

# WAMASC Newsletter



April 2020

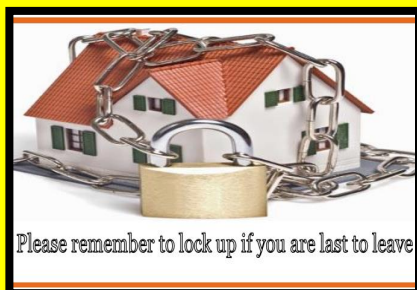
## Rules & Regulations



## MAAA Instructor



## Security



Please remember to lock up if you are last to leave



should any individual have anything at all they would like to contribute, share or add to this newsletter, please feel free to contact the [editor](#) through the [Club Secretary](#) via ✉ [secretary@wamasc.com.au](mailto:secretary@wamasc.com.au) – enjoy

## Rules & Regulations

The mere mention of '**Rules & Regulations**' within the environment of Aeromodelling will see many individuals frown and scoff – whether such individuals think that said rules and regulations are pertinent to them, or not, is unknown. Many either act as though they are beyond, or above, said rules and regulations – or it is just that they don't care for them. It is quite unfortunate that a very large percentage of our brethren are blissfully unaware and have no understanding of **Rules & Regulations**.

The simple fact is – they are there and in place for a reason. They protect, assist and make us **SAFE** (that is – if adhered too).

In this edition of our Newsletter the committee have asked me to address the topic of **Rules & Regulations** of which there are many and cover a myriad of subject matter. No one is expected to know all but should know where to find and access them – I will attempt to deal with the

**main** covering the most common usually encountered at the Field. Guidance for such may be found in many areas such as the **MAAA Site** (this Site shows: MOP's, Rules and Regulation, Standards, Competition/Aerobatics/FPV and Drone Flying etc.). This Site may be used in conjunction with the **CASA Site** (CASA the regulator for the MAAA hence the information on the MAAA Site is law).

Please note that this article does not intend any offence by preaching to the already converted and personnel in the know. It has been done to capture the lowest common denominator to educate those who are unaware.

For your convenience please find the following links to **MAAA MOP**(s):

[MOP001 – Accident reporting](#)



[MOP002 – Exemption from CASR 101](#)

[MOP003 – Funding for Overseas visitors](#)

[MOP004 – Temporary ceiling height extension](#)

[MOP005 – Application for an approved model aircraft area](#)

[MOP006 – Appointment and reappointment of Inspectors](#)

[MOP008-Proc-CLOSE-FIELDS.pdf](#)

[MOP010 – Team Manager’s Duties](#)

[MOP011 – Allocation of MAAA Funds](#)

[MOP013 – Land Purchase Policy and Procedure](#)

[MOP014 – General Model Rules](#)

[MOP015-Heavy-Model-Aircraft-Inspection-and-Operation-Procedure](#)

[MOP017 – New Procedures & Amendment of Current Procedures](#)

**MOP018 – Night Flying; MAAA Members contact the MAAA Secretary for copy of this procedure.**

[MOP019 – Display Procedure](#)

[MOP020 – Recognition of a National Special Interest Group](#)

[MOP022 – Risk Assessment](#)

[MOP023 – Commercial Instructors](#)

[MOP024 – International Teams](#)

[MOP025 – Pulse Jet Rules](#)

[MOP027- Award of Wings and Instructor Rating](#)

[MOP028 – Disciplining of Affiliate Members](#)

[MOP029 – FAI Observer appointment](#)

[MOP030 – Gas Turbine Rules](#)

[MOP031 – Rocketry Procedure](#)

[MOP032 – Certification of Plans and Drawings](#)

[MOP033 – Travelling with Models](#)

[MOP034 - How to welcome new club members](#)

[MOP041 – Member Protection Policy](#)

[MOP042 – Visitor Insurance](#)

[MOP043 – Emergency Policy](#)

[MOP044 – Internal Navigation & Stabilisation](#)

[MOP045 – Advisory mobile phone use at flying fields](#)

[MOP046 – Sharing airspace with Hang & Paragliders](#)



[MOP049 – Use of 29 & 36Mhz](#)

[MOP054 – Records Policy](#)

[MOP055 – Alcohol, Drugs and Medical Condition](#)

[MOP056 – Safe Flying code](#)

[MOP057 – Insurance Conditions](#)

[MOP058 – 2.4Ghz equipment](#)

