



## **NOARLUNGA MODEL AERO SPORTS Inc.**

Flying field and club rooms.

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# **NMAS RULE BOOK**

(Revised 09/02/2024)

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## **Welcome to Noarlunga Model Aero Sports (NMAS)**

### **Club Rules**

Our Club has been formed for the enjoyment of all persons interested in the skills of aero modelling. The following rules have been devised over the life of the Club and have been formulated to ensure the survival of the Club and safety of members. All members are urged to abide by them.

### **Membership**

All applications for new membership must be submitted to the Committee for approval. The Committee reserves the right to refuse an application. Any members who are un-financial after 30 June in any year will not be permitted to fly at the NMAS Field.

## 1. Club History

The inaugural meeting of the Noarlunga District Radio Modellers Inc. (N.D.R.M.) was held at the home of Mr. Geoff Eastwood on the 9th of March 1973. Fifteen prospective members attended, and four apologies were received, and the following Office Bearers were elected:

President Mr. L. Barnes

Secretary Mr. R. Milne

Treasurer Mr. G. Hennig

An entry fee of \$10.00 for Seniors and \$2.00 for Juniors was agreed upon.

The Club's first flying site was approved on the 25th of April 1973.

The first meeting held at the Morphett Vale High School was conducted on the 14th of July 1975. The name of the Club changed to Noarlunga Model Aero Sports at the 1996 Annual General Meeting as the new name better reflects the progress of the Noarlunga Area over the years, from a more rural district to that of a major urban centre.

## 2. Civil Aviation Safety Authority

### Air Navigation Order

The Club's current flying field is situated in the Onkaparinga Estuary and is located adjacent to the South coast Flying Club, who operate full size aircraft out of Huntfield Airfield. The full-size aircraft HAVE RIGHT OF WAY AT ALL TIMES.

HUNTFIELD AIRFIELD is classed as an uncontrolled airfield – in accordance with casa directive 22/22, or any other directive or regulation replacing same, if a member becomes aware a manned aircraft is operating to or from the aerodrome the member must:

- Immediately ensure that the unmanned aircraft (model) is safely manoeuvred away from the path of the manned aircraft.
- Land the unmanned aircraft as soon as safely possible.

### 2.1. Civil Aviation Safety Authority Conditions

The CIVIL AVIATION SAFETY AUTHORITY (CASA) requires Club members to appoint a safety officer on occasions when there is full size aircraft activity.

- a) Club members and other authorised pilots flying at the N.M.A.S. field must appoint a safety officer to observe full size activity in and out of Huntfield, and when a manned aircraft is sighted (either transiting towards, intending to land at, or taking off from Huntfield), all models in the air must firstly avoid and clear the manned aircraft and fly below 200ft, and then, if safe to do so, all models are to be landed. When manned aircraft activity has ceased (to or from Huntfield) models are then clear to take off.
- b) When flying at the N.M.A.S. field Club members and other authorised model pilots will comply with the Civil Aviation Safety Regulations 1998 (CASR) Part 101, CASA directive 22/22, or any other directive or regulation replacing same, any current CASA issued Area Approval and the Model Aeronautical Association of Australia (MAAA) Manual of Operations (MOPs). All members of N.M.A.S. are to be made aware of and provided access to a copy of these conditions. The current CASA Area Approval will be displayed on the Club Notice Board.
- c) All members of N.M.A.S. are to be made aware of and provided access to a copy of these conditions. The current CASA Area Approval will be displayed on the Club Notice Board.
- d) **IN THE EVENT OF AN INCIDENT INVOLVING A MODEL and FULL-SIZE AIRCRAFT, IT WILL BE INVESTIGATED BY CASA AND OUR FLYING ACTIVITIES MAY BE SEVERELY RESTRICTED.**
- e) All models must land on the sounding of ONE BLAST of the safety officer's whistle.
- f) All models are cleared to take off on the sounding of TWO BLASTS of the Safety Officers whistle.

### 3. **Safety Officers**

#### 3.1. Appointment

The club Chief Safety Officer shall be elected at the Annual General Meeting. In the absence of the elected safety officer, any committee member, or other adult member may assume the position of safety officer. The safety officer may delegate his duties to any other adult flier to enable him to fly a model.

