



# WA MODEL AIRCRAFT SPORTS CENTRE (Inc.)

## PROCEDURES MANUAL

This Edition – September 2022 supersedes all other Editions



## Contents

History.....	4
Structure .....	4
Aims.....	5
FLIGHT SAFETY .....	5
Identification.....	6
Frequency Control.....	6
Flying Field Access.....	6
Access Road and Road Safety .....	7
Fire Fighting.....	7
Fire extinguishers .....	7
First Aid .....	8
Canteen .....	8
Water .....	8
Rubbish and Litter .....	8
Good Neighbour Policy .....	8
Member Protection Policy - Code of Behaviour .....	9
Presentation.....	9
Authority over the Public.....	9
Customer Service .....	9
Grassed areas - reticulation .....	9
Flying Safety .....	9
General Conduct and Deportment .....	10
Propeller Safety.....	10
Model Restraint .....	10
Starting Internal Combustion.....	10
Starting Electric.....	10
Running .....	11
Other Dangers.....	11
<b>WA Model Aircraft Sports Centre Inc. ....</b>	<b>12</b>
<b>WAMASC Flying and General Safety Rules.....</b>	<b>12</b>
SAFETY AND OPERATING RULES .....	12
2. AIRCRAFT PRIOR TO FLIGHT .....	12
3. FLYING PROCEDURES – FIXED WING.....	13
4. FLYING PROCEDURES – SPECIAL OPERATIONS .....	14
5. FLYING PROCEDURES – HELICOPTERS AND MULTI ROTOR VTOL AIRCRAFT OPERATIONS .....	15
6. GAS TURBINE AIRCRAFT .....	15
7. SYNTHETIC VISION CONTROLLED AIRCRAFT .....	16

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8. BUNGEE LAUNCHED AIRCRAFT .....	16
9. General Safety Rules .....	17
10. Members and Visitors .....	17
11. 36 MHz Frequency Control .....	18
12. Pit Area Safety.....	18
13. Public Access .....	19
14. Field Security.....	19
15. Accident and Incident reporting and investigation.....	20
16. WAMASC Committee .....	20
17. WAMASC Members and Associate Members.....	20
Figure 1 .....	21
Figure 2 .....	22

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

On behalf of the Members of the WA Model Aircraft Sports Centre, the Committee bids you a warm welcome and we hope that you will enjoy the flying, fellowship and the facilities.

### History

During the 1980's, a number of aero modellers 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, Aero modellers WA, and a number of clubs to develop the site 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 firefighting 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 special interest clubs, 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 12 elected committee (including Management Executive) from the membership. 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.

## 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.

WAMASC 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](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](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, WAMASC 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.

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

Current Membership Cards must be carried when you attend the field and produced when requested. It is suggested that you keep your Card in your Transmitter Case or with your Transmitter so that it is not left behind. If you have not received your card then carry your WAMASC receipt.

Noncompliance may result in the person being asked to leave the facility. 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.

## Frequency Control

WAMASC 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.

## Flying Field Access

WAMASC is open between the hours of 6.00am and 9.30pm, seven days a week.

Members may operate any electric motorised or unpowered remote control aircraft (excluding Helicopters and ducted fan jets) between the hours of 6:30 am and 9:30 pm. (Silent Electric)

Running of fuelled engines / helicopters or ducted fan jets is only permitted between the hours of 7.30 AM to 6.30pm.

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.

The first person entering the field may unlock the frequency compound, Canteen outer door and disabled toilet. Any other member finding it locked may unlock it also .

The last person at the field has the responsibility to lock the TX compound, disabled toilet door, Canteen outer door, 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.

Whiteman Park Management have decided that the fire danger management for the park will be determined by reference to the Fire Danger Index (FDI), Lower Westcoast District. A weather link is supplied on the front page of the WAMASC website which will allow you to check the 4 overriding authorities who may close the field.

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.

**The Whiteman Park Duty Officer may be reached on 9209 6000.** This number is for both day and afterhours / emergency contact for Whiteman Park. **Outside office hours** the pre-recorded message directs callers to **select 9 to be transferred to the Duty Officer.**

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, and disabled toilets.

## 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 Hennessy road, 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 firefighting 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, all 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 firefighting crew.

There are two knapsack sprays and assorted shovels and rakes stored in the TX compound 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.

## 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 Midland Health Campus, 1 Clayton St, Midland. 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.

