

Flying Rules for NSFC Fields

Tharwa Field

Safety is a priority along with consideration for others. Flying alone at the field is discouraged.

- No flying is permitted on days of Total Fire Ban.
- No Flying or engine runs before 8.00am
- Always tether and strongly anchor your models before starting the engines and face them away from the pit area alternatively use one of the starting tables provided.
- Pilots must remain close to their models if its motor is running.
- Never start engines or arm electric motors unless the model is pointed at the runway area
- When returning to the pits do NOT taxi into the pit area. Stop your model before passing through the safety fence between the flight box and pit area. Switch off motor and in the case of electric models, remove the battery. Then carry or wheel your model to your pit area.
- Take off and fly circuits in the same direction as others who are already flying. Only change circuit direction with the agreement of other pilots who are flying with you.
- Fixed wing models must only fly to the West of the pilots' enclosure.
- If fixed wing models are being flown, do not fly helicopters over the strip.
- Rotary models may be flown south of the containers or north of the pit area but always kept clear of the pits and the pilot enclosure.
- Always ask others already airborne if it is OK to enter the strip to take off
- Call your intention to land to other pilots flying with you.
- Respond to the questions of other pilots flying with you
- When a "Deadstick" is called all other pilots should fly clear of strip and give the deadstick model plenty of space .
- When recovering aircraft from the strip or crossing the strip always call your intention and when clear call out "strip clear".
- Spectators must not enter the flying area or pilot enclosure. They must remain under the shade cloth area.

- Children under 10 years old must be closely accompanied by a responsible adult if in the pit area.
- Dogs are not permitted anywhere within our flying field, pits area or car park (as per our lease with the ACT Government).
- No smoking or vaping is permitted anywhere within our flying field, pits area or car park.
- Watch out for snakes when retrieving aircraft from long grass. Use the “Snake Gaiters” stored in the club room if you do not have your own adequate protective clothing.

Safety

- You must open the club room, using the combination lock,
- which contains both the fire extinguishers, defibrillator, snake bite and the first aid kits.
- Fire extinguishers, which are stored in the club room, must be available at all times when flying at the field.
- It is recommended that pilots do not fly alone. In the event of an incident it is easier to manage if there is more than 1 person on site.

Airspace Limitations Flying Above 400FT AGL

- Model aircraft may not fly to the East of our field at any height.
- The MAAA, under the CASA General Instrument, has granted an approval for an increased flying height at Tharwa Flying Field for flights up to 1500ft AGL subject observing the following points:
 - The Tharwa flying fields location is 35⁰31'24.12”S, 149⁰4'8.41”E.
 - It is the pilots responsibility to know the height at which they are flying.
 - An observer (aka spotter) is required when operating above 1000ft AGL.
 - The observer must be located on the flight line (aka pilots box).
 - The observer must maintain a vigilant lookout for any conventionally piloted aircraft operating in the vicinity.
 - The observer, on becoming aware a conventionally piloted aircraft is operating in the vicinity, will direct all remote pilots to descend to a height not above 400ft AGL and remain at that height until the conventionally piloted aircraft has passed.
- Alternatively, the observer may direct all remote pilots to land their model aircraft, as soon as it is practicable and safe to do so. Model

aircraft must remain grounded until the conventionally piloted aircraft has left the vicinity of the model aircraft field.

- Flights above 400ft AGL are permitted within the following boundaries:

Namadgi field flight boundaries

• NSFC marker	35°31'24.12"S	149° 4'8.41"E
• 350m marker	35°31'35.72"S	149° 4'9.15"E
• 400m marker	35°31'11.38"S	149° 4'10.07"E
• 580m marker	35°31'16.30"S	149° 3'47.56"E
• 600m marker	35°31'38.75"S	149° 3'53.00"E



- The Tharwa flying field layout is shown in the diagram below with the flight line (pilots box) clearly identified adjacent to the landing strip:



Access and Security

- Combination locks are changed frequently. Do NOT divulge the combinations to non members.
- If you are the last person to leave the field, you are responsible to ensure that:
 - all chairs are packed away in the container.
 - all gas appliances are turned off
 - rubbish is placed in the trash bag in the container
 - the containers are closed and locked
 - the electric fence across the strip is installed and activated
 - all gates are closed and locked

Toilets

- Public toilets are available 1 km south at the Namadgi Visitors' Centre and 2km north at the bridge in Tharwa.

Emergencies

- Mobile phone coverage is patchy at our field
- Fire extinguishers, a defibrillator, snake bite kit and first aid kit are kept in the club room which should be unlocked and open whenever flying is taking place. The club room is opened using the combination lock.
- For Fire, Ambulance or Police call 000.

Nearby Emergency Contact Points

- Namadgi Visitors Centre 1 km south of the field has; staff on duty, a first aid kit, telephone and helicopter landing pad.
- Tharwa store 2km north of our field has a telephone, first aid kit

The Williamsdale Field (Helicopters)

- Safety is a priority along with consideration for others. Flying alone at the field is discouraged.
- No smoking or vaping is permitted anywhere within our flying field, pits area or car park.

Flying Restrictions

- No flying is permitted on days of Total Fire Ban.
- For the amenity of local residents, flying of fuel powered models before 8:00AM is discouraged.

- All club members now operate 2.4GHz radio systems and do not require transmission coordination. However operations on 36MHz are permitted and in such cases the frequency board must be used.

Motor and Engine Safety

- Models may not be started nor electronic speed controls (ESC) armed in the enclosure area. After flight operations, all motors must be stopped and ESCs disarmed before returning to the enclosure area.
- Engines may only be started and ESCs armed on the flight preparation tables or in their vicinity. Pilots must restrain their model's rotor system from rotation while occupying the flight preparation tables.
- Avionics systems (servo system, receiver etc.) may be powered up in the enclosure area for range test or maintenance purposes. If the avionics system is powered via a BEC from the main flight batteries, the ESC must remain disconnected in the enclosure area.

Flight Safety

- Before lift-off, pilots should ensure their airspace is clear and be cognisant of flight operations on adjacent helipad areas.
- Pilots must not intentionally fly their models behind themselves (to the east of the flight line).
- The hover pit is to be used only for hover testing. No extended flight or aerobatic manoeuvres may be performed in the hover pit area.

Site Amenities

- The flying field and adjacent areas are often occupied by livestock. Attendees at the field should observe livestock location and keep gates closed to ensure livestock do not have access to the main road.
- At the completion of activities, attendees should ensure all gates are closed and secured and chairs are stacked under the shelter area. Attendees should remove all rubbish (especially failed Lipo batteries) resulting from their activities at the field as rubbish receptacles are not maintained at the field.
- There are no toilet facilities currently available at the field.