

W.A. Model Aircraft Sports Centre Inc.

Safety and Operating Rules

1. Civil Aviation Safety Regulations

- 1.1 All flying will be in accordance with CASR Part 101. In particular, and simplified:
- 1.2 No flying above 400 feet or in cloud.
- 1.3 No flying within 30 metres horizontally of any building, structure, vehicle or any person not directly involved with the flying activity.
- 1.4 No flying after the consumption of alcohol or any reaction impairing drugs.

Affiliate members are recommended to familiarise themselves with the Civil Aviation Safety Authority regulation CASR Part 101.000 to 101.500 (1 July 2002), and all other rules, which can be found on the MAAA website (www.maaa.asn.au).

2. General

- 2.1 There is **NO FLYING** on days where there is an **EXTREME FIRE DANGER** warning issued by the Bureau of Meteorology in Perth for the coastal plain, or if the field has been closed by the Park Ranger.
- 2.2 Telephone Whiteman Park authorities immediately upon any crash that results in a fire outside of the fenced area. The number is 9209 6000 between 0830 and 1700 weekdays, and 041 491 1952 all other times.
- 2.3 Flying is permitted only between the hours of 0800 and sunset.

3. Members and Visitors

- 3.1 All affiliate members shall visually display their current membership cards when in the pit area.
- 3.2 All pilots shall hold current M.A.A.A. membership, or will be accompanied by an experienced affiliate member while flying.
 - 3.2.1 Non-M.A.A.A. affiliate members will be allowed two (2) free flying sessions as per the conditions of Appendix 1.
 - 3.2.2 Prospective affiliate members are covered by the conditions of Appendix 1.
 - 3.2.3 Affiliate members of M.A.A.A. will be allowed three (3) free flying sessions per financial year, and thereafter must pay a fee of \$10.00 on each subsequent visit. The flying fee is payable by each individual visitor and the amount may be altered by the Council.
 - 3.2.4 The Visitors' Book will be signed by all Visitors and by the affiliate member, who shall be responsible for the Visitor at all times. Competitors, Display pilots, Country, Interstate, and Overseas Visitors are entitled to free visits at the discretion of the Council. Overseas Visitors shall show proof of current FAI affiliate membership.
- 3.3 Pilots will be accompanied by a club appointed Instructor at all times until the pilot has attained Bronze Wings certification.
- 3.4 Pilots will comply with the directions of Safety Officers and Council members at all times, who shall be empowered to reprimand, suspend for the remainder of that day, or initiate disciplinary action through the Council upon anyone refusing to comply with these safety rules.

4. Frequency Control

- 4.1 All transmitters, including buddy boxes, must be placed in the transmitter compound when not in use.
- 4.2 The owners name must be attached to all transmitters.
- 4.3 A frequency key marked with your name and the operating frequency must be in the appropriate channel slot before your transmitter is switched on.
- 4.4 Return your transmitter to the compound and remove your frequency key as soon as possible to allow other pilots to use the frequency.
- 4.5 On no account may you remove anyone else's frequency key unless you have made certain the owner is no longer present at the field. Place the frequency key in the receptacle provided.

5. Aircraft

- 5.1 All aircraft will be in an airworthy condition. New aircraft or aircraft that have undergone extensive repair will be inspected by an experienced pilot or safety officer before being flown. Safety officers shall be empowered to ground any aircraft deemed to be potentially dangerous.
- 5.2 If included, radio equipment failsafe functions shall be set such that the aircraft poses a minimum of danger should the failsafe function activate in flight.