[MOP059 – Indoor Flying](#)

[MOP061-Policy-Models-Near-Full-Size-Airports.pdf](#)

[MOP062 – Noise Policy](#)

[MOP063 – Dogs at Flying Fields](#)

[MOP064 – Interstate Affiliations](#)

[MOP065 – Policy RPAS](#)

[MOP066 - FPV-and-SGMA-Policy](#)

[Instructors Handbook](#)

[MAAA-LOS Exemption-FPV-Operations CASA EX 138/16](#)

[Direction-operation-of-certain- unmanned- aircraft CASA 96/17](#)

[CASA Exemption EX18-52](#)

As can be seen; the above **Manual(s) of Procedure**, are quite extensive. Although these hyperlinks may be used only when viewing via electronic medium (i.e. computer) – they exist. It is quite disconcerting that many do not know what a MOP is. As one can see on the MAAA Site it has everything from covering **having dogs at the Field** to **CASA Exemptions**. It has correct procedures for **night flying**, **ceiling height** and **instructional technique**. It even covers **members protection** (MOP041) – which brings me to the next topic.

What should one do if there is a grievance, faux pas or something needed to be reported to the Club (in our instance **WAMASC**)?

There is a **procedure** and it is accessible once again on the **MAAA Site** under **MAAA FORM(s)** – see below:

[MAAA001 – Public Display Application](#)

[MAAA002 – Public Display Director](#)

[MAAA003 – Aircraft Inspector FW25 or RW25 Application Form](#)

[MAAA004 – Gas Turbine Endorsement Application Form](#)

[MAAA005 – Temporary exemption from CAR part 101](#)

[MAAA006 – Field Registration](#)

[MAAA007 – Temporary ceiling height clearance](#)

[MAAA008 – Overseas visitor proposal](#)

[MAAA009 – Overseas visitor itinerary](#)



[MAAA010 – Incident Report](#)

[MAAA011 – MAAA incident investigation](#)

[MAAA012 – Indoor Flying Policy](#)

[MAAA013 – Education Group Application](#)

[MAAA014 – Check List for Inspection of a Fixed Wing Model Aircraft](#)

[MAAA015 – FAI Observer application](#)

[MAAA016 – Power Bronze and Silver wings](#)

[MAAA017 – Power Gold wings](#)

[MAAA018 – Glider Bronze and Silver wings](#)

[MAAA019 – Glider Gold wings](#)

[MAAA020 – Helicopter Bronze and Silver wings](#)

[MAAA021 – Helicopter Gold wings](#)

[MAAA023 – Commercial Instructors](#)

[MAAA024 – Application for reappointment Aircraft Inspector FW25 or RW25](#)

[MAAA026 – Team Manager Check Sheet](#)

[MAAA027 – MAAA Council Proxy Form 01](#)

[MAAA028 – Aircraft Inspector FW50 or RW50 Application Form](#)

[MAAA029 – Application for Reappointment Aircraft Inspectors FW50 and RW50](#)

[MAAA030 – Giant Model Inspection Form](#)

[MAAA031 – Risk Assessment – before and after](#)

[Risk Assessment Sample](#)

[MAAA032 – Risk assessment template](#)

[MAAA033 – Check list for Inspection of a Rotary Wing Model Aircraft](#)

[MAAA034 – Rocketry Bronze Wings](#)

[MAAA035 – Rocketry Gold Wings](#)

[MAAA036 – Confidential Record of Formal Complaint](#)

[MAAA037 – Confidential Record of Child Abuse Allegation](#)

[MAAA038 – Permit to fly-Models \(7-150kg\) & Turbine/Pulse Jet Models \(0-150kg\)](#)

[MAAA039 – Check List for Inspection of Gas Turbine Model Aircraft](#)

[MAAA040 – Checklist for Inspection of Pulse Jet Model Aircraft](#)

[MAAA041 - Checklist for Multirotor - Silver Wings](#)

[MAAA042 - Checklist for Multirotor - Gold Wings](#)

If you picked out Form **MAAA036** (Confidential Record of Formal Complaint) you are **correct**. This form is used in the instance where something cannot be sorted at the **first** level – usually between two parties.

This form is used as the **second** option by putting your complaint in writing to the Club. This ensures that it has to be acted on – as it is law. The MAAA036 should be sent through the **Club Secretary** and must be acted on within a specified time frame.

