



WA MODEL AIRCRAFT SPORTS CENTRE (Inc.)

PROCEDURES MANUAL

This Edition – December 2011 Supersedes all other Editions



Welcome to the WA Model Aircraft Sports Centre(Inc.)

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History

During the 1980's, a number of aeromodellers had a vision to develop a purpose built aeromodelling facility. In the latter half of the 1980's, a broadly based consultative group was established by the WA Planning Commission to develop the concept. From the concept, an agreement was reached between the WA Planning Commission, Whiteman Park Board of Management, Aeromodellers WA, and a number of clubs to develop the site as a State Centre for aeromodelling.

The area around the chosen site had originally been used for dairy farming before resumption to become part of Whiteman Park. In September 1990, a limestone road from the Youth Camp was constructed to provide access. Extensive clearing took place and two clay and sand mix runways were constructed where the pits are currently located. The first flight took place on 24 March 1991. We were flying but the surface was not very suitable, particularly when wet, so the decision to construct the present runways was taken.

Reticulation was installed along the runway edges and planting of turf followed, with water being drawn from the fire fighting storage tank next to the entrance road. Later improvements saw the East – West runway (R09/R27) extended, and a North West – South East grass runway (R32/R14) constructed. The toilet block was installed in 1995 to cater for demand during public displays. The reliability of mains electricity at the site was significantly improved with connection to the grid in 1998, and this allowed our own bore to be sunk to supply the existing reticulation. All runways were sealed in 1998. Further reticulation resulted in the large area in front of the pits being covered in turf. The large limestone car park was constructed in April 2001 to provide sufficient car parking during public displays. The North East – South West (R04/R22) runway was extended to 130 metres in October 2002.

The helicopter hovering practice area was established at the northern end of the North West – South East runway in late 2003, and completely grassed in late 2004. A purpose built control line facility consisting of one grass and one concrete circle was established in early 2004. Continuing development has seen the installation of the metal safety fences and children's play equipment.

Structure

In March 2011, Constitutional change saw the establishment of one club at the field with the legacy clubs becoming affiliated members and more a social or special interest role for those individual members who wished to continue their association with these groups. The affiliation status with the WAMASC Club afforded these groups is in recognition of the historical significance to the field and the legacy of their individual and collective contributions to arrive at this point in our development.

The WA Model Aircraft Sports Centre (Inc) is a club and it is affiliated with Aeromodellers WA. The facility is administered by the Club Committee comprising a maximum of 14 elected committee (including Management Executive) from the membership and two committee members from Aeromodellers WA. The role of the Committee is to develop and manage the facility in accordance with local by-laws and the wishes of its members. The Committee meets monthly, and elections are held annually. A copy of the Constitution is available from the WAMASC web site (www.wamasc.org.au).

Aims

Our aim is to promote the protection, organisation, and encouragement in every way of the building, flying and development of miniature aircraft and miniature aeronautics. This ideal can be achieved by developing and operating a world class miniature aircraft facility in Western Australia for the conduct of state, national and international events. Another aim is to promote good fellowship, mutual respect and

sportsmanship between miniature aircraft clubs, associations, and among owners and operators of miniature aircraft.

Responsibilities

The State Centre has a number of responsibilities due to being located within Whiteman Park. We can be viewed as an attraction, and as such, must be seen to operate in a safe and responsible manner. It is a requirement to operate model aircraft within the relevant Civil Aviation Safety Authority (CASA) safety regulations Part 101, which may be found on the regulator's website at http://www.comlaw.gov.au/Details/F2010C00851/Html/Volume_3#param146 CASR 1998 Part 101 and supporting Advisory Circular at http://www.casa.gov.au/wcmswr/_assets/main/rules/1998casr/101/101c03.pdf. It is every member's responsibility to understand and abide by these laws.

We must be seen by the Park Management to be actively developing the site to include facilities for the public. It is to our benefit to participate in some of the events organised in the main village area. Due to operational and insurance considerations, these are limited to static displays, but are good public relations exercises.