6. Flying Procedures

- 6.1 The operational runway will be selected to allow taking off and landing into wind. All pilots will stand in the pilot holding area for that runway and wind direction. The operational runway, and hence pilot holding area, may be changed while aircraft are flying provided that the move can be done safely and that all pilots agree to the move.
- 6.2 All flying in the designated circuit area below a height of 30 metres (100 feet) will be in accordance with the prescribed circuits as shown in Figure 1. Aerobatics will be performed above 30 metres (100 feet), or outside the circuit area.
- 6.3 Only Pilots and other persons who are directly involved with the operation of model aircraft at the time may be permitted within 30 metres of the runway or hovering area. See Appendix 2.
- 6.4 All pilots will announce their intentions in a clear loud voice i.e. "Taking off", "Landing", "Low pass", or "Retrieving aircraft". After announcing your intentions, wait for confirmation from other pilots or flight line controller.
- 6.5 There shall be no flying in the No Fly Zones as shown in Figure 2. Additionally, when Pilot Holding Area C or E are in use, there will be no flying between the pilot holding area and the pits.
- 6.6 Should visual contact with a model aircraft be lost, the engine must be immediately shut down so that the aircraft can not fly away uncontrolled.

7. Pit Area Safety

- 7.1 No alcohol will be consumed in the pit area.
- 7.2 No taxiing in the pit area. Taxiing is to be no faster than walking pace in the area as shown in Figure 3.
- 7.3 All aircraft will be parked in the pit area with the propeller facing away from the public area.
- 7.4 Engines shall be started on a low throttle setting, and not run up to full power in the pit area.
- 7.5 Engine tuning will be done on the hardstand or grass areas in front of the pits with the propeller facing away from the public area.

- 7.6 Mobile phones must be **switched OFF** when in the pits, on the flight line, or in the transmitter compound. Mobile phones may be used in the public areas.
- 7.7 Operators of petrol engine, or gas turbine, powered models will provide their own fire extinguishers.

8. Public Access

- 8.1 Members of the public shall not enter the pit area unless invited by a member and under direct supervision. They must be supervised at all times and will not be left unattended in the pit area.
- 8.2 Dogs shall be kept on a leash, and restricted to public areas at all times.
- 8.3 No unscheduled service work will be done in the runway area while flying is in progress. Similarly there will be no flying during scheduled service work inside the runway area (i.e. lawn mowing and maintenance). No machinery, vehicles, tools or any object that could constitute a hazard will be left in the runway area during flying sessions.

9. Rotary Winged Aircraft (Helicopters)

All of the forgoing rules apply plus the following

- 9.1 Helicopter operations are to be conducted in the areas shown in Figure 4 with reference to the prevailing wind direction and the Helicopter Area Operations table.
- 9.2 When in use, the helicopter area must be segregated from the fixed wing flight area by the use of the traffic cones as shown. This line is considered to mark the boundary of a No Fly Zone in addition to the No Fly Zone shown in Figure 2.
- 9.3 All hover practice and forward flight training will be conducted in Area A or Area B.
- 9.4 A variety of Helicopter manoeuvres such as 3D can be carried out in Area C and Area D when available.
- 9.5 Experienced pilots may fly helicopters with fixed wing aircraft providing the helicopter flies the same circuit as the fixed wing aircraft. Prolonged hovering in the circuit area will not be permitted. Takeoffs and landings will be done into wind from or to a designated helicopter pad, which will be directly in front of the pilot holding area, and on the opposite side of the runway.
- 9.6 When a Helicopter is moving from one area to another, the helicopter must be landed and hand carried. This includes helicopter area to fixed wing area, pits to helicopter pad, and the reverse.

10. Gas Turbine Aircraft

- 10.1 Gas Turbine Aircraft shall not operate on a Very High Fire Danger proclaimed day unless an approved, suitably equipped fire fighting vehicle is available at the field for immediate deployment.
- 10.2 All Gas Turbine Operators must make sure that whilst operations are in progress, they have access to a mobile phone to contact Whiteman Park authorities in the event of a fire starting outside the fenced area. Refer to 2.2 for the phone numbers.
- 10.3 Gas Turbine Operators shall have their own fire extinguishers at the hard stand on start up and shut down, and on the flight line during operations at all times.

11. Field Security

- 11.1 The first person entering the field is to unlock the frequency compound and clubroom toilet, turn on the toilet pump and to return the key to the transmitter compound.
- 11.2 The last person at the field has the responsibility to lock the frequency compound, clubroom and toilet, turn off the toilet pump and to lock the entry gate. Any member found to have left the gate unlocked on leaving the field and is deemed negligent is liable to a \$100.00 fine.

