

WA Model Aircraft Sports Centre Inc.

WAMASC General Safety Rules

9. General

- 9.1 There is **NO FLYING** on days where there is an **FIRE DANGER** warning issued by the Bureau of Meteorology in Perth for the coastal plain of 40+, or if the field has been closed by the Park Ranger.
- 9.2 Telephone Whiteman Park authorities immediately upon any crash which results in a fire outside of the fenced area. The number is 9209 6000 between 0830 and 1700 weekdays, and 041 4911 952 all other times.
- 9.3 As part of our good neighbour policy, flying is normally permitted only between the hours of 0800 and sunset.
- 9.4 Flight after sunset may be approved subject to special conditions.
- 9.5 All flying operations are to be conducted in a well mannered, orderly fashion with due consideration for fellow flyers in accordance with our stated Code of Behaviour and the CASR.

10. Members and Visitors

- 10.1 All members shall visually display their current membership cards on their person when in the pit area.
- 10.2 All pilots shall hold current M.A.A.A. membership, or will be accompanied by an experienced WAMASC member while flying.
 - 10.2.1 Non-M.A.A.A. affiliate members will be allowed two (2) free flying sessions and conditions will be as per the conditions of MOP042.
 - 10.2.2 Prospective members are also covered by the conditions of MOP042.
 - 10.2.3 Affiliate members of M.A.A.A. will be allowed three (3) free flying sessions per financial year, and thereafter will be required to apply for membership.
 - 10.2.4 The Visitors' Book will be signed by all Visitors and by the 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 Committee. Overseas Visitors shall show proof of current FAI affiliate membership.
- 10.3 Pilots will be accompanied by a club appointed Instructor at all times until the pilot has attained Bronze Wings certification.
- 10.4 Pilots will comply with the directions of Safety Officers and Committee members at all times, who shall be empowered to reprimand, suspend for the remainder of that day, or initiate disciplinary action through the Committee upon anyone refusing to comply with these safety rules. Regardless of the circumstances or perceptions of individuals on the matter in contention, immediate compliance with the Safety Officer's directions is mandatory.

11. Frequency Control

- 11.1 All 36 MHz transmitters, including buddy boxes, must be placed in the transmitter compound when not in use. 2.4GHz transmitter users see 11.4 & 11.6
- 11.2 The owners name must be attached to all transmitters.
- 11.3 A 36 MHz frequency key marked with your name and the operating frequency must be in the appropriate channel slot before your transmitter is switched on. All 36MHz operations will be in accordance with the recommendations contained within MAAA MOP049.
- 11.4 Return your transmitter to the compound and remove your frequency key as soon as possible to allow other pilots to use the frequency. 2.4GHz users are exempt from this rule.
- 11.5 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
- 11.6 2.4 GHz transmitter users shall operate in accordance with the recommendations contained within MAAA MOP058. No keyboard is operated for 2.4 GHz at WAMASC.

12. Pit Area Safety

- 12.1 No alcohol will be consumed in the pit area
- 12.2 No taxiing in the pit area. Taxiing is to be no faster than walking pace and only in the area as shown in Figure 3. Pilots shall only taxi diagonally when approaching the pits across the grass. Taxiing shall never be directly towards the pits.
- 12.3 All aircraft (including electric) will be parked in the pit area with the propeller facing away from the public area. If space does not permit parking an aeroplane in the pit, the aeroplane will be parked on the grass area in front of the pit. All parked aeroplanes will be positioned with the propeller facing away from the public area.
- 12.4 Engines shall be started on a low throttle setting, and not run up to full power in the pit area. Engines of capacity above 25cc (1.40) and turbines will not be started in the pits.
- 12.5 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 and the aircraft appropriately restrained.
- 12.6 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.
- 12.7 Operators of gas turbine powered models will provide their own fire extinguishers. It is recommended that petrol engine powered models also have their own fire extinguisher.

13. Public Access

- 13.1 Members of the public shall not enter the pit area unless invited by a member and under their direct supervision. They must be supervised at all times and will not be left unattended in the pit area.
- 13.3 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) or when carrying out emergency repairs. No machinery,

vehicles, tools or any object that could constitute a hazard will be left in the runway area during flying sessions.

14. Field Security

- 14.1 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.
- 14.2 The last person at the field has the responsibility to lock the frequency compound, clubroom and toilet door (which turns off the toilet pump), turn off the pit lighting, and to lock the entry gate. If the Buggy Club is still in operation, the responsibility for locking the entry gate may be passed to them. This responsibility must be communicated to them prior to the last flying member exiting the centre. Any member found to have left the gate unlocked on leaving the field and is deemed negligent is liable to suspension and or a penalty as determined by the Committee.

15. Accident and Incident reporting and investigation

- 15.1 As part of the lease requirements incumbent upon committee, WAMASC must report all incidents and accidents to the lessor. We are also required to report all accidents to the AWA. Protocol requires any member to immediately notify the committee of any incident or accident as defined in MAAA Manual of Procedures (MOP) 1. The WAMASC club will then conduct an investigation in a timely manner in accordance with MOP1.
- 15.2 The club committee will examine the results of the investigation and notify members of any proposed risk mitigation to prevent a recurrence of the event.
- 15.3 As the lessee and responsible entity for the centre, the WAMASC committee will make the final decision as to the appropriateness of any mitigation proposed as part of any investigation resulting from an incident or accident at the WA Model Aircraft Sports Centre. Such decisions will be made prior to final close out paperwork of an investigation being submitted to the AWA.
- 15.4 The results of such an investigation along with the agreed mitigation of any perceived risk identified and any agreed mitigation judged necessary by such investigation shall be communicated to the MAAA through the AWA. The committee may inform the lessor of the results and record such action in committee records.

16. WAMASC Committee

- 16.1 The Committee reserves the right to interpret as the final arbiter, modify, change or alter any of the above rules at any time.

17. WAMASC Members and Affiliate Members

- 17.1 Acceptance by a member of the issue to them of an MAAA card and or the WAMASC Identity Card is testament that the member or affiliate member has agreed to be bound by the MAAA MOPs and the WAMASC General Conditions and Safety Procedures contained in this manual.