



Awatoto Flying Site Field Rules

Main gate: You open it, you lock it. No exceptions

Field Gate/Shed: The gate to the pits & Shed must be closed & locked when unattended.

If you find yourself the first or last at the site your responsibilities are: -

If First

- ***Put out flight equipment:- Located in field shed on 2 wheeled cart***

If you are the only flier on field, it is not necessary to put out the equipment. However as numbers on the field increase, the implementation of the equipment above is required to ensure that we maintain our safety procedures

If Last

- ***Clear field***
- ***Lock field gate***
- ***Check & lock Shed***
- ***LOCK MAIN GATE***

Key Your gate key MUST NEVER be loaned.

Rubbish Must be taken home with you.

Safety Requirements:

All powered planes should be restrained by the starting polls provided by the club, or a suitable restraining strop, when starting. These poles are located in front of the pits. If starting with a restraining strop, it should be done adjacent to the starting poles in front of the pits.

The Club strongly recommends the use of an observer on the flight line at all times, especially Sunday mornings. Members wishing to fly without an observer on the flight-line **must** have the appropriate Wings Badge accreditation for the type of model being flown.

Members that are yet to achieve a Wings Badge accreditation, MUST have a suitably qualified wings badge holder with them on the flight line as observer/mentor.

Dogs must be tethered or on a leash and kept off the field. This is to protect our models and the animals.

It is a requirement of our lease to occupy with the HBRC that **"No dogs are allowed to run loose"**.

Also, Cleaning up your dog's mess is also good manners.

Field Rules and Flying Procedures

1. Height – no model is to exceed a height of 400 feet (120m). In the event of any “Full Size” aircraft over flying the area ALL MODELS must descend to a low level and / or land and wait until the area is clear. On Club Days a whistle will be blown to warn fliers of approaching full size aircraft. This whistle is attached to the frequency board.
2. Models are not to be started or run up in the pits. Your model should be taken to the starting polls which are located in front of the pits . If the startup polls are un- suitable for your model you must use some other form of model restraint. If you need to run your engine for an extended period of time please take your model to either end of the field to avoid excessive noise to fellow modelers.
3. Do not turn on your transmitter on under any circumstances until you have placed you name on the frequency peg board. If you use 2.4Ghz equipment you are exempt from this requirement.
4. Carry out a range check as directed by your equipment’s manufacturer to ensure your transmitter and receiver are functioning correctly. If you radio equipment has a failsafe function ensure it is setup to cut the throttle on loss of signal.
5. All new or rebuilt aircraft should be checked by the club captain or designated safety officer before being flown.
6. **Main flight line**
 - (a) The safety fences are to be used when power flyers are using the main flight-line. The fences may be removed if the field is being used solely for glider flying. If you remove the fences please replace them at the completion of your flying session
 - (b) It is recommended that a maximum of four models be in the air at any one time.
 - (c) Please make sure that there is a vacant space before taxiing from the start box.
 - (d) All pilots to remain behind, and in close proximity to the safety fences. Exceptions may be made for take-off only.
 - (e) Check that nobody is about to land before announcing your intention to take off and seek approval from pilots already in the air. Once airborne, move back from the strip to a vacant space behind the safety fence All flying must be flown in circuits either left-hand or right-hand (Depending on wind direction) with the aircraft turning away from the flight line after take-off.
 - (f) Please be aware of changes in wind direction, and the possible need to change the direction of the circuits being flown.
 - (g) No power models are to be flown behind the pilot line. Special care must be taken to not over fly the stop bank-walkway at the southern (inland) end of the field.
 - (h) A diagonal vector to the North or West may be used for landing only, when the appropriate cross wind is prevailing.
 - (i) Announce your intention to land loudly so other pilots flying can hear.
 - (j) If flying alone, **or with the agreement of ALL pilots on the flight-line**, the restriction on flying circuits, may be waived.

7. Alternate Flying Areas

- (a)** North Eastern (seaward) flying area – When the wind is from south easterly through to westerly direction
 - (b)** South Western (inland) flying area – When the wind is from a north westerly through to easterly direction
 - (c)** These areas may be used for gliders, electric gliders, slow-fly park fliers, and helicopter hovering. Pilots flying from either the northern or southern flying areas must not allow their aircraft to over fly the powered aircraft flight line, or the pit area. Similarly it is recommended that flying below 100ft (30m) in the area between the flight line and the pits, and the two taxiways be avoided as it is alarming for a power plane or helicopter pilot to see shadows or feel the presence of another model behind, which he cannot see and certainly cannot dodge, should that become necessary.
 - (d)** Bungee anchor and/or winch turnaround to be located on the edge of seaward, or inland taxiway as may be appropriate for wind direction, with launching of models from adjacent to the appropriate boundary fences.
- 8.** Some form of engine silencing must be used and must conform to Model Flying NZ rules regarding acceptable noise levels.
- 9.** All wreckage and rubbish must be removed from the site.
- 10.** The buzzing or chasing of stock and/or birds, and/or people with a model is strictly prohibited.
- 11.** No un-financial member will be permitted to fly at the club site and must surrender their gate key.
- 12.** Please keep the shed and toilet clean and tidy.

Please remember that courtesy and communication are the best tools we have to maintain harmony on the Field. The Rules are only there to help us maintain a focus on safety, for ourselves and others.

Breaches of Flying Field Rules or etiquette will be dealt with in the following manner:

First Breach:

The Club Captain, or any Committee Member present, when informed of the incident, will give a verbal warning to the offender. Also, a formal written warning will be issued by the Committee.

Second Breach:

The offending Member will be banned from using the Club Field for the number of Club Days specified by the Committee. This will be published in the Club Bulletin.



FIELD MAP



Circuit Directions (depending on wind direction)

Power and Electric Runway

Power Fliers Only Flight Area

Park/Slow Fliers/Glider Fliers Only Flight Area

Glider Fliers Launching/Landing area (South/South West Winds)

Control Line / Helicopters

Pit Area - NO FLY ZONE

Carpark

Carpark

Power Fliers Only Flight Area

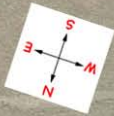
Park/Slow Fliers/Glider Fliers Only Flight Area

Glider Fliers Launching/Landing area (North/North East Winds)

Field Entry Road

Field Entry Road

Club Shed and Toilet



Note:
Park and Slow Fliers fly at the Opposite End of the field to any Glider Fliers.