Members have a responsibility to conduct themselves in a manner that will not jeopardise our ongoing use of this site. In respect to the public, and our tenure, we must avoid using suggestive or socially unacceptable language or actions. We are a family-friendly group. Please see the Code of Behaviour elsewhere in this document for your obligations.

All native flora and fauna within Whiteman Park are protected and must not be damaged or harassed in any way. All fauna has right of way on park roads and must not be interfered with except where the fauna may be perceived to be in danger. In this case, assistance may be required to move the fauna to a safer location e.g. slow moving bobtails to the side of the road. Whiteman rangers are to be notified immediately upon the discovery of any injured animals within the boundaries and surrounds of the WAMASC facility.

FLIGHT SAFETY

If there were no rules at all there would be anarchy and, worse still, risk of injury or death. If there were too many rules, you could feel unduly constrained. A lot of work and experience has gone into drawing up the "Safety and Operating Rules" to ensure that minimum safety standards are met. All flying is undertaken at the members' own personal risk. No responsibility is taken by the Committee, the State Centre or its representatives for injury, damage or loss of property.

For the safety of your fellow flying members, the public, and yourself, and your continued access to the facility, it is a requirement to **ABIDE** by the Safety Procedures Manual. The rules are permanently displayed on the external clubhouse notice board and in the transmitter compound. You must abide by any direction from a Safety Officer immediately. Safety officers will try to deal with safety issues immediately. Matters referred to the committee may receive a warning, fine, suspension, expulsion or in whatever manner the committee may deem fit. If you are unclear on any point, check with your Committee.

Identification

It is mandatory to display your WAMASC membership card i.e., on your cap, shirt, or jacket. A clear plastic holder will help to preserve it. Wearing your current membership card will show that you are entitled to use the facilities of the State Centre and will help all members to get to know each other. Non-

compliance may result in the person being asked to leave the facility. The only exception is for Control Line members who shall present the card on the flight box or any other visible location.

There is provision on the back of the card for next of kin or contact in the event of an accident or illness. Please complete these details.

If approached by a Safety Officer or Committee Member and you are unable to comply with this requirement you will have one of 2 options. (1) produce your MAAA card and book in as a visitor under the Visitor policy or (2) leave the airside of the facility. Refusal to comply will result in the appropriate disciplinary action being taken.

Frequency Control

The State Centre uses ONLY the 36 MHz and 2.4 GHz bands.

For 36 MHz, both odd and even frequencies are available at 20 KHz channel spacing only and therefore all frequency keys must be 50 mm wide. The use of 10 KHz channel spacing and 25 mm wide keys is prohibited. Please also put your name on your frequency key which will assist us track down the owner in times of congestion. For operation requirements, please refer to MOP013 at <http://www.maaa.asn.au/maaa/mop.html>.

Please refer to MOP058 at <http://www.maaa.asn.au/maaa/mop.html> for approved 2.4 GHz equipment and operation. The use of a frequency key for 2.4 GHz operations at WAMASC has been discontinued.

Flying Field Access

The field is usually available seven days a week. Running of engines and flying is only permitted after 8.00 AM until sunset. Flying after sunset can be approved under special circumstances.

Access to the facility and transmitter compound is by a combination padlock. The combination is found on the back of your membership card, and is changed periodically. To operate the padlock, set the combination and firmly press the hasp towards the body of the padlock and release – this should open the hasp. Once open, connect the lock to the chain on one gate side and lock it while 'scrambling' the numbers to prevent it being lost. It also prevents unauthorised persons from obtaining the combination for later illegal access.

Whiteman Park Management have decided that the fire danger management for the park will be determined by reference to the Fire Danger Index (FDI) published in the weather forecast warnings which can be found at www.bom.gov.au.

These forecasts contain a regional FDI. Whiteman Park are using the FDI as their guide and have determined that when the FDI for the park is 39 or below, all ground and aerial vehicular activities will be permitted within the park.

