

WSMA Inc

Western Sydney Model Aviators

Manual of Procedures for Safe Operation of Flying Models at Bandon Road, Flying Field.

Riverstone NSW 2765, Adopted April 29 2023

Aim:

This manual is supplied to all members and describes operational procedures and how WSMA, Western Sydney Model Aviators shall operate at the Bandon Road Flying Field, Riverstone NSW under a CASA area approval permitting model flight under 400 feet above ground level (AGL).

A printed copy of this manual will be kept on site at the flying field clubhouse for reference to all operators of the field.

(This manual is inclusive to our CASA instrument and can only be altered with formal CASA approval.)

GENERAL :

1 Members are reminded, these rules are in place to ensure the safety of all members, guests and the community at large and as such the rules and procedures are mandatory and to be adhered to as closely, practically and as reasonably possible.

2 These Rules and Procedures are to be read in conjunction with the WSMA By-laws and all MAAA MOPs relevant to the flying operations.

3 Members and flying guests must be advised of NO FLY Zones and demonstrate an understanding prior to flying their first time at the WSMA Flying Field.

4 Safety considerations require careful coexistence of all types of model aircraft including Rotary wing, Fixed Wing, Gliders and Turbine aircraft. All members are requested to be inclusive of each other in kind communication giving everyone time and space to enjoy their hobby time respectively.

5 Instructors and all Committee Members are Safety Advisors.

Always ask for advice if in any doubt over Safety or Flying Etiquette.

All members are responsible for their own safety as well as the safety of all others and should be “Kindly Proactive” rather than silent in this regard.

Example: If a member considers that another member is not complying with the rules then they should point out the noncompliance to a safety officer or committee or if considered appropriate in the circumstances, a “Kind” direct approach may be most timely and effective in resolving a safety issue.

6 At no time should ANY Member act in an unkind or abusive manner, after all we are all here for a safe and good time.

7 Children must be “under supervision “of a parent or guardian at all times.

This includes ALL areas including the carpark and Pit Area.

Children must not be on the Flight Line / Pilot Box unless participating in the flying of a model.

8 If a field user, member or guest infringes rules again, then in the interest of all the members, that user will be given clear advice which as a user accepting these rules, they will be compelled to follow.

9 Repeated safety violations will result in official action being taken in accordance with the club constitution and By-laws.

10 In the event of an incident involving injury or property damage (excluding aircraft) full details must be provided that day by the Safety Officer/s to the President and Secretary who in turn will complete an incident form.

The Safety Officer/s are to complete an accident investigation form and provide this to the secretary for submission with the incident report form to MASNSW and MAAA,

11 All operations of radio controlled aircraft shall comply with the requirements of CAR 1998 part 101 as issued by the Civil Aviation Authority (C.A.S.A.)

12 30 Meter Rule: ONLY persons directly associated with the operation of model aircraft shall be within 30 meters of the Flight Line (REF# C.A.S.A CAR 1998 part 101). Directly associated allows for pilots assistant/s.

13 All members and guests must follow the MAAA MOPs Manual of Procedures at all times, as relevant to the type of model being operated as well as MOP 014 "General Rules" , MOP 056 Safety Code and all other MOPs as required relevant to the flight operations .

14 Fire Extinguisher/s and a First Aid Kit is to be available at all times at the WSMA Club House and ANY USE MUST be reported to the Committee so replenishment can be made as required.

15 No alcohol is to be consumed by members or guests on any day prior to or during direct involvement with any flying operations or works at the flying field.

16 Any dogs at the field must be on a lead at all times, to respect and ensure the local farmers dogs are not interfered with.

17 LiFe, Lilon, LiPo and any other battery that poses a fire risk must NOT be charged within 1 meter of any clubhouse or vehicle to avoid a major fire in the event an unexpected ignition occurs.

Damaged or swollen batteries are to be removed from the area and taken home for responsible disposal. No batteries good, bad or otherwise are to be left on site.