12. WAMASC Council

- 12.1 The Council reserves the right to modify, change or alter any of the above rules at any time.

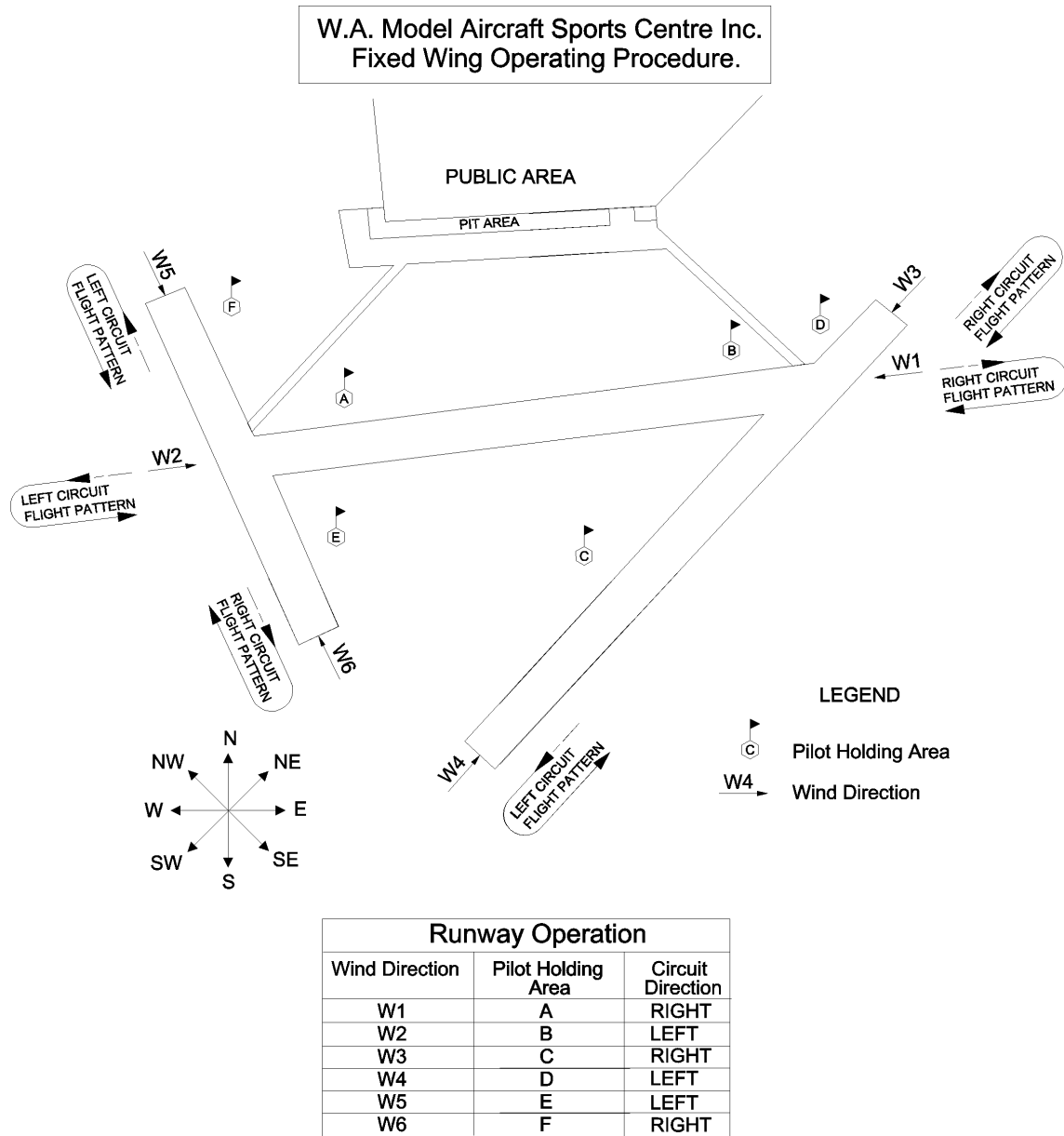