#### 3.2. Personnel appointed must be: -

- a) Regular fliers.
- b) An adult financial member.
- c) Conversant with the operations of the South Coast Flying Club and visiting aircraft.
- d) Aware that the future of the Club is in his or her hands when on duty.
- e) All members must obey the directions of the nominated safety officer.
- f) Hold a current Working with Children Check Outcome NOT-PROHIBITED status.

**It is the responsibility of all Members to ensure safe flying practices are always adhered to.**

### 4. **Use of NMAS Field – Visiting Members and Visitors (See NMAS MOPs 02, 03, 05).**

Use of the NMAS field is available to financial NMAS members and other affiliated members of the MAAA on invitation of a financial member of NMAS or by approval of the committee. All visiting member fliers must produce an MAAA membership card. All fliers (including visitors) must be fully conversant with the Rules of the Club and visitors must sign the "Visitors Book"

A non NMAS associated MAAA member may only fly at the NMAS field on invitation by a NMAS member on 3 occasions per year unless further authorized in writing by the NMAS Committee.

The non-associated MAAA member may only fly in accordance with any conditions set by the committee.

The non- associate MAAA member shall be signed in the Visitors' book by a current NMAS member prior to any flight taking place.

The current NMAS member signing the non-associated MAAA member shall explain the flying and safety rules of the club.

The signing in NMAS member will be responsible for actions of the visiting MAAA non-associate member.

The above does not apply to a non-flying visiting MAAA member.

### 5. **Flying Times – Refer to NMAS MOP 012**

### 6. **Extreme Fire Danger Days**

The management committee may close the club for access in the event of an Extreme (or higher) fire danger rating in the fire district in which the NMAS club is located.

### 7. **Transmitters**

7.1. Approval: All transmitters must be approved and carry the appropriate authentication.

- a) All 2.4 GHz transmitters must conform to MAAA MOP 058

7.2. **Frequency Control:** The Club's frequency control system **MUST** be always used. (See NMAS MOPs 02 and 019)

7.3. All Pilots not utilising a 2.4 GHz transmitter shall have a separate frequency key for each channel they use with their name and channel clearly marked on each key.

7.4. Members using 2.4 GHz Transmitters shall refer to NMAAS Policy document MOP 019

## 8. **Circuit Direction**

8.1. Circuit directions are to be determined by the Safety Officer of the day according to prevailing weather conditions and wind directions.

8.2. The Flight Line will be determined by the circuit direction.

## 9. **Flying Regulations**

Members shall also refer to NMAAS MOPs 01, 02, 03, 10, 19, 24

Only financial members of MAAA and approved visitors as per NMAAS MOP 5 will be permitted to fly at the NMAAS field.

All models shall be stored within the pit area. Refer to NMAAS MOP 03 for definition of Pit Area

### 9.1. **Other Members on the Flight Line.**

All pilots shall fly from the designated pilot's box when other members are on the flight line except in the following circumstances:

- a) Whilst standing behind a model during take-off from the runway for the purpose test flying and trimming.
- b) For the purpose of landing from the Northern area of field when having trouble manoeuvring over the high trees. The member shall return to the flight box as soon as the landing procedure is completed.
- c) The pilot verbally informs members in the flight box of his / her intentions to fly in accordance with 9.1(a) or (b).
- d) All pilots in the designated flight box are aware a pilot intends fly a model in accordance with 9.1(a) or (b) and consents to such action.
- e) The pilot flying in accordance with 9.1 (a), (b) and (c) only remains piloting the model outside of the designated flight box for as much time as necessary to perform the stated flight manoeuvre.

### 9.2. **No other members on the flight line**

A member can fly a model from any position other than the designated flight box if the following conditions are complied with:

- a) No other members are on the flight line.
- b) A member flying outside of the designated flight box whilst no other member is flying must immediately return to the designated flight box or stop flying when another member wishes to fly.

9.3. The above exemptions do not alleviate the responsibility of complying with the "No Fly Zone" rule.

9.4. Models shall only be fuelled and started within the paved area of the pits or in a direct line North or South of the paved area.

