

BY LAWS

SMAC MEMBERS AND VISITORS ARE EXPECTED TO COMPLY WITH THE FOLLOWING BY LAWS FOR THE SAFETY OF SMAC MEMBERS, VISITORS AND PROPERTY, THE OPERATION OF MODELS AND THE ENJOYMENT OF THE SPORT.

FIELD OPERATING TIMES

1. Monday to Saturday 8.00am until dusk. Sunday 9.00am until dusk. The committee may alter these times at their discretion for special events.
2. The SMAC flying field is CLOSED to flying on days when a TOTAL FIRE BAN has been declared by the CFS in the Mount Lofty Ranges OR Murraylands fire ban districts. The junction of these districts is just to the east of the flying field, so we fly in both fire ban districts.
3. It is each member's responsibility to check for fire bans before flying.

FLY AND NO FLY ZONES

4. For safety, the flying field and surrounds are divided into three zones: GREEN, YELLOW, RED. These zones are indicated on the maps in Appendix 1.
5. The GREEN ZONE is the designated SAFE FLY ZONE. This is an area starting 15 METRES out from the pilot flight lines and within the other fenced boundaries of the SMAC leased area.
6. Pilots should fly within the GREEN ZONE whenever possible, but providing that neighbours do not object and it is safe to do so (no people, stock, vehicles or aircraft present), pilots may also fly aircraft over selected areas of neighbouring properties. These are marked on the maps by GREEN TICKS.
7. The YELLOW ZONE is a protective exclusion zone for pilots. NO flying over and NO landing in the YELLOW ZONE. Aircraft may taxi in/out of the YELLOW ZONE. Refer to the section TAXIING.
8. The RED ZONE is a NO FLY ZONE. This includes the pits, clubhouse, car park, toilets and entrance road. The pits is that fenced area between the car park and flying field which contains the workbenches, starting benches and shade structures.
9. There are NO FLY ZONES in the paddock to the west of the car park and access road. These are marked on the maps by RED CROSSES.

SPECTATORS

10. To comply with CASA and MAAA requirements, aircraft must fly at least 30 metres away from spectators at all times. This also means that spectators have restricted access at the flying field.
11. Spectators (non-pilots) must remain in the BLUE ZONE marked on the maps in Appendix 1. This zone EXCLUDES the pits, but INCLUDES the shelters on the car park side of the pits, most of the car park, the clubhouse and a defined area in front of the clubhouse.
12. Spectators can only enter the pits if accompanied by a club member who takes responsibility for their safety while they are in the RED ZONE.
13. MAAA MOP014 states that spectators do NOT include pilots and their assistants operating or preparing aircraft, Flight Line Directors, Safety Officers, Instructors, and other people who are directly involved at the time with the operation of model aircraft. This includes pilots and their assistants with aircraft in the "pits" PROVIDED THAT the pits area is NOT accessible to the public (spectators).

SAFETY OFFICERS

14. THE DIRECTIONS OF SAFETY OFFICERS, IF PRESENT, ARE TO BE FOLLOWED AT ALL TIMES.
15. Any direction given by a Safety Officer remains in force until the Executive Committee or a General Meeting decides to amend or retract the direction.

BY LAWS

ENGINE STARTING - ARMING OF ELECTRIC AIRCRAFT

16. Starting, running and tuning of internal combustion (IC) engines must be performed on the starting benches in the pits, or using aircraft restraints in the pits or in the YELLOW ZONE.
17. In the pits, aircraft must face towards the flying field and away from the shaded workbenches. In the YELLOW ZONE, aircraft must face towards the flying field and away from the fence.
18. Electric powered models must be armed/run in the pits or in the YELLOW ZONE following the same conditions as IC engines.
19. Electric powered models must NOT be armed on the shaded workbenches in the RED ZONE.

TAXIING

20. Aircraft are NOT to be taxied INTO OR OUT OF THE PITS AREA. They must be carried or safely restrained at all times while transiting in/out of the pits.
21. After landing, engines must be stopped in the GREEN OR YELLOW ZONES.
22. To ensure pilot safety in the YELLOW ZONE, there is NO taxiing of aircraft within 5 metres of the pilot flight line or directly behind the pilot flight line.