A defibrillator is also located in the Canteen Disabled Toilet entry. Please be aware of its location and the lock Code which is changed every year to be the same as the front gate.

## Canteen

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

## Water

Drinking water is available from a tap outside the clubroom. This is rainwater collected from the clubroom roof over the winter months, and is cleaned via a filtration system installed in the club rooms. Please conserve this precious item. Bore water is used in the toilets for flushing and hand washing. It is not fit for human consumption. All taps are marked drinking / non drinking water.

## 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 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 Hennessy 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 WAMASC 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 Club, 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.

## Grassed areas - reticulation

No member, with the exception of the Maintenance Manager, is permitted to place spikes / tent pegs or the like into the grassed reticulated areas of WAMASC. Any item requiring securing will be required to use a concrete block or similar.

## Flying Safety

The Flying Safety Rules are mandatory for all users of the Club. 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 (Chairman 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 WAMASC 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.*)

## General Conduct and Deportment

Members should at all times be aware that WAMASC 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.

## 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, b) using the supplied model restraints or c) start-up pads or Stands.

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 Internal Combustion

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 all aircraft must face away from the public at all times.

## Electric Models Starting Procedures

Before connecting the flight battery to the speed controller, the following steps are to be followed.

1. carry the model from the pit area and place on a starting stand or hardstand, with the propeller facing away from the pits.
2. Secure the model with the help of another member. If flying by yourself endeavor to safely secure the model prior to starting.
3. Turn transmitter on set at low throttle.
4. Connect the flight battery to the speed controller from behind the propeller arc.
5. Check that the propeller rotation is correct before moving to the flight line.
6. After the flight disconnect the flight battery from the speed controller prior to entering the pits.
7. These steps are to be followed regardless of the number of isolating switches fitted to the model.

**Play safe, Play by the rules, do not arm your electric model in the pits.**

## 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 driver must be removed from the glow plug, from behind the operating propeller, 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 driver 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.

## WA Model Aircraft Sports Centre Inc.

### WAMASC Flying and General Safety Rules

## SAFETY AND OPERATING RULES

1.1 The first and most important consideration is for pilots to communicate. As with full size aviation, this is essential to prevent accidents. Communication between members must be conducted in a respectful and considerate manner. The aim of these rules is to ensure all members shall have fair and safe use of the facilities.

1.2 All flying will be in accordance 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](http://www.maaa.asn.au)). Members are required to familiarise themselves with these rules.

In particular, and simplified:

- i) No flying above 400 feet or in cloud.
- ii) No flying within 30 metres horizontally of any building, structure, vehicle or any person not directly involved with the flying activity
- iii) Pilots must be at least 9 metres from any flying model.
- iv) No flying after the consumption of alcohol or any reaction impairing drugs.

1.3 A runway is closed for landing and takeoff and for any circuit work in that orientation as indicated by placement of a cone in its centre point, or by a line of cones. (refer site drawings for rotary wing operations).

1.4 WAMASC Committee members and any other members appointed by the Committee as Safety Officers may provide users of the WAMASC Facility with instructions which shall be followed. Complaints and disagreements shall follow the WAMASC Guidelines which can be found on [www.wamasc.wix.com/wamasc](http://www.wamasc.wix.com/wamasc)

1.5 If you perceive that you have lost control of your aircraft and it is heading towards the Pitts, Any no fly zone and or people you must make all efforts to ditch your model into the ground because life or injury is more important than any model.

## 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 Where fitted, 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

Rules 1, 2 and 4 apply plus the following:  
In particular, and simplified:

No flying above 400 feet or in cloud.

No flying within 30 metres horizontally of any building, structure, vehicle or any person not directly involved with the flying activity.

Pilots must be at least 9 metres from any flying model including take-off and landing.

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 pilot 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 active 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. The pilot will then "Step Forward" one pace to indicate to all in a visual manner that he has control of the active runway.

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.

3.7 There will be no flying between the pilot holding areas and the pits.

3.8 Should visual contact with a model aircraft be lost, the engine must be immediately shut down so that the aircraft cannot fly away uncontrolled.

3.9 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.

3.10 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.

3.11 Engine running-in activities are only permitted to be undertaken in the area north of the heli area past the shed.

### 3.12 Electric Models Starting Procedures

Before connecting the flight battery to the speed controller, the following steps are to be followed.