Figure 1

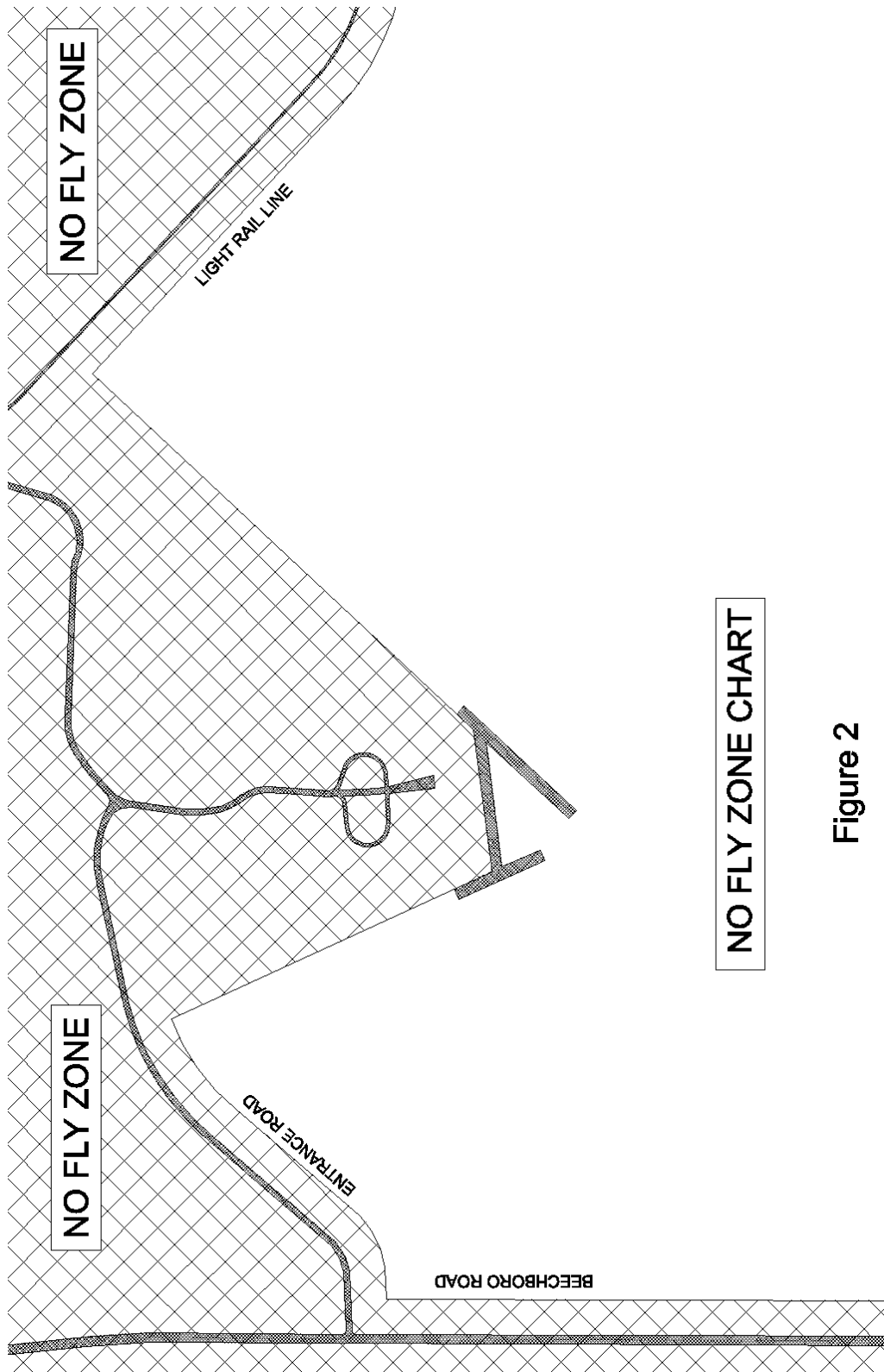


Figure 2