18 Rubbish.

We have no rubbish removal facility, it's costly and unnecessary.

We "EACH" are asked to take HOME what we bring plus some we may find.

It's OUR field, our hobby, our backyard and front so let's keep it clean.

19 ELECTRIC GATE

ALWAYS watch our gate “CLOSE and LOCK “.

All good electric gates have a “Reverse operation Failsafe” ours included and it only takes a twig or stone or person to block normal operation and send it into reverse opening up again. Notice a problem, please call your committee.

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DEFINITIONS:

WSMA - Western Sydney Model Aviators Incorporated (WSMA Inc)

PIT AREA - as defined on the attached WSMA Flying Field Diagram.

FLIGHT LINE / PILOTS BOX - Enclosure where Pilot must stand as per attached WSMA Flying Field Diagram.

RUNWAY - as defined as per attached WSMA Flying Field Diagram.

TAXI WAY - as defined as per attached WSMA Flying Field Diagram.

PILOT AIRCRAFT POSITION CALLS - as defined as per attached WSMA Flying Field Diagram.

ARMING - Mains power connected to main power motor.

ROTARY WING MODELS - Models with horizontal propellers (includes Drones)

PERMIT TO FLY - Form MAAA 038 see MAAA website

MOP - MAAA Manual of Procedures see MAAA website

CAR PARKING

- 1 No vehicles or trailers to access the Pit Area or Taxi Way at any time.**

- 2 No vehicles shall access or drive across the Runway without Committee permission, in order to preserve from damage the Runway surface for model usage.**

RADIOS

- 1 Only transmitters operating on Australian approved frequencies shall be used. Radio operators , operating on frequencies other than 2.4GHz must check the frequency they are using is not in use by any other operator at the field, every time prior to switching on their system.**
- 2 A range check should be carried out for each aircraft prior to commencement of flying. If any abnormalities are noticed then the aircraft should not be flown until the abnormality is rectified. If in doubt, contact a committee member or a senior pilot for help or advice.**

PRIOR TO FLYING

- 1 Ensure a Total Fire Ban is not in place. Fire Ban = NO FLYDAY.**
- 2 Sign the Attendance book**
- 3 Check VMC (Visual Meteorological Conditions) is greater than 500 meters. NOTE: If VMC is less than 500 meters 360 degrees, we are GROUNDED meaning NO FLY. This is a strict condition of flying in Military Airspace.**
- 4 Check it is 8am or later. NO FLY prior to 8am is a current condition imposed by the RAAF and to be strictly adhered.**
- 5 Obtain RAAF Airbase Tower “ Flight Approval “ by phoning 02 4587-1201 and reading “ Word for Word” the Flight Approval request as written in the Clubhouse verandah door & wall, placed there for your convenience. Special Notice: In person verbal Flight Approval MUST be obtained.**
- 6 RAAF have informed us that leaving a message is not an approval and a NO FLY condition applies strictly.**
- 7 Add to the attendance book, the Flight Approval confirmation, time and caller first name.**

ARMING, STARTING and TAXIING

- 1 No model motor to be Armed or Started behind the front line of the Starting Benches.**
- 2 Pilots must restrain all models during engine starting, running and testing procedures. Restraints may be a suitable device affixed to the ground, the model sitting firmly in a suitable stand or by having an assistant hold the model firmly to ensure the model does not inadvertently leap forward to harm anybody. Strictly NO RESTRAINT = NO STARTING**
- 3 Propeller wash should not be directed towards other modelers or equipment as a matter of etiquette and courtesy.**
- 4 Where engine tuning requires the model to be held vertically, it must be done while standing with the propeller above the pilots head.**
- 5 Extending engine running shall be done away from fellow pilots to reduce noise, fumes, propeller wash and nuisance.**
- 6 Taxing Fixed Wing Aircraft is permitted from the Starting Tables to the Runway**
- 7 Taxing “back” is permitted up the Taxi Way only, up to the Pit Area entry where the engine must be stopped.
Should the engine not stop, then the model MUST be carried or pushed holding the tail firmly, back to the Pit Area where it can be restrained and the engine safely shut down.**
- 8 Rotary wing models including Drones must be carried to the Flight Line.**
- 9 Rotary wing models must not be hovered or taxied in the PITS AREA or the TAXI WAY at any time.**
- 10 Electric powered aircraft must have a safety shutoff operated from the transmitter.**

