



## Club Rules

(as at 11 October 2015)

*We'd prefer not to call them rules, but experience has taught us that if the following guidelines are adhered to by all members, visitors and guests we will all have a good time and enjoy our hobby.*

### Field Access

Our field is set in the middle of privately owned farm land, which means we must at all times respect the farm, gates, track and stock. A few simple rules apply, please read sign at the front gate.

Ensure the main entry gate is closed and locked and all gates and doors around club house are secure at end of the flying day.

Drive on the track at all times! Don't take detours cross country please. No vehicle to be driven into the flying area or pits. Special arrangements may be made for events, where campers and trailers may be located inside the northern field fence line as directed by the event director.

Keep your vehicle speed down to **10 Kph MAX** please. TAA members maintain the access track and get mighty testy if people tear up and down the road potentially damaging it; also it reduces the dust for our nearby neighbour.

With respect for our Neighbours, No flying aircraft or starting engines before 8.30am on Sundays and 8.00am every other day. Exceptions are made for low noise electric aircraft and gliders.

### Safety in the Pits

We all need to be conscious of safety in every aspect of our hobby, but it is perhaps in the pits that we should be extra vigilant as many accidents occur when starting and tuning our models.

Before anything, if flying on 29/36 MHz, confirm that your transmitter key is in the keyboard. If there are other flyers on your frequency, identify them and make yourself known to them. Share the slot with consideration. NEVER remove another flyer's key from the board, even if you know that they are not flying. ALWAYS ask them politely if the slot is free and ask them to remove their key so you can fly.

Check and recheck your throttle position before starting or energising motors. Modern well behaved motors will spring to life very quickly and if your throttle is set wide open (maybe you had a dead-stick landing previously and forgot to reduce throttle?) there is a good chance that your motor will go from stopped to flat-out in seconds... a potentially dangerous event if you are not ready for it...

Is your model adequately restrained before starting? Some flyers find a mechanical restraint a help. It can be as simple as a rope around the tail, to all sorts of chocks.



Perhaps the best type of model restraint is a friendly hand. Having a fellow flyer hanging onto your model with both hands leaves you free to concentrate on starting the motor safely.

Don't run your motor full-chat in the pits. The danger of a blade flying off is very real and no-one wants to be in the vicinity of a 5 inch or similar razor sharp plastic dagger spinning through the air at high speed. The most likely time for a prop to shed a blade is the first time you start the motor after an 'arrival' and the stress of a high speed run is when it will occur. Standard practice is to start your model in the pits with your model restrained and if you need to tune the motor, move out of the pits toward the flight line and point the nose of your model away from people. Tune there.

NEVER taxi your model in or out of the pits. ALWAYS carry or roll it into and out of the pits area.

### [Flight Line Etiquette](#)

The secret to a harmonious time on the flight line is simple. Communicate with your fellow pilots and everyone will know what is happening!

Before approaching the strip stop and use your eyes and ears. Do you know where all the currently airborne models are and what they are doing? It's the model that you haven't seen that is going to catch you unawares! Also, if someone is on landing approach or has maybe gone dead-stick they are not going to appreciate your barging in.

Before your model gets onto the strip (either by taxiing or by hand) announce your intentions to the other pilots on the flight line. Call "Take Off -Ok?", then wait until you have received acknowledgement from all before proceeding.

While flying, stand in the pilot's box. This is clearly marked by the fence and designed so that all pilots are close together exactly so they can communicate while flying.

Respect circuit direction! The first model flying set's the circuit direction (based on prevailing winds) and other models in the circuit must fly in the same direction please! No head-to-head circuits!

If you feel the need to fly low, let people know before you come buzzing past. A call of 'Low, left to right' (etc) will let your fellow pilots know what to expect and will give them a chance to clear the air (or to say 'Hang on!') before you come through.

A clear 'Landing' or 'Touch and Go' call will also let people know what to expect and to give you space.

A pilot who has called 'Landing' has right of way. No other aircraft should be in the vicinity of the strip while a landing is being conducted.



Similarly, if a pilot calls 'Dead Stick' they have immediate rights to the strip. Other airborne models should clear the strip area immediately.

Before venturing onto the strip to retrieve your model, again, call clearly and receive acknowledgement from other pilots. Make sure they understand you (or an assistant) is about to go onto the strip before leaving the pilots position.

Be aware, there can be helicopters hovering in the designated areas and conversely hovering helicopter pilots be aware of "drifting" toward the runway.

If a helicopter pilot wants to join the flight line, they should move to the pilots box and call their flight intentions.

All pilots are not to tune engines near the pilot's box .as those pilots who are flying need to hear their aircraft engines more so!

Once your flight is complete, it is good etiquette to remove your frequency key and attach it to your transmitter, as there maybe others waiting to use the frequency. The owner of the frequency key is the person who places or removes the frequency key.

Please place all rubbish in the bins provided. Aluminium cans to be crushed and placed in recycle drum.