If however the FDI rises to 40 or above, then all ground and aerial vehicular activities at the park will cease. On such days of FDI 40+, we will not be permitted access to the field. Whiteman Park Management will have a Fire Ban sign to that effect displayed on our gate. On these days, the entire park may or may not be closed to the public.

To determine if the field is open for operations during the fire season should you be in doubt, please refer to the www.bom.gov.au site and look up the forecast for the Metro Coastal Plains (the area within which

Whiteman Park is contained) to ensure the Fire Danger Index is within the safe margin of 39 or below. This link should take you straight there:

<http://www.bom.gov.au/weather/wa/forecasts/fireswlanddiv.shtml>

Also the Whiteman Park Duty Officer may be reached on 9209 6099.

For information the new National Fire Ratings and accompanying FDI are listed as follows:

| Fire Rating | Fire Danger Index [FDI] |
|--------------|-------------------------|
| LOW-MODERATE | 0-11 |
| HIGH | 12-24 |
| VERY HIGH | 25-49 |
| SEVERE | 50-74 |
| EXTREME | 75-99 |
| CATASTROPHIC | 100+ |

Finally, if a Whiteman Park employee requests that the WAMASC site be vacated, do so immediately and without complaint.

If you are the first person to arrive at the facility, unlock the transmitter compound, obtain the clubroom key, and unlock the clubroom toilet door. The opening of the door will switch on the water pumps. If they do not start, please check that the circuit breaker lever second from right is pushed up. Return the key to its correct location in the transmitter compound near the light switches.

If you are the last person leaving the facility, check that the clubroom key is back in its correct location in the transmitter compound. Check the pits for any property left by members. If anything is left behind, place the item(s) in the transmitter compound and lock it making sure to turn off the pit lighting before doing so. The water pumps will turn off when the toilet door is shut. Lock the club room and toilet doors. If there are any cars at the Model Off Road Buggy Club facility, check that they are MORBC members as it will be their responsibility to lock the gate. If only members of the public remain, they must be asked to leave before you lock the gate.

Access Road and Road Safety

All roads in Whiteman Park are subject to the Road Traffic Act. Therefore normal road rules and compliance with speed limits apply. The W.A. Police Force is welcome at the Park at any time to police the Act and will be called if any conflict should arise. All motor vehicle drivers must hold a current licence and all vehicles must be registered.

Our access road joins Beechboro Road North, which has a speed limit of 90 Km/h. When entering and leaving the facility, do so with **EXTREME CAUTION** after checking in both directions.

When travelling north and turning right into our access road, double check that no one is attempting to overtake you. Some drivers will attempt to overtake a turning vehicle, despite the double white lines.

When turning left out of our access road, double check there is no overtaking traffic coming from your left. If there is a line of traffic approaching from the left, it would be safer to wait until they pass. Once again, some drivers ignore the double white lines.

The speed limit on the bitumen section is 40 Km/h, and on the limestone section 20 Km/h. To assist in its preservation please do not speed on the limestone section. WAMASC funds are used to repair any damage to the road.

Fire Fighting

The best fire fighting measure is to prevent a fire starting. A bushfire could devastate the park, destroying its recreational value and, in the worst case, destroying buildings and other improvements. Accordingly, affiliate members are requested to exercise every care to prevent a bush fire starting. If a fire does start, refer to phone numbers on the notice board on the West side of the transmitter compound. Contact Whiteman Park Management immediately so they can mobilise their fire fighting crew.

There are two knapsack sprays and assorted shovels and rakes stored in the toilet/circuit breaker board area of the clubhouse to fight fires. Please DO NOT use the fire extinguishers in the clubrooms and transmitter compound for grass fires, as they are not designed for this purpose. They are only to be used for serious fuel or building fires, and are expensive to fill.

Smoking

There is no smoking permitted other than in the designated smoking area. Smoking at the WAMASC facility is otherwise prohibited. All buildings at WAMASC are smoke free zones.