1. carry the model from the pit area and place on a starting stand or hardstand, with the propeller facing away from the pits.
2. Secure the model with the help of another member. If flying by yourself endeavor to safely secure the model prior to starting.
3. Turn transmitter on set at low throttle.
4. Connect the flight battery to the speed controller from behind the propeller arc.
5. Check that the propeller rotation is correct before moving to the flight line.
6. After the flight disconnect the flight battery from the speed controller prior to entering the pits.
7. These steps are to be followed regardless of the number of isolating switches fitted to the model.

**Play safe, Play by the rules, do not arm your electric model in the pits.**

## 4. FLYING PROCEDURES – 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 Aerobatic routines or 3D aerobatics may be conducted below circuit height by fixed and rotary wing aircraft capable of such manoeuvres. Such manoeuvres shall only be conducted with the consent of all active pilots occupying the pilot holding area. Such consent shall override Rule 3.2.

4.3 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 access the CPHA only after all other aircraft using any other pilot holding area have landed.
- (iii) Runway selection for take-off 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.
- (iv) Once the approved pilot has cleared the CPHA, flying may re-commence from the other pilot holding area in accordance with standard procedures outlined in rule 3.

4.4 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 4.3. This rule applies to ( but is not limited to), high performance aircraft such as jets.



## 5. FLYING PROCEDURES – HELICOPTERS AND MULTI ROTOR VTOL AIRCRAFT OPERATIONS

Rules 1, 2 and 4 apply plus the following:

In particular, and simplified:

No flying above 400 feet or in cloud.

No flying within 30 metres horizontally of any building, structure, vehicle or any person not directly involved with the flying activity.

Pilots must be at least 9 metres from any flying model including take-off and landing.

5.1 Helicopter operations may be conducted in Area A when the NW runway is closed and Area B when the NE runway is closed. When in use, the helicopter area must be segregated from the fixed wing flight area by the use of the traffic cones as shown in Figure 4.

5.2 Helicopter pilots are responsible for the placement and removal of the traffic cones. Traffic cones must be removed and stored when helicopter operations cease for the day.

5.3 Helicopter operations may be divided into several pilot holding areas and helicopter operations must be contained within the areas identified in Figure 4.

5.4 Hover practice and forward flight training shall only be conducted in hover Area A or B as per rule 5.1.

5.5 Experienced pilots with Silver Wing certification may fly helicopters with fixed wing aircraft on the main flight line providing the helicopter flies the same circuit as the fixed wing aircraft when at circuit height.

5.6 Prolonged hovering in the circuit area is not be permitted.

5.7 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.

5.8 It is permissible to utilise Area A and Area B for small foam aircraft less than or equal to 2kg maximum weight. Aircraft must comply with the rules applicable to Helicopter operations. Priority is to be given to Helicopter and Multirotor operations. Communicate your intentions to other pilots at all times.

5.9 Any Helicopter, Multirotor or Aircraft is only to be flown within the area bounded by the traffic cones.

### 5.10 Electric Models Starting Procedures

Before connecting the flight battery to the speed controller, the following steps are to be followed.

1. Carry the model from the pit area and place on a starting stand or hardstand, with the propeller facing away from the pits.
2. Secure the model with the help of another member. If flying by yourself endeavor to safely secure the model prior to starting.
3. Turn transmitter on set at low throttle.
4. Connect the flight battery to the speed controller from behind the propeller arc.
5. Check that the propeller rotation is correct before moving to the flight line.
6. After the flight disconnect the flight battery from the speed controller prior to entering the pits.
7. These steps are to be followed regardless of the number of isolating switches fitted to the model.

**Play safe, Play by the rules, do not arm your electric model in the pits.**

## 6. GAS TURBINE AIRCRAFT

Rules 1, 2 and 4 apply plus the following:  
In particular, and simplified:

No flying above 400 feet or in cloud.

No flying within 30 metres horizontally of any building, structure, vehicle or any person not directly involved with the flying activity.

Pilots must be at least 9 metres from any flying model including take-off and landing.

6.1 Gas Turbine Operators shall be in accordance with MAAA MOP 30.

6.2 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.

6.3 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.

6.4 Gas Turbine aircraft present a noise hazard to other members in the pits during start up and shut down. Pilots of gas turbine aircraft shall be considerate of other members and shall provide a minimum of 10 metres separation from other members by using the start up stands at either end of the pit area put in for gas turbines.

## 7. SYNTHETIC VISION CONTROLLED AIRCRAFT

7.1 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 LAUNCHED 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.

