

WA Model Aircraft Sports Centre Inc.

WAMASC Flying Safety Rules

1. Safety and Operating Rules

- 1.1 All flying will be in accordance with CASR Part 101 and AC101-3 (as amended from time to time). 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. Members are recommended to familiarise themselves with the Civil Aviation Safety Authority regulation CASR Part 101.000 to 101.500 (as amended from time to time), and all other rules, which can be found on the MAAA website (www.maaa.asn.au).

2. Aircraft prior to flight

- 2.1 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.
- 2.2 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.

3. Flying Procedures (Fixed Wing)

- 3.1 The operational (duty) runway will be selected to allow takeoff and landing into the prevailing wind. Where little wind or still air conditions exist, the first pilot to taxi his aircraft shall have the prerogative of selecting the runway. All pilots will stand in the pilots 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 all of the pilots agree to the move beforehand.
- 3.2 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 except as agreed at the time by active pilots and described in Rule 4 and Rule 5.
- 3.3 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.
- 3.4 The maximum number of pilots to occupy the pilot holding area without a flight line controller/observer is four. The fifth pilot taking position on the flight line must be accompanied by a flight line controller/observer, and a controller/observer must remain present while there are five or more pilots flying. The flight line controller/observer will then ensure that all calls are clearly heard by all active pilots by repeating such calls if and as necessary.
- 3.5 All pilots will announce their intentions in a clear loud voice i.e. "Taking off", "Landing", "Low pass left to right" (or right to left), or "Retrieving aircraft". After announcing your intentions, wait for confirmation from other pilots or flight line controller/observer before initiating the manoeuvre.

- 3.6 For noise abatement considerations for our neighbours, pilots shall not allow their aircraft to stray into the designated Buffer Zones from the designated flying area as shown in Figure 2. Additionally, when Pilot Holding Area 6, 7 or 8 (Figure 1) are in use, there will be no flying between the pilot holding areas and the pits.
- 3.7 Should visual contact with a model aircraft be lost, the engine must be immediately shut down so that the aircraft cannot fly away uncontrolled.
- 3.8 The call of “dead stick” by any pilot shall give him/her immediate landing/recovery priority to the airfield and all other active pilots shall yield to this imperative.
- 3.9 As is the case with full size aircraft operations, landing takes precedence over taking off, taxiing off the active runway takes precedence over entering it and returning to the pit area from the active runway via a taxiway takes precedence over taxiing out to the active runway via a taxiway. In other words all “inbound” aircraft have priority and all “outbound” aircraft shall yield right of way.

4. Fixed and rotary wing “special” operations

It is recognised that modern aircraft are capable of many astounding flight manoeuvres and field operations from time to time may need to accommodate this new portion of the ever expanding flight envelope.

- 4.1 Hovering operations or aerobatic manoeuvring flight (3D) may be conducted by either fixed wing aircraft capable of such manoeuvres or by helicopters above circuit height. Such manoeuvring shall only be conducted with the consent of all active pilots occupying the pilot holding area. Prolonged hovering in the circuit area will not be permitted unless agreed by all pilots on the active flight line and such hovering does not interfere with circuit traffic. Conduct of these manoeuvres below circuit height shall only be allowed with Rule 4.4 in operation.
- 4.2 Such manoeuvres shall be conducted not closer than 10 metres to the active pilot holding area and shall be conducted in triangular Area E which is bounded and enclosed by all three runways (refer figure 4) unless otherwise approved. Entry to and exit from such manoeuvres shall be accompanied by the appropriate calls “Entering hover” or “Rejoining circuit”. In any event, a landing aircraft always has priority and hovering aircraft shall vacate when a landing is called.
- 4.3 Simultaneous fixed and rotary wing hovering in close proximity is not permitted unless special permission is given by Council for display purposes.
- 4.4 The operation of a central pilot holding area (CPHA) on any of the runways is subject to approval by the WAMASC committee for particular events or, on any day, the WAMASC members present under the following conditions:
 - (i) The pilot seeking permission to fly from CPHA must have received consent from ALL pilots in the pits at the time and will be described below as the “approved pilot”.
 - (ii) The approved pilot will fly no longer than one 12 minutes per flight per approval.
 - (iii) The approved pilot will access the CPHA only after all other aircraft using any other pilot holding area have landed.

(iv). Runway selection for takeoff and landing will be in accordance with rule 3.1. When using the CPHA, approved pilots may taxi to the CPHA and commence accelerating to take off speed once past the CPHA. Landing will be as close as possible to a displaced threshold in front of the CPHA.

(v) Once the approved pilot has cleared the CPHA, flying may re-commence from pilot holding area 1,2,4,5, or 8 (as in Figure 1) in accordance with standard procedures outlined in rule 3.