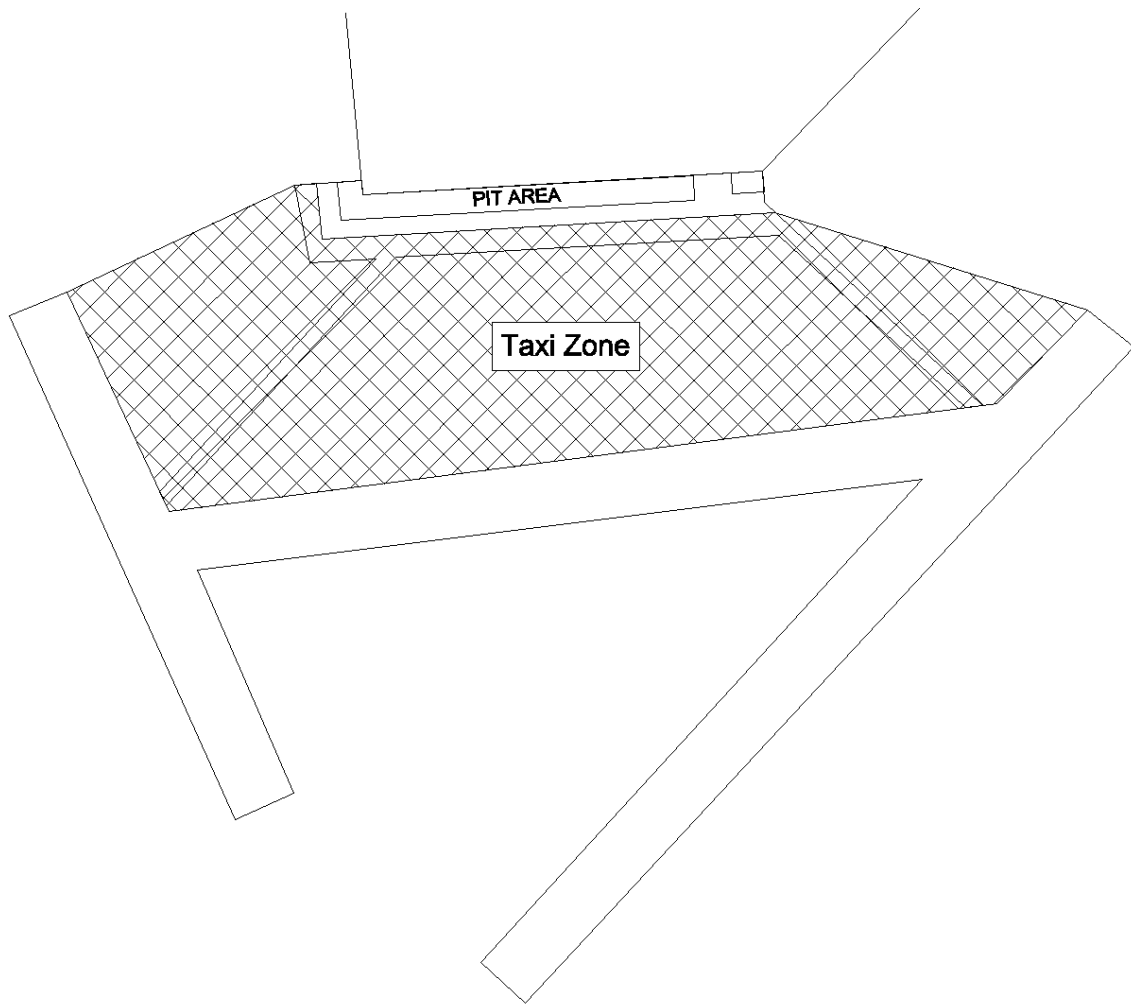
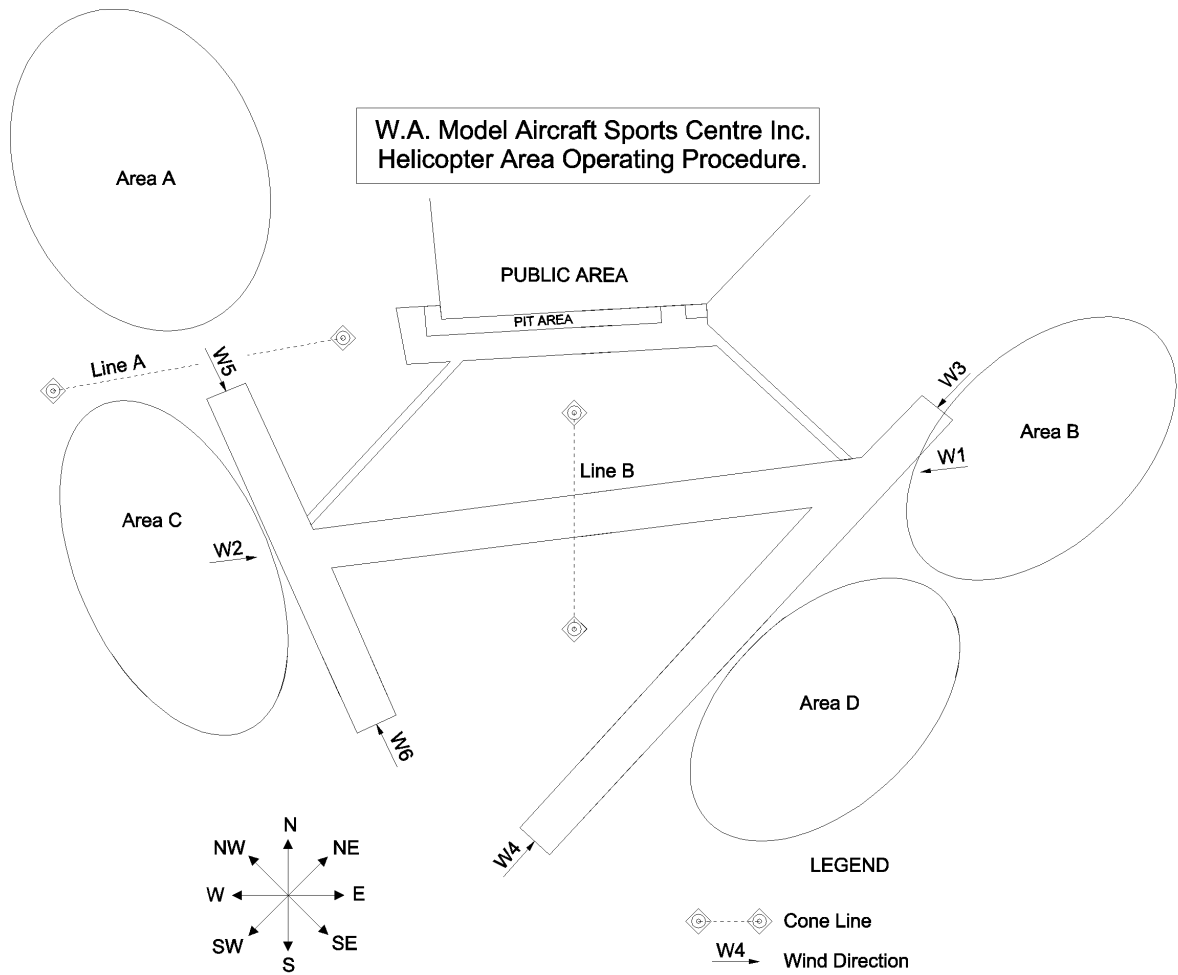