I stress and amplify that the MAAA036 **is not** to be sent directly to the MAAA (it *is not* their responsibility, purpose, or job to act on Club matters (Club issues, in the first instance, should be dealt with inhouse and at the coalface).

Should an individual not be satisfied with the outcome of a Club ruling or action. He/She may take the complaint to the **third** level and request the AWA to intervene.

A **fourth** option is available should a member be further dissatisfied with an outcome post AWA intervention through liaising with the MAAA.

Should a member still be dissatisfied, which is highly unlikely, at this time. The complaint may be taken externally and handled within the civil courts. The only winners here are, of course, the lawyers – I would suggest strongly that by this stage one would have burnt their bridges, and someone would be missing from a Club.

The rules are there to assist and should be used in conjunction with our own **Club Rules** – please remember that we (the members) at WAMASC also have a **Constitution** and **Rules of Association** (By-Laws), that have been re-written since Aeromodelling was deemed a Sport. These Constitution and Rules of Association have been checked and ratified by the ACCC (Australian Competition & Consumer Commission) and our members.

Be mindful that Rules and Regulations should not be feared; they are there for you and can often help and assist, one just has to access the information. This is where it is pertinent to check minutes from meeting that are regularly posted on the WAMASC Site. The Secretary also does a great job e-mailing information. The information is available and out there for all and sundry with a lot of work and effort being put into its dissemination. Should one choose not to read the information available – it is no excuse.

#### **Here are some very basic rules for safety when flying at the Field:**

- ❖ Ensure you have carried out a thorough '**Range Check**' on your aircraft and that it is correctly bound.
- ❖ Remember **height restrictions** – do not fly above 400' (approximately 123m).
- ❖ Use **approved start up areas** (especially jets and have the appropriate **Fire Extinguisher** on hand).
- ❖ Ensure **Failsafe settings** are set on your aircraft – failsafe functionality is a **mandatory** requirement. Please refer to **MOP 056**, **Safe Flying Code**, Page 2, **Radio Control**. A hyperlink is provided below:  
<https://www.maaa.asn.au/images/pdfs/mops/MOP056-Policy-SAFE-FLYING-CODE.pdf>
- ❖ Do not **Start or Arm** an aircraft within the pit area.
- ❖ Fly your aircraft on the **correct side of the strip** (runway) – remember there are others entitled to fly and the sky is not yours alone.
- ❖ **Fly circuits** when more than one aircraft is operating – use a 'spotter when required (more than 4 pilots)
- ❖ Do not **Taxi** aircraft directly into, or toward, the pit area (use a diagonal approach). Give way to inward aircraft.

- ❖ Know where the **First Aid Kit**(s) are situated. The TX Shed no longer has to be open (operators of 29 & 36MHz equipment will access and place their tags as required) as the **First Aid Kit** has now been relocated within the invalid toilet in close proximity to the defibrillator.

## **Drone Rules and Safety**

Within Australia the usage of all remotely piloted model aircraft (often referred to as Remotely Piloted Aircraft Systems – **RPAS** for short) falls under the jurisdiction of the **Civil Aviation Safety Authority (CASA)**. This includes **fixed wings, gliders, helicopters, drones, and more**. The rules and laws applicable when flying model aircraft may depend on how the aircraft is being used – whether recreationally, for sport, commercially (for profit) or other purposes.

You can find a basic outline of drone safety rules on CASA’s website – [DRONE SAFETY RULES](#).

When flying via First Person View (**FPV**) using the screen of a mobile phone, tablet or other device, or wearing FPV goggles, it’s important to be aware that this is not permitted under CASA’s standard rules.

**The only legal and safe way to utilise the thrill of FPV is via a special **CASA exemption**.** This exemption is

provided to all affiliate members of the **Model Aeronautical Association of Australia (MAAA)**. By becoming a member of the MAAA, pilots enjoy the benefits of being able to legally fly their model aircraft using FPV. There are special rules and procedures that must be followed. For instance, you need a ‘**spotter**’ when operating.

For rules and procedures about flying model aircraft, including using FPV, please refer to their website – [MAAA DRONE RULES](#).

To become an MAAA member pilots must join a Club or Organisation that is affiliated with the MAAA. All of the clubs listed in the [AUFPV club directory](#) can provide MAAA membership. Once you are a member you must abide by the [MAAA’s rules and procedures](#).