Fire extinguishers

Operators of gas turbine powered models are required to provide their own fire extinguishers. It is recommended that petrol engine operators also have access to a fire extinguisher.

First Aid

There is a basic first aid kit in the transmitter compound and clubroom. Should an injury require hospital attention, the closest facility is the Swan Districts Hospital. There is a map in the transmitter compound showing its location and a magnetised first aid information booklet (on transmitter compound whiteboard) giving medical directions to treat a number injuries that may occur. If you do not know the location of these items then please take the time to find out, as in an emergency this knowledge may be crucial.

Canteen

The Canteen is available to both members and the public. The profits are returned to the State Centre for the further development of the facility to benefit all members. A Canteen Manager, when available, will open the canteen for service.

Water

Potable water is available from a tap outside the clubroom, and the tap in the pits. This is rainwater collected from the clubroom roof over the winter months. Please conserve this precious item.

Bore water is used in the toilets for flushing and hand washing. It is not fit for human consumption.

Rubbish and Litter

Rubbish removal from the facility is the responsibility of WAMASC, and hence is paid for out of annual membership fees. The less rubbish we generate, the less it costs annually and the more money there is for development. Whenever possible, please take your rubbish home, particularly aircraft remains that seem to consume a lot of space.

Please place empty cans only in the marked recycling bins, mesh bins, or wool bags. The cans are taken to a recycling depot and monies received go into WAMASC funds.

Please do not litter and clean up the site of a crash. We want to project a responsible image of aeromodelling to the public and Whiteman Park management.

Good Neighbour Policy

In order to promote ourselves as a responsible sporting body that is mindful of its obligations within the community of Whiteman Park and the suburbs that immediately surround that precinct, we must always fly in a manner that does not disturb, worry or annoy our neighbours.

To assist in minimising our neighbours' exposure to aircraft noise, there are designated Noise Buffer Zones which are intended to physically separate us from our neighbours and assist to reduce their exposure to engine noise.

When flying be mindful of the noise buffer zones (refer Figure 2) and refrain from flights which may encroach on these areas. Also Beechboro Road provides a barrier of overlaying traffic noise which should assist in masking our activity from suburbia to the west. When flying; please ensure you maintain a flight path that does not stray outside the western boundary of Whiteman Park that would compromise this traffic noise masking buffer.

Member Protection Policy - Code of Behaviour

WAMASC and its members comply at all times with the Model Aeronautical Association of Australia, Manual of Procedures (MOP) 041 – Member Protection Policy to protect the safety, health and wellbeing of its members and the public while visiting our precinct. This is to foster mutual respect and to ensure a uniform approach to tackling inappropriate behaviour.

Breaches of this code will not be tolerated and disciplinary action may result in suspension of flying privileges or a membership being revoked. Safety Officers and Committee Members are empowered by the WAMASC Constitution to uphold the safety rules and conduct at the field. Members must follow the instructions from Safety Officers and Committee Members.

Presentation

Members at the State Centre are often seen by the public as "Park staff". It is therefore important to project an acceptable public image. Clothing should be neat, clean and tasteful. Clothing portraying suggestive or racist logo's or messages should be avoided at all times.

Authority Over The Public

Members have limited powers in this area. Whiteman Park staff holds ultimate responsibility. You do have the right to refuse entry by the public to the State Centre, however this is only recommended in extreme situations. If a problem does arise, remain calm, explain the situation, and common sense will usually prevail. If a problem cannot be resolved, call a Whiteman Park staff member for assistance.

Customer Service

Good customer service and relations are extremely important to both Whiteman Park and WAMASC. Members should at all times adopt a friendly and helpful manner towards the public. If you don't know the

answer to a question, take the time to find someone who does.