GENERAL FLYING RULES

23. All NON 2.4 GHz TRANSMITTERS are to be placed in the transmitter pound on arrival, left there at all times when not flying or performing flight related checks, and may only be turned on when using the Frequency Key System. If you have any doubts about how the system works, ASK SOMEONE.
24. The noise limit is 97db. Refer to SOP 008. All powered aircraft must be noise tested before their first flight and the results entered in the Club's record book. At their discretion, the Executive Committee may waive the noise limit for special events.
25. Pilots not having gained BRONZE WINGS (models <2kg only) or SILVER WINGS must have a pilot with either SILVER or GOLD WINGS standing alongside them. The exception is members who have been granted Solo Flying Status at the SMAC field by the Chief Flying Instructor. Refer to SOP 002 Flight Training and SOP 003 Solo Flying Status.
26. When flying, pilots are to ANNOUNCE THEIR INTENTIONS CLEARLY to other pilots on the flight line. e.g. "Taking Off"... "Landing"... "Dead Stick"... "On the field" etc.
27. When taxiing out for take off, walking out to retrieve a model or going onto the field for any other reason, members MUST ensure that they have first received an acknowledgement from other flyers.
28. To go onto the flying field, first make sure it is safe to do so, then make your way onto the field, retrieve your aircraft and quickly return to the YELLOW ZONE. Do NOT loiter on the flying field.
29. DEAD STICK LANDINGS ALWAYS HAVE PRIORITY.
30. CIRCUIT DIRECTION is at the discretion of the SAFETY OFFICER. If a Safety Officer isn't present, then those present mutually decide the circuit direction and all abide by the decision.
31. CIRCUIT DIRECTION MUST BE FOLLOWED WHEN TWO OR MORE AIRCRAFT ARE IN THE AIR.
32. Flying North/South circuits when the wind is from the East or West. This needs to be approved by the Safety Officer when one is present or, when one is not, by mutual consent of those flying. Pilots may take off on the East/West strip and join the main circuit after calling "Take-off on cross strip" and getting a response from other pilots on the flight line. The Pilot then joins the main flight line. To land, Pilot calls "Landing on cross strip" and receives a response from other pilots on the flight line. The pilot then flies the appropriate left or right hand circuit for the East/West strip and lands.

BY LAWS

33. **SOLE USE OF AIRSPACE.** Pilots may request sole use of the airspace by asking the Safety Officer, if one is present, or if one is not, by asking other flyers. Pilots having been granted sole use of the airspace must have a companion who makes sure that other flyers are aware of this sole use flight. The usual reasons for sole use of the airspace include:
- a. Flight test instruction or wings tests;
 - b. Maiden or test flights;
 - c. 3D or aerobatic flying;
 - d. Bungee launches, cradle launches or aero towing;
 - e. Turbine, pulse jet or other similarly fast aircraft;
34. Helicopters, drones and slow flying models may be flown on the East/West strip while the main North/South strip is being used PROVIDED THAT:
- a. Pilots notify those flying on the North/South strip of their intention to fly on the East/West strip and the North/South flyers agree;
 - b. Pilots stand on the yellow flight line markers provided on the East/West strip;
 - c. Aircraft do not, under any circumstance, fly further East than the pits fence which separates the pits from the North/South strip.
35. Bungee launches. Refer to SOP 007.
36. Hand launches must only be done in the GREEN ZONE, at least 15 metres out from the pilot flight line. Hand launches must NEVER be done from the pilot flight line.

CONTROL LINE

37. Control line models should be flown on the East/West strip, well away from aircraft using the North/South strip and far enough out from the pits fence line to ensure that spectators in the BLUE ZONE are always at least 30 metres from the flight path of control line aircraft.
38. The Committee may approve control line flying in other areas of the flying field for special events.