## 9. General Safety Rules

- 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 landing area. The Whiteman Park Duty Officer may be reached on 9209 6000. This number is for both day and after hours/emergency contact for Whiteman Park. Outside office hours the pre-recorded message directs callers to select 9 to be transferred to the Duty Officer.
- 9.3 As part of our good neighbour policy, flying is permitted only between the hours of 0630am and 9.30pm.
- 9.4 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 Carry in their equipment a current membership card when in the pit area.
- 10.2 All pilots shall hold current M.A.A.A. membership.

- 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 an active member who has held a minimum Silver Wing certification for 12 months or more at all times until the pilot has attained Silver 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

- 11.3 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.
- 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 to be consumed in the pits during flying.
- 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 All Engines should be started on a low throttle setting. No engine is to be started or armed in the pits area. All aircraft are to be armed or started flight side of the small taxi-way fence.
- 12.5 Engine start-up and tuning will be done on the Starting Stands or Hardstand areas in front of the pits with the propeller facing away from the public area and the aircraft appropriately restrained.
- 12.5.1 Two concrete start-up pads for aircraft are incorporated into the grass area in front of the pits. One centre large start-up pad for large aircraft and two smaller start-up pads for small aircraft. If a large aircraft is in the centre start-up position the two smaller pads are not to be used as this would cause an engine to be run behind the larger aircraft endangering the operator.
- 12.6 Mobile phones may be used under the following conditions:
  - a. It is recommended that a 2m distance be maintained from an operating aircraft and transmitter. Without limitation, concerned members have the right to ask mobile phone users to keep a 2m distance from their operational aircraft and transmitters at all times.
  - b. Use of mobile phones on the flight line is banned.
- 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. All visitors to WAMASC entering the pit area must be signed into the visitors book.
- 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 may unlock the frequency compound, Canteen outer door and disabled toilet. Any other member finding it locked may unlock it also .
- 14.2 The last person at the field has the responsibility to lock the TX compound, disabled toilet door, Canteen outer door, 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, via a completed Incident Report Form. 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 Associate 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 associate member has agreed to be bound by the MAAA MOPs and the WAMASC General Conditions and Safety Procedures contained in this manual.

Amended 25 November 2013

Amended 13 March 2016 Section 5.8 and 5.9 added

Amended 25 November, 2016 (Hours of Duty)

Amended 10 January, 2017 (general wording)

Amended 31 December 2019 (Jet Start Up)

Amended 26 Feb 2020 (Unlocking)

Amended 15 April 2021 (Electric Start Up)

Amended 04 December 2021 (Member Cards)

Amended 01 September 2022 (Loss of Control)



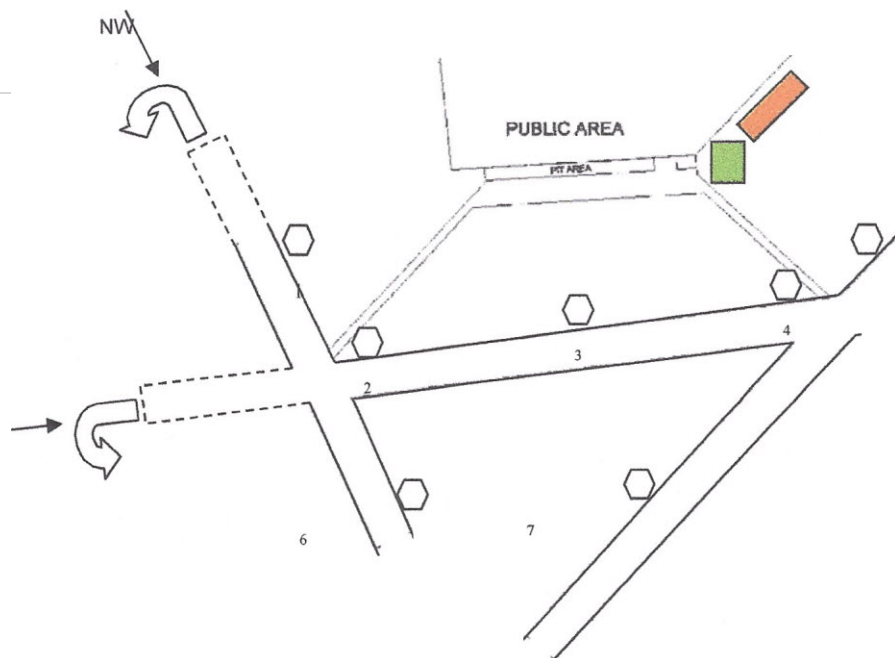


Figure 1

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(v)

W.A. Model Aircraft Sports Centre Inc.