- 9.5. Prior to starting any model, it must be placed in a restraining hook or other device which prevents the model from moving forward on starting of the motor (Refer to NMAS MOP 04 & 010).  
Restraining hooks for models are kept in the Club House
- 9.6. Members who have large models should ensure that the restraining hook can restrain the model when the engine is run up to maximum power. Restraining poles are located at the northern and southern end of the pits for larger models.
- 9.7. All models prior to being started must be restrained and face towards the flight line (east).
- 9.8. Once the engine of the model is started, all adjustments to the motor shall be done from behind the propeller.
- 9.9. Models must not wilfully be flown in the “no fly zone” between the “flight line” and the “strip” (being 30 meters), refer to NMAS “No Fly Zone” MOP.
- 9.10. Out of Bounds - flying over the following areas is totally prohibited:  
(a) pits and any area west of the pits  
(b) manned aircraft hangars
- 9.11. **Hazardous Operations: Hazardous operations of models will not be permitted, and offending pilots may be GROUNDED by the Chief Safety Officer, Chief Flying Instructor and / or Committee Member. Any Grounding MUST be reported to the Committee as soon as possible and the pilot may face further disciplinary action in accordance with NMAS Club Rules.**
- 9.12. **Dead Stick Models:** Dead stick models will have priority on landing approaches. The words “DEAD STICK” shall be called by the Pilot of the model.
- 9.13. **New Pilots:** Shall not fly solo until the required level of proficiency is reached, that being “Bronze Wing”.
- 9.14. **Direction of Flying:** Shall be in accordance with the direction stated on the Circuit Direction Board.
- 9.15. **Taxiing in the Pit Area:** No person is permitted to taxi a model in the Pit Area.
- 9.16. **Carrying Models:** No model shall be carried behind fliers standing on the flight line whilst the motor of the carried model is operating.
- 9.17. Models flown at the field must be capable of having their motor (s) stopped at any time.
- 9.18. Members should be encouraged to take off and land on the strip.
- 9.19. A student pilot may only fly at the Club field under the instruction of an instructor or Assistant Instructor
- 9.20. All persons shall call “**ON THE FIELD**” before crossing the flight line or taxi-ing a model for take-off.
- 9.21. Any Pilot preparing to land shall call “**LANDING**”.

9.22. Novice members/visitors (i.e., without Bronze Wings) shall be permitted to fly PARK FLIERS in accordance with NMAS Rules and NMAS MOPs, under the supervision of an instructor. Before solo flight of any model at the NMAS field, a minimum of Bronze / Silver wings must be attained. Full information regarding wings ratings is contained in the NMAS Flight Instruction Manual.

9.23. While field maintenance is in progress on the flying field, flying is not permitted.

9.24. Grounding of Planes or Pilots

The committee with majority vote may immediately ground an aircraft or pilot until further notice for:

- a) breaches of club rules,
- b) the airworthiness of an aircraft
- c) any other matter which in the opinion of the committee will reflect unfavourably on the club or put future club operations in jeopardy.

The pilot will be advised via email or written letter the reason of the grounding, and the necessary actions if any that need to be actioned.

The member concerned shall have a right of reply and able to attend a committee meeting to contest the grounding.

**10. Club Proficiency Scheme – Refer NMAS MOP 035**

All wings' tests will be conducted by two instructors, one of whom shall be an MAAA rated instructor.

**10.1. Club Instructor Level**

A member may be awarded a Club Instructor Rating if the following conditions are satisfied:

- a) Shall hold Gold Wings rating for 12 months.
- b) Appointment as a Club Instructor shall be by Committee approval on recommendation of the NMAS Chief Flying Instructor.
- c) Must hold a current Working with Children Check Outcome NOT-PROHIBITED status

**10.2. Assistant Instructors:**

A position of Assistant Instructor shall exist to give those members who wish to learn, an opportunity to learn the skills of an Instructor. A person appointed must satisfy the minimum requirements as set from time to time by the NMAS Chief Flying Instructor and must hold a current Working with Children Check Outcome NOT-PROHIBITED status

**10.3. Instructor Liability**

Instructors and assistant instructors shall in no way be held liable for damages to an aircraft belonging to a person either under instruction / during flight testing / during proficiency tests and other programs of a similar nature. Liability remains with the owner of the aircraft.