HEAVY MODELS AND TURBINE POWERED AIRCRAFT

39. Pilots of turbine, pulse jet or other similarly fast aircraft are required to contact our neighbour, South Coast Helicopters (Peter McSherry), and agree to mutually convenient times for their flights. The contact number is displayed in the Transmitter Pound and in the Clubhouse.
40. HEAVY MODELS (>7kg), and all GAS TURBINE and PULSE JET aircraft, must have a valid MAAA Permit to Fly, and the owner must be able to produce the permit on demand when operating the aircraft. Visitor pilots should be made aware of this requirement.

Refer to SOP 006 for the conditions under which such aircraft can be flown at the SMAC field.

FULL SIZED AIRCRAFT AND HELICOPTERS

41. Upon HEARING, SEEING or BEING NOTIFIED that a FULL-SIZE AIRCRAFT or HELICOPTER is IN THE VICINITY of the flying field, pilots shall reduce height to 50 feet, avoid the full size aircraft by flying in the GREEN ZONE, and LAND AS QUICKLY AS POSSIBLE or when safe to do so.
42. Models shall NOT return to the air until the FULL-SIZE AIRCRAFT or HELICOPTER has CLEARED THE VICINITY, or at the discretion of the Safety Officer, if one is present. With regard to the South Coast helicopter, this means when the helicopter has either landed or flown away.

BY LAWS

DISPOSAL OF BATTERIES

43. Batteries must NOT be placed in rubbish bins at the flying field or left behind. Batteries must be taken away by their owner to be safely discharged and recycled/discarded.
44. Batteries that are ejected from aircraft during a crash or other incident must be located and collected by their owner. Batteries left lying on the flying field or on a neighbouring property pose a serious fire hazard if they are hit by the mower or other farming equipment.

REPORTING OF ACCIDENTS AND SAFETY INCIDENTS

45. The following safety incidents must be reported using the form attached in Appendix 2:
 - a. Crashes or landings that occur OUTSIDE of the designated Safe Fly Zone (GREEN ZONE);
 - b. Crashes WITHIN the designated Safe Fly Zone (GREEN ZONE) when the cause is unknown;
 - c. Mid-air collisions;
 - d. Flyaway aircraft;
 - e. Deliberate flying over, or landing in, the YELLOW ZONE or RED ZONE;
 - f. Incidents that require first aid or medical treatment - these incidents must also be reported by the Executive Committee to MASA and the MAAA;
 - g. Engine, battery or turbine-related fires (where flames are seen);
 - h. Aircraft which do not attempt to reduce altitude and land even though the pilot was informed about a full-size aircraft or helicopter in the vicinity;
 - i. Repeated unsafe behaviour or breaches of the rules by a member or visitor.

Blank forms are available in the clubhouse in a folder labelled "Incident Report Form".

Completed forms can either be given to one of the Executive Committee, placed in the appropriate box in the clubhouse from which they will be collected, or brought to a General Meeting.

INSURANCE

46. Pilots are reminded that: (i) MAAA insurance is dependent upon compliance with SMAC rules, and the policies and procedures of the state association (MASA) and national association (MAAA); (ii) they have signed a declaration to abide by these rules and regulations.
47. All SMAC members and visitors must read and follow MAAA MOP 056 *Safe Flying Code*.

REFER TO THE FOLLOWING SMAC SOPs:

- SOP 001 - Transmitters, Transmitter Pound and Frequency Board
- SOP 002 - Flight Training
- SOP 003 - Solo Flying Status
- SOP 004 - Helicopters, Drones and Slow Flying Models
- SOP 005 - Safety Officers
- SOP 006 - Gas Turbines and Pulse Jet aircraft
- SOP 007 - Bungee Launches
- SOP 008 - Noise Limit
- SOP 009 - Visitors and Spectators
- SOP 010 - Range Check and Fail Safe

Executive Committee
Strathalbyn Model Aircraft Club Inc.
5 July 2021

Appendix 1

Fly and No Fly Zones





Appendix 2

Incident Reporting Form