Figure 3



Helicopter Area Operation		
Wind Direction	Helicopter Area	Cone Line
W1	Area A	Line A
W2	Area A	Line A
W3	Area A & C	Line B
W4	Area A & C	Line B
W5	Area B & D	Line B
W6	Area B & D	Line B

Figure 4

Appendix 1

Reproduced from MAAA MOP042

Visitor

A Visitor to an M.A.A.A. Club facility for the purposes of operating a model aircraft and/or receiving instruction to operate a model aircraft shall receive coverage of the M.A.A.A. Third Party Public Liability policy provided that they are;

- (a) Properly signed in as a Visitor by a Club Member in a permanent Club's Visitor Book. The entry in the book shall include, date, Visitor's name and address and the name of the Club Member responsible for ensuring that they are aware of, and monitor their compliance with, M.A.A.A. and Club rules,
- (b) Abide by Club, M.A.A.A. and Government regulations,
- (c) Under the direct supervision of an experienced Affiliate Member at all times whilst flying a model aircraft,
- (d) Only sign in on a maximum of four occasions, if during that visit they fly a model aircraft whether using a buddy cord, instruction using a single transmitter, or operating without instruction.

Prospective Member

A Prospective Member, for the purposes of coverage by the M.A.A.A. Public Liability Policy, is considered an Affiliate Member of the M.A.A.A. from the date of submitting a Club membership application provided that;

- (a) The application is considered in a timely manner consistent with the Rules of the Club and within the current membership year.
- (b) A person's status as Prospective Member shall cease at the end of the two month period from the date of submitting the membership application.
- (c) A person's status as Prospective Member shall cease immediately if the membership application is rejected by the Club.
- (d) For the purpose of determining M.A.A.A. fees, the date of joining shall be the date of the initial Club membership application.
- (e) A person can only be considered a "Prospective Member" of a particular club once in any membership year.

General

- 4.1 Clubs can decide their own policy on allowing visitors and any other conditions as long as these do not conflict with M.A.A.A. Policy
- 4.2 The M.A.A.A. Visitor Policy only covers non-Affiliate Members. The M.A.A.A. Insurance Policy always covers Affiliate Members as long as they have permission to fly and abide by M.A.A.A., Club and Government regulations
- 4.3 The Visitor Policy only applies to persons who were not Affiliate Members of the M.A.A.A. in the previous membership year. Former Affiliate Members cannot be signed in as a visitor covered by the M.A.A.A. Insurance Policy in the membership year immediately after their last year of membership.
- 4.4 Clubs are strongly advised to keep a record of all visitors flying at their field including M.A.A.A. members so that they are traceable in the event that either lost or forgotten property needs to be returned or in the event of an incident.

Appendix 2

Reproduced from MAAA MOP014

30 Metre Rule

The CASA requirement for safe operation of model aircraft is specified in CASR (1998) Part 101. However this is not in detail terms and in order to give M.A.A.A. members better guidance on acceptable practice the MAAA requirements are as follows.

Someone who is operating a model aircraft, must normally ensure that, while the model aircraft is IN FLIGHT, or is LANDING or TAKING OFF, it stays at least 30 metres horizontally away from, and at any height vertically above, any person or occupied building/vehicle, not directly associated with the operation of model aircraft

This requirement is not contravened if;

- (i) people are behind the model aircraft while it is taking off.
- (ii) if the model aircraft is flown in a competition within 30 metres of someone who is judging the competition.
- (iii) if the model aircraft is flown within 30 metres of Pilots and their assistants operating other aircraft, Flight Line Directors, Safety Officers, Instructors, and similar people who are directly involved with the operation of model aircraft at the time. In addition these may include pilots and their assistants with aircraft in the "pits" provided that this area is **not** accessible by the public. Wherever possible the pits shall be located outside the 30 metre limit or if this is not possible as near to 30 metres as can be reasonably achieved.

Whilst CASA require that a person must not operate a model aircraft over a populous area at a height less than the height from which, if any of its components fails, it would be able to clear the area, model aircraft can fail in modes that do not permit the aircraft to glide clear of an area. It is acceptable to the MAAA that the requirement be relaxed and model aircraft be allowed to fly above ground where there **may** be people directly below provided it shall only be at a reasonably high altitude and after careful consideration that there is low risk to the life, safety or property of someone who may be in the area but is not connected with the operation. This shall not, under any circumstances, include the car parks and public viewing areas of model aircraft clubs.

Note: This rule is more rigorous than the requirements of CASR (1998) Part 101 - 101.395.