HEAVY MODELS & TURBINES

- 1 Gas Models 7kg + dry and Electric models 7kg+ with main motor batteries onboard require MAAA MOP 015 inspection and a Permit to Fly.
Do not even test fly without a Permit to Fly, please see your committee or seek a Heavy Model Inspector to obtain valid model inspection and Permit to Fly.**

- 2 Turbine powered models may only be started in the specially designated turbine starting area.**
- 3 During turbine starting an MAAA approved fire extinguisher with the pin removed, must be at hand to the operator.**
- 4 During turbine startup, operators must ensure spectators stand clear a minimum 8 meters for safety and the model is suitably restrained.**
- 5 Turbine tail blast is to be directed away from any personal and property a minimum of 10 meters at all times.**
- 6 Turbines must be fitted with a hand manual shutoff fuel valve that is made accessible during the whole startup procedure.**
- 7 Failsafe must be enabled so engine/turbine resets to idle or shut down and control surfaces reset to level positions**
- 8 Operators must be in possession of a current Heavy Model/Turbine “Permit to Fly “. No Permit in possession on person = NO FLY.**

IN FLIGHT OPERATIONS

- 1 Maximum flying height for model aircraft is 400 feet unless specifically permitted with permission from CASA and RAAF.**
- 2 Maximum number of aircraft permitted in the air at any one time shall be 6 (Six).**
- 3 No takeoffs or landings are permitted from Taxi Ways or the Pit Area.**
- 4 Calls of “taking off “ and “ downwind to land “ and nominating a runway or “ landing “ nominating a runway should be made.**
- 5 When an aircraft engine stops or does not respond...a “DEAD STICK “call should be made loudly. All other pilots should climb their models away from the Runways and circuit area until the “Dead Stick” has landed.**
- 6 Pilots/assistants recovering models from the Runway must call “On the Runway” loudly before entering and when exiting the Runway call “Runway Clear” loudly.**
- 7 All flying must be carried out in front of the Flight Line within the flying area as per attached WSMA Flying Field Diagram.**
- 8 Flying behind the flight line, overhead, into restricted areas, the Pits Area or Carpark is not permitted at any time.**

- 9 When more than one aircraft is flying, pilots should fly in the same circuit direction. If a pilots intends to fly aerobatics, other pilots should be informed. The intent is to reduce the chances of a mid-air collision. Communication is key between pilots.
- 10 3D manoeuvres of Helicopters, Fixed Wing and Drones including Helicopter Autos are to be communicated to other pilots prior to commencement.
- 11 Should an engine stop on any model whilst taxiing, it may only be restarted in a safe position & time with the help of an assistant to restrain the model for the safety of the pilot.
- 12 (MAAA ruling) Helicopters flying outdoors must have a minimum 9 meter safety distance from all other pilots at all times.

FLIGHT TRAINING

- 1 Students and new members should be cleared for solo flight by a qualified instructor.
- 2 Student aircraft being flown for the first time shall be checked by an experienced flyer or qualified instructor prior to test/first flight.

END OF DAY OPERATIONS and SITE CLOSURE

- 1 Ring RAAF Tower and repeat "Word for Word" the ceased flight operations as written in the Clubhouse verandah door & wall, there for your convenience.
- 2 Turn off the Tap, any lighting or other power.
- 3 Put attendance book away and tidy chairs and tables.
- 4 Lock Clubhouse door and verandah gates then double check.
- 5 Thankyou for flying with WSMA Inc.