## **Radio Frequency Laws**

When flying FPV the drone or model aircraft will be utilising a **video transmitter (VTX)** to emit the video signal wirelessly using analogue radio frequencies which will be received by the screen or goggles you view.

The remote control used to pilot the model aircraft will also be transmitting a radio frequency which the aircraft receives in order for you to control it.

In Australia all transmission of radio frequencies is governed by the [Australian Communications and Media Authority – ACMA](#).

Generally, all equipment sold within Australia will already be certified and approved for use complying with the relevant laws.

When choosing a VTX power level and channel it’s important to note all analogue signals on the 5.8GHz band should not exceed 25 MW (just under 14dBm), and be within the frequency range of 5725 MHz – 5875 MHz



## Security



Members are politely reminded that WAMASC **SECURITY** is paramount and the responsibility of each and every individual member – it is a task that we all agree too during our **‘joining induction’**.

Please be aware that due to the ongoing problem of our main gate being left open on several occasions it was agreed at our last general meeting to change the **‘locking up’** procedure slightly.

The Committee asks the last member leaving the WAMASC to close and lock our main gate regardless of any **Control-line** or **Buggy Club** operations that may be still active (if they are genuine members, they

will know the combination and let them selves out and hopefully remember to close and lock the gate).

Furthermore, a new combination padlock has had to be placed on the front gate (combination code remains the same). To unlock: put in the combination and then press the button on the bottom of the padlock. To lock: Close the padlock and reset the numbers as on the previous lock.

Please note that the **number(s) tumbler** will not move while the padlock is unlocked.

In addition, the normal procedure of opening the **Transmitter Shed** on first arrival to the Field ***is no longer a requirement***. Operators of 29 & 36MHz equipment can access the Transmitter Shed on a requirement basis. The Transmitter Shed may remain locked as the **First Aid Kit** has now been relocated within the ACROD (invalid)

toilet in close proximity to the defibrillator. The lock combination for all areas may be found on the reverse of your WAMASC 2019/20 Membership Card.



## MAAA Instructor Re-evaluation

With the recent introduction of **CASA Part 149** and additional aviation mandatory regulatory changes the MAAA have been very keen to ensure that all MAAA Clubs, of which **WAMASC** is, understand and fully acknowledge said changes. This has triggered the recent reassessment and re-write of MOP's, concerning Hight restrictions (due to drones) etc. – there is much more – and one should be aware.



To date **MAAA representatives** (the **AWA**) have been visiting Flying site(s) (Airfields) ad hoc, and unannounced to ensure that all safety protocol and operating criteria are being adhered too. This has led to some personnel being reprimanded for non-compliance. The most recent hits have been at **WARMS** and **WAMASC** where individuals were pinged for not using an observer (a mandatory requirement) when flying **FPV**.

Although some would deem this a minor faux pas should a major breach occur at a Club it could mean the closure of said depending on

the severity or nature of the breach – at the very least it would be the expulsion and loss of wings of that member. Furthermore, the SFI (State Flying Instructor) **Steve CORAM** has been tasked by the MAAA through the AWA to re-assess and re-evaluate existing **MAAA Instructors**.

An MAAA Advisory Notification e-mail through the AWA has been sent to all MAAA Club Secretaries requesting expression of interest and feed-back; unfortunately, many Clubs have been less than proactive.

It has been noted that there are many MAAA Instructors who have been so for many years but are now out of date and not au fait with current rules and regulations. Should you be one – you must undergo a short reassessment, mainly to ensure that the new safety protocols are understood and known by you or lose your rating.

**Failure to comply will result in the loss of rating (MAAA Instructor rating).**

Steve Coram will be running a course at WAMASC some time in March, or later, when he has established numbers.

This task has been ongoing for some two years already due to the Aviation Regulatory changes. The course is quite simple and mainly covers the new aviation rules topic.

In amplification I have spoken with **Tyson DODD** (MAAA Secretary), **David ROSE** (AWA Secretary) and **Steve CORAM** (the WA State Flying Instructor) who are deeply concerned with the standard of some Instructors' and are desperately trying to cleanse the ranks. Unfortunately, presently, once any rating has been attained it is pertinent for the rest of your life – that said, some personnel no longer hold the skills to carry out the task.

This in conjunction with the lack of knowledge or awareness of current rules and regulations is a disaster waiting to happen. Remember **Safety is paramount**.



**SAFE FLYING**

‘Safe Flying is no Accident.’