Flying Safety

The Flying Safety Rules are mandatory for all users of the State Centre. They have been compiled for your safety, the safety of your fellow members and most importantly for the safety of the public. The Chief Safety Officer (President if none formally elected), appointed Safety Officers and WAMASC Committee Members are authorised to discipline any member wilfully breaching the safety rules. An appropriate “duty of care” in maintaining safety standards shall be displayed by all State Centre users at all times. Remember, the Civil Aviation Safety Regulations (CASR) require that we operate our aircraft in a safe manner at all times without risk or injury to the public or fellow flyers. Any wilful breach of these requirements will not be tolerated and will be dealt with summarily. Such individual action may also result in action by the Civil Aviation Safety Authority which could include prosecution and attract up to 50 penalty points under the Criminal Code. (Note For **strict liability**, see section 6.1 of the *Criminal Code*.)

For Accident and Incident protocols refer to Clause 15 of the Safety Procedures.

General Conduct and Deportment

Members should at all times be aware that the State Centre is located within a public park. Suggestive or socially unacceptable language or actions should be avoided at all times. Any intentional action or utterance by a member that could place Whiteman Park, WAMASC, or aeromodelling in general into disrepute may incur disciplinary action against the member concerned.

WAMASC Safety Procedure Manual Identification

This Safety Procedures Manual is that document referred to and required by Clause 31, Page 21 of the Lease agreement between Whiteman Park and the WA Model Aircraft Sports Centre (Inc.)

Propeller Safety

This section is designed to assist members new to the hobby learn how to handle model aircraft in as safe a manner as possible. It will also help to identify a number of inherent dangers in engine starting and handling.

Model Restraint

One method of reducing the risk of becoming entangled in a propeller is to physically restrain the model when starting the engine. This can be accomplished as simply as asking another modeller to hold the model in position. The problem is that there will be times when other modellers are not free to assist.

Another method is to place a wing behind the flight box and one of the pits roof poles. The disadvantage is that during times of congestion in the pits, this may not be possible.

Some flight boxes come with yokes specifically designed to hold models as they are being assembled, and for engine starting. The weight of batteries and fuel means the flight box will stay in position.

The disadvantage of all of the above restraint methods is the person starting the motor is crouched down in front of the model. There is a risk of losing his or her balance and falling into the propeller.

The most effective restraint system is a variation of the yokes attached to flight box scheme, and places the model at a height so that you remain standing. These range from custom built units, through to adapting a readily available work table. The cheapest system is to purchase a work table as they can be picked up for less than \$25 at times. If you have a flight box with yokes already, then simply use the sliding work top to clamp the flight box in position. Alternatively, a set of yokes can be assembled and clamped in position.

There are a few other methods of restraining a model when starting the engine which eliminate the need for assistance. Please discuss suitable restraint for your model with your instructor or other experienced members at the airfield before attempting to start your engine.

Starting

MAAA recommends that engines of capacity between 2.5cc, or 15 size and 25cc, should not be hand started. There are two recommended methods. One is by flicking the propeller with a 'chicken stick', which is a length of wooden dowel covered by a piece of rubber hose. The other method is to use an electric starter.

When starting an engine, use a low throttle setting. Generally, a few clicks up from idle is all that is required as modern engines are designed for easy starting. If an engine refuses to start or run at that setting, stop and investigate the problem instead of opening the throttle further.

Caution should be used when plugging in the battery for electric powered aircraft. As a safety precaution the aircraft must face away from the public at all times.

Running

Once the engine is running, there is the danger from the spinning propeller which is not unlike a miniature circular saw and produces very similar results on human extremities. At least one operation must be completed before the model can be flown. The glow plug lead must be removed from the glow plug, and this is when many incidents occur. The temptation is to reach over the top of the propeller from in front of the model. This is an extremely dangerous practice which can result in major injury to you & distress to your fellow modellers when they come to your assistance.

It is far safer to approach from the rear of the propeller for removal of the glow plug or walk around and stand behind the wing (depending upon aircraft design) so that reaching for the glow plug lead is from behind the propeller arc. Even doing this has a risk depending upon which hand is used.

Other Dangers

Be aware that loose clothing and other items pose a risk of being drawn into a moving propeller. Another danger is the transmitter neck strap. The end should be tucked inside a shirt or jacket while starting and tuning the motor.