid of the Field Box
- 16 Flying is permitted between 8am to dusk. **The first to arrive must unlock the gate using the key located in a lock box on the outside of the NSWRA office building.** The padlock should then be locked in place on the gatepost and the gate closed. **At the end of the day the gate must be locked and the key returned to the lock box**
- 17 You must not fly if you are **under the influence of alcohol or drugs.**
- 18 Before attempting to start and whilst running an internal combustion engine the aircraft must be mechanically restrained, facing away from the pit area and the flight line.
- 19 Pilots must remain behind the aircraft once the motor is running. This includes when making motor adjustments.
- 20 **No motor to be active in the pit area. All electric planes (when powered) must have throttle kill switch configured and activated while in the pits.**
- 21 Charging of batteries at the field is prohibited. Batteries should be stored and transported in appropriate LiPo safe bags or containers.
- 22 **Aircraft must be flown below 400 feet (120 meters) above natural ground level. 400 FEET is an absolute MAXIMUM and can never be exceeded.**

- 23 **If manned aircraft enter the model flying area all model aircraft must immediately land and remain on the ground until the area is clear.**
- 24 Flying is restricted to approved flight area shown on attached diagram (square of approx. 300 metre sides).
- 25 No flying within 30 lateral metres of third parties (hikers, dog walkers, etc).
- 26 All pilots must comply with Civilian Aviation requirements, operations, NOTAMs –Height restrictions, etc:
- 27 All operations must be conducted in order of compliance with: CASR 101 1998, Subpart 101.G-Model Aircraft MAAA Manual of Procedures (available on the MAAA website).
- 28 **NO MORE THAN 5 aircraft may be in the air at one time.**
- 29 The flightline is a restricted area. Only people directly associated with the operation of aircraft or
- 30 When flying, you must **call aloud your intentions:** landing, taking off, dead stick, on/off the field etc.
- 31 At the end of the day the last person to leave must return all SMAC equipment to the field box, close and lock the field box and return the keys to the lock box located on the outside of the NSWRA office building. Failure to do this means no one will be able to enter the site the next day.
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- 34 All spectators and non-flyers are to remain on the western side of the road and keep clear of the pit area.
- 35 Do not drive near the in-ground field box as it could be damaged.
- 36 Except for unloading and loading vehicles must be parked in the parking area to the south of the flight box.
- 37 Children must be under the control of a guardian at all times.
- 38 Pets are not permitted in the restricted area.
- 39 All members are to maintain a current e-mail address so the Executive can be sure of receipt of rule changes and field program information.
- 40 Aircraft may only be taxied away from the pits starting area. Never taxi an aircraft towards anyone. This includes pits, starting area or the flight line when pilots are present.
- 41 All pilots shall stand on the flight line parallel to the active runway at approximately one meter apart as to avoid interference with each other.
- 42 During Total Fire Bans in the NSWRFs Greater Sydney Region, there is to be no flying
- 43 All members who have been assessed as being at Bronze “wings” or better level agree to act as **Safety Officers** when at the field.
- 44 All aircraft flying 3D manoeuvres **are to be flown more than 9 metres away from all pilots operating at all times.**
- 45 When an aircraft engine stops in-flight the operator shall call 'dead stick' repeatedly until the aircraft is on the ground.

- 46 Members recovering aircraft from the runway area must first ensure it is safe to do so and shall call 'on the field' before entering the runway area and advise when they are clear of the field.
- 47 Internal combustion engines of greater than 2.5cc capacity must not be hand started. Using a chicken stick, electric or spring starter is mandatory. For large capacity engines a thick leather glove must be worn when hand starting the engine.
- 48 Members intending to fly models exceeding 7kg must have current MAAA heavy model certification documentation certified by a committee member before flying.
- 49 Where engine tuning requires that the aircraft be held vertically, it must be done while standing with the propeller well above the operator's head.
- 50 Extended engine running must not be carried out in the pit area or on the flight line.
- 51 Electric Models over 2kg with batteries installed are to be restrained and have the throttle function disabled during pre and post flight procedures.
- 52 When more than one aircraft is flying, all aerobatics must be carried out in the direction of the nominated circuit.
- 53 All circuits and general flying must be carried out in front of the operator. Flying overhead, behind the flight line, over a restricted area or the pits is not permitted at any time.
- 54 Use of models with an independent navigation system is permitted providing the model is kept in sight at all times and the relevant regulations and MOPs are followed IN FULL. If a "Return to Base" system is used the position selected as "home" must be safe and well away from areas where members congregate and not inside the flight line.
- 55 It is only permissible to hover in front of the flight line if you are the ONLY pilot flying and you observe **rule 46**.
- 56 Flying across or counter to the nominated circuit is not permitted.
- 57 In the event of an incident involving injury or property damage (excluding aircraft), full details must be provided that day to the President & Secretary who, in turn, must complete the appropriate forms and promptly advise all details (including remedial action taken) to MAAA and the insurers All operations of radio---controlled aircraft shall comply with the requirements of CAR 1998 part 101 as issued by the Civil Aviation Safety Authority. (CASA.). A copy of this regulation is available by contacting a member of the working group.
- 58 Hand launching is permitted so long as the aircraft is suitable to be hand launched and is launched in a safe direction AWAY from the pits, members and the public.
- 59 Should a member of the public ignore the no entry signs and enter the flying area a club member should politely advise them that the field is being used for an authorised purpose and request that the leave the restricted area.
- 60 Should a battery fire occur it should not be approached until the fire has burned out. Lithium batteries fires cannot be extinguished using a fire extinguisher.
- 61 Members MUST call "Taking Off", "Landing" and "Moving onto Field". When such actions are about to be undertaken. Members must familiarize them self with all models in the air prior to moving onto the field. **Use of the phrase "Heads Up" should be used when a model is in trouble or has gone out of control.**

- 62 **Do not obstruct the landing strip.** Maintenance work on aircraft must be done only in the pit area. Minor adjustments or changing batteries must be done clear of the landing strip.

Any Member who fails to comply with the club rules may be subject to disciplinary action

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- **Formal Club procedural rules are the 'Incorporated Club model rules' of the Fair Trading NSW. The club Secretary holds a copy of these.**

Flying Etiquette

- Members are obliged to point out to non---members they are not permitted to use the field. Such communication should be polite, and every effort should be taken to introduce new members for the general safety of the members and the general public.
- A member conducting a maiden flight of a new model or a model that has undergone extensive repair or modification must ensure all members present are made aware of this intention. It is best to complete this flight when no other models are airborne and all members can be attentive to the flight.