Fixed Wing Operating Procedure.

D Transmitter Compound

D Engine Run-In Area

Wind Direction	Pilot Holding Area	Circuit Direction
East	2 (or 3 when approved)	Right
West	4 (or 3 when approved)	Left
North West	8 (or 6 when approved)	Left
South East	1 (or 6 when approved)	Right
North East	8 (or 7 when approved)	Right
South West	1 (or 6 when approved)	Left

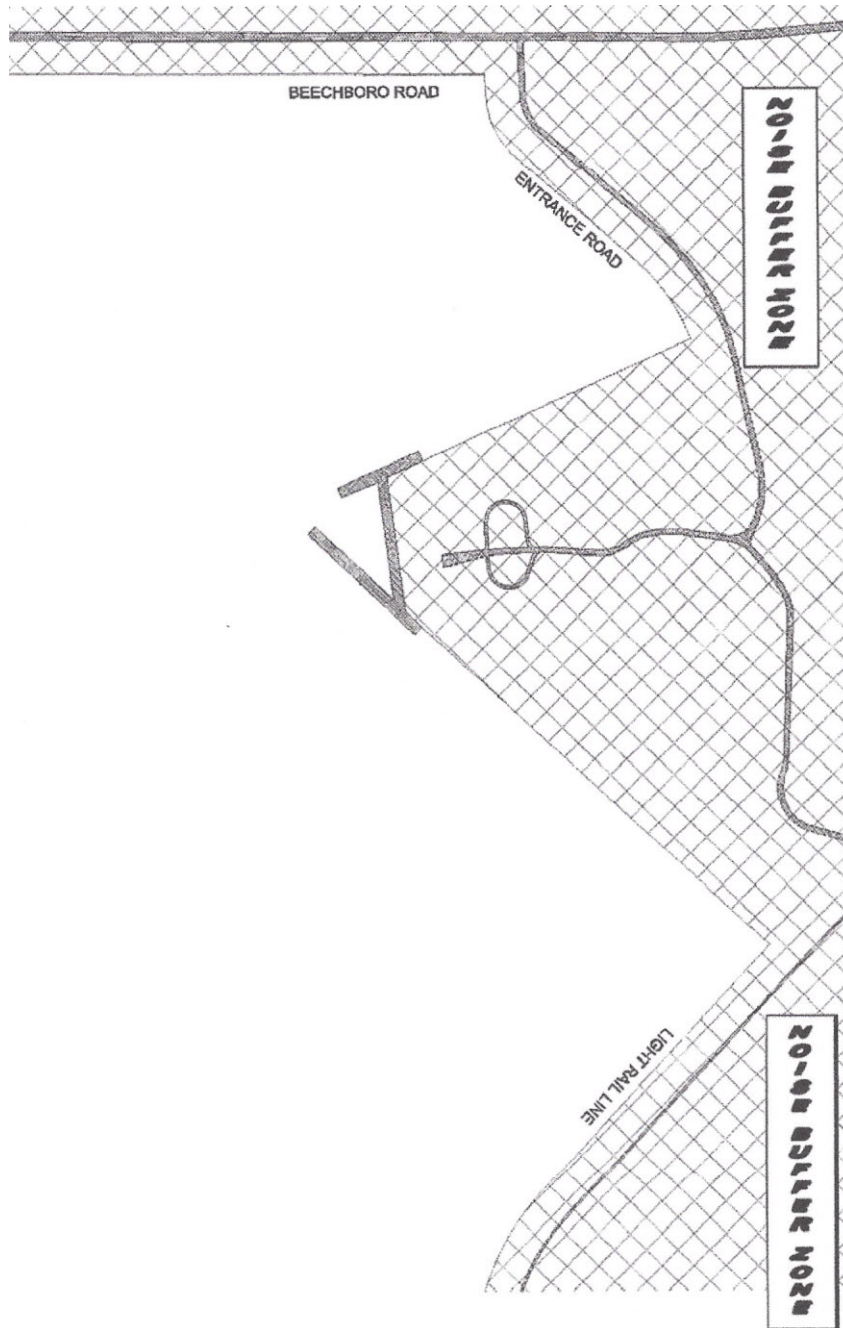
Circuit direction for  
prevailing wind

(vi)

Figure

2

NOT TO  
SCALE



(vii)

June 2013