- 4.5 Due to the sensitive flight characteristics of some aircraft, for example reduced tolerance to crosswinds when landing, a pilot of any discipline can request exclusive use of any runway (and respective pilot holding area) with the same conditions as that imposed in Clause 4.4. This rule applies but is not limited to, high performance aircraft such as jets.

5. Rotary Winged Aircraft (Helicopters)

All of the forgoing rules apply plus the following

- 5.1 Helicopter hovering 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. Council preference is for Area A to be the primary zone of helicopter operations, but if the pressure of numbers dictate operations as per Figure 4 requirements.
- 5.2 When in use, the helicopter hovering area must be segregated from the fixed wing flight area by the use of the traffic cones as shown in Figure 4. These lines are considered to mark the boundary segregating the helicopter hover zone from the fixed wing standard circuit when the former is in use.
- 5.3 Simultaneous use of hover areas A and B, A & C or D & B is permitted with the consent of active fixed wing pilots provided that only the complimentary pilot holding areas as listed in Figure 4 are used. Communications between all helicopter zones and fixed wing pilots must be established and maintained by non-flying safety officers at each pilot flight line for the duration of simultaneous operations. Helicopter operations must be conducted to allow for one active fixed wing runway operation at all times.
- 5.4 All hover practice and forward flight training will be conducted in hover Areas A and/or B.
- 5.5 A variety of Helicopter manoeuvres such as 3D can be carried out in the segregated helicopter hover zones.
- 5.6 Experienced pilots may fly helicopters with fixed wing aircraft providing the helicopter flies the same circuit as the fixed wing aircraft when at circuit height. Prolonged hovering in the circuit area will not be permitted unless agreed by all pilots on the flight line and such hovering does not interfere with circuit traffic. Takeoffs and landings will be done into wind from or to a designated point not closer than 10 metres directly in front of the pilot holding area, and on the opposite side of the runway.
- 5.7 Should the designated grassed landing area be unacceptable, a pilot may land a helicopter on the runway at a 45° angle. Such landing shall be well past the last pilot on the flight line.
- 5.8 When a Helicopter is moving from one area to another, the helicopter must be landed and hand carried whether fitted with skids or wheels. This includes helicopter area to fixed wing area, pits to helicopter pad, and the reverse.

6. Gas Turbine Aircraft

- 6.1 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 the notice board affixed to the outside wall of the Tx compound for the latest contact numbers for the Whiteman Park Duty Ranger.
- 6.2 Gas Turbine Operators shall have their own fire extinguishers at the hard stand on start up and shut down, and available during operations at all times in accordance with MAAA MOP 30.

7. Synthetic Vision controlled Aircraft

- 7.1 All First Person View (FPV) operations shall be in accordance with MAAA MOP 66.
- 7.2 Both the operating pilot and the Command Pilot (CP) safety pilot shall be located such that any and all calls made by conventional RC pilots at the Pilot Holding Area for the active runway, can be heard by the operating pilot or be relayed to the operating pilot by the CP safety pilot.
- 7.3 While it is preferred that a synthetic vision pilot and his CP be co-located with the conventional RC pilots, he/she must at least be located as close as the equipment operational requirements allow and definitely so as to enable clear voice communications between all pilots.

8. Bungee launch aircraft

- 8.1 In the case of non-powered aircraft, they will be launched and recovered in accordance with the CASA AC 101-3 Appendix C (as amended).
- 8.2 For powered aircraft using bungee assisted launch the following shall apply:
 - I. Such techniques shall be employed with the consent of fellow pilots occupying the designated pilot holding area.
 - II. The launch equipment shall be set up so as to launch as close as possible into the prevailing wind (oblique launch angle to duty runway) on the grass adjacent to the pilot holding area.
 - III. The apparatus is not to be set up with any of the launch mechanism or acceleration portion of the launch envelope behind or passing the pilot holding area.
 - IV. The apparatus shall be set up so that the aircraft shall, when launched, immediately depart away from both the pilot holding area and no fly zone separating the East/West runway and pits areas and directly join the circuit pattern.
 - V. The launching pilot will set up so that he is in verbal communication at all times with the pilots in the holding area and, once the launch has been completed, shall join them in the holding area.
 - VI. The pilot shall clearly call to his fellow pilots and wait for acknowledgement "Clear for bungee launch?"
 - VII. At the completion of the flight the pilot shall land his aircraft in the normal manner using the duty runway (if fitted with wheels) or onto the appropriate grassed area for the wind direction if it is not wheeled. Aircraft are not to recover/land into the no fly zone separating the East/West runway and the pits areas.
 - VIII. Bungee is to be powered by "shock" type nylon encased chord.