**10.4. Re-testing of Proficiency**

If a member is absent from the Club for a period of twelve months or more, or is unfinancial for that time, his level of proficiency may be tested prior to being permitted to fly again. Members are encouraged to have check flights. If it is brought to Committee's notice that a Member's level of proficiency is below the standard previously reached by that Member the Committee shall direct said Member to attend such retraining as recommended by the Chief Flying Instructor. If the member fails to attend such a retraining program the Committee may act in accordance with Club Rules.

## **11. Noise Levels**

- 11.1. Mufflers shall be used at all times on all internal combustion motors/engines.
- 11.2. Noise Levels: The maximum permitted noise level of any single model aircraft shall be in accordance with NMAS MOP 10.
- 11.3. Maximum Number of I/C Models: The maximum number of internal combustion powered model aircraft in flying at any one time shall be in accordance with NMAS MOP 10.
- 11.4. Noise Measurement Systems: The measurement system of noise levels shall be in accordance with NMAS MOP 11.
- 11.5. Excessive Noise or Nuisance: If in the opinion of a committee member, an aircraft is deemed to be excessively noisy or annoying in flight, the pilot can be asked to take immediate steps to reduce the noise level of the aircraft, or it may be grounded until suitable arrangements to reduce the noise are made.

## **12. Rotary Wing Models**

Rotary wing and fixed wing models may be operated simultaneously on the main field providing forward flight and circuit direction is maintained by rotary wing models. A separate hovering practice area is available. (See NMAS MOP 030) Helicopter rotors are not permitted to turn under power while the model is in the pit area.

## **13. Launching Devices**

Launching devices shall not be laid out or operated on the flying field whilst power models are operating.

## **14. Spectators and Children**

Spectators and children are not permitted in the pit area unless accompanied by and under the supervision of a club member. (Refer to NMAS MOP 05)

## **15. Insurance Excess**

Any excess payment due on the Club's Public Risk Insurance Policy or any other Policy shall be borne by the member concerned

## **16. Vehicle Speed Limit at Flying Field**

A 15 kph speed limit shall apply to all motor vehicles on the Club Property.

## **17. Dogs**

Dogs are permitted at the club flying field under the following conditions:

- All dogs must be always under the strict control of their owners/handlers
- All dogs must be held or tethered on a short lead/leash at all times
- Owners/handlers are responsible and liable for actions of their dogs
- Owners/handlers will clean up after their dogs
- No dogs are permitted in the Pit area.

## **18. Fees**

Annual Club Fees shall be set at the Annual General Meeting.

Total annual fees shall include NMAS Club fee, MASA fee, & MAAA fee.

Any new member or past NMAS member not being financial in the previous membership year shall be entitled to a half year membership fee after the 1st January of the current membership year.

#### 19. **Use of Personal Member Information**

Excluding the committee, acting in the course of conducting NMAS business, no member of NMAS shall access or use (no matter if obtained by accident or intent) the NMAS member's personal particulars/detail list. This includes private email addresses. An exception is the member being provided the contact details of another member by or with the expressed permission of the member concerned.

#### 20. **Breaches of Club Rules**

20.1. Members breaching Club Rules OR NMAS POLICIES may incur loss of Club privileges.

20.2. **Suspension From Club** A member may be suspended from the Club for a period decided by the Committee if that member, in the opinion of the Committee, has committed a **SERIOUS** breach of the Club Rules. A member may not be suspended unless the proper reprimand procedure has been carried out.

#### 20.3. **Reprimand Procedure**

- a) **First Breach of Rules:** The member shall receive a warning from the Club Safety Officer or Committee Member
- b) **Second Breach of Rules:** The member shall receive written correspondence from the Committee requesting such member to appear before the Committee to discuss the matter.
- c) **Third Breach of Rules:** The member shall receive written correspondence from the Committee requesting such member to appear before the Committee and advising the member that the Committee will be considering the implementation of an appropriate penalty.

#### 20.4. **Right of Appeal**

- a) Any member whose Club membership has been cancelled in accordance with Rule 18.3.3 may call a Special General Meeting of Club members for the purpose of disputing such cancellation of membership.
- b) The members attending the Special General Meeting, after hearing all the facts concerning the matter, shall vote as to whether the Committee decision should be upheld.
- c) The Committee is bound by any motion passed at the Special General Meeting