

Sunset Soaring Club Inc.

Code of Conduct for “Golden Jubilee” Flying Site (V13 – 11 November 2011)

Introduction

The following rules apply to all persons wishing to gain access to the Sunset Soaring Club (SSC) flying area hired from Council.

Safety is the main priority for the SSC and all members are expected to follow sensible safety practices at all times. The Operations Officer or any Committee member is empowered to remove flying privileges from members until safety issues are resolved. If the Operations Officer or a Committee member is not present, members can fulfil this role.

Committee members are expected to ensure the observance of all club, Model Aeronautical Association of Australia (MAAA), Council and Civil Aviation Safety Authority (CASA) rules. If no committee members are at the field, those SSC members who are present should share the responsibility equally.

Why We Have This Code of Conduct

We have legal and safety obligations, plus member decisions, as described in:

1. MAAA regulations: MAAA Manual of Procedures, MAAA insurance coverage
2. Civil Aviation Safety Authority Regulations
3. Ku-ring-gai Council requirements to lease the field
4. Public Liability Insurance requirements to maintain our Public Liability cover
5. Our Club Rules (which is a legally binding company Constitution) require this Code (Rule 13.2)
6. Club member operational decisions made from time to time at club meetings.

All pilots must be familiar with all the above regulations and observe them strictly.

Who Can Use Our Field

1. **Visitors** from other clubs may use the field for a fee of \$5 per visit, provided they show proof of current MAAA membership. Visitors must be accompanied by a sponsoring SSC member who is responsible for ensuring that the visitor abides by all club rules. The date, visitor's name and address, MAAA number, frequency and name of the responsible SSC member must be recorded in the Visitor's Register. Visitors with MAAA membership who are still learners should be in company of a sponsor and will be treated as SSC learners. There is no limit on the number of visits providing the \$5 fee is paid each time.
2. **Visitors who are prospective members** may make trial flights without MAAA membership to try out our field. Such visitors will be covered by MAAA public liability insurance for four visits. The date, visitor's name and address and the SSC member responsible must be recorded in the Visitors Register. They must be closely supervised by an instructor or experienced member. New pilots may have their planes assessed by SSC members before joining.

3. **Full members** who are **Learners**

- New pilots (ie learners) must have their model, radio, batteries and charger inspected and approved by a member and must be accompanied by a competent member on initial flights. New pilots should be encouraged to ask for help and instruction.
- All members must be certified as competent by club MAAA certified Instructors before flying solo. The solo certification will be for a specific model. Members will not be permitted to fly solo with any other model until they have been endorsed on that model by an Instructor. If an instructor is not available, then two senior club members may jointly provide the necessary certification.

4. **Full members** who have been certified by an instructor, two senior members or the Chief Flying Officer may fly solo without supervision.

- Competent club members are expected to help train new pilots. Those members offering help and instruction have the right to refuse if, in their opinion, the weather is unsuitable or the model is not suitable.
- Full members will be classified as Solo, Bronze Wings or Gold Wings. All members are encouraged to achieve MAAA Bronze and Gold status.

All pilots must produce their MAAA membership card to any committee member or Council official on demand at any time.

Anyone flying in a negligent manner can be asked to refrain from flying by any other member. Pilots who ignore safety advice or regulations may have their flying rights suspended and the issue passed to the committee to decide on restoration of flying rights.

What You Can Fly

1. The following aircraft are allowed at the field:

- Radio controlled gliders (3m wingspan is probably the largest suitable for the field).
- Radio controlled electric aircraft of a suitable size and power for the field. The committee has the final decision on the suitability of a model.
- No internal combustion, turbines or rockets are allowed because of noise and fire hazards.
- Electric helicopters won't be permitted until a suitable flying area is found.

2. Aircraft Specifications

- Aircraft must conform to the current MAAA specifications and weight limits.
- Any member or visitor wishing to fly an electric powered model capable of a speed exceeding 100 km/h must first seek clearance from an SSC committee member. Approval once given may be subsequently withdrawn for any breach of the Code of Conduct. Any model capable of exceeding 125 km/h in level flight, as calculated by MotoCalc or equivalent software, will not be approved by the committee.

3. Frequencies

- The club allows flying on the 29 MHz, 36 MHz, 40 MHz and 2.4 GHz frequencies as specified by MAAA. Flying is **NOT** allowed on 27 MHz, 35 MHz or 72 MHz.
- Frequency keys must conform to the Silvertone standard and be 50mm wide. They must be labelled clearly with the owner's name, frequency and channel. See SSC web site for details. To avoid errors, pilots may not label the reverse side of a key with a different frequency.
- **29 MHz:**
Note that 29 MHz Channel 10 (29.725 MHz) requires radios that have been approved for 10 KHz operation due to an Australian Communications Authority requirement.
- **36 MHz:**
Note that 36 MHz channels 601 and 659 (36.010 MHz and 36.590 MHz) require radios that have been approved for 10 KHz operation due to an Australian Communications Authority requirement.

- **2.4 GHz:**
Flying is allowed on 2.4GHz only with MAAA approved equipment as specified in MAAA MOP058 (see the MAAA website <http://www.maaa.asn.au/maaa/mop.html> for the latest version). The pilot must place a 50 mm Silvertone frequency key marked with their name and "2.4 GHz" in any vacant slot of the ten available on the 2.4 GHz frequency board before powering up their transmitter.
4. Batteries: LiPo batteries are a fire risk:
- LiPo batteries can only be used at the field by pilots whose knowledge of their care and charging have been certified by a senior member or instructor.
 - LiPo batteries must be fitted with cell balancing circuits and charged with an appropriate "Charge-Guard" cell balancing device
 - All charging at the field must be done in a fire-proof container, in the pits or in the baseball cage. No charging to take place in cars or in the car park. Check that the fire extinguisher and fire blanket are to hand.
 - Any member breaking these rules may have their rights to use LiPo batteries suspended and the issue passed to the committee to decide if and when these rights may be restored.
 - Li Ion batteries are **not** permitted
 - NiCad and NiMH batteries can be used without these constraints.

SSC committee members have the right to refuse a member flying privileges for a particular model if they feel the model is unsuitable for the site. **No exceptions will be made.**

When You Can Fly

1. The club leases the field from 9 am to 1 pm on Mondays, Wednesdays, Fridays and Sundays.

Where You Can Fly

1. Pilots must not contravene CASA regulations (see CASR Part 101 subpart 101.G):
See <http://www.casa.gov.au/rules/1998casr/index.htm>
 - 101.385: aircraft must be visible at all times
 - 101.390: no night flying without CASA written permission
 - 101.395-1: no flying over populous areas unless at a safe height (see CASR for details re failure of any one component)
 - 101.395-2: aircraft must stay at least 30 metres away from anyone not involved with aircraft operation (the "30 metre rule").
 - 101.395-3: standing behind aircraft during takeoff is not subject to 30m rule
 - 101.395-4: competition judges are excluded from the 30m rule.
 - 101.400: keep below 400 feet AGL unless outside an approved area and if aircraft is in sight and away from populous areas.
 - There are other regulations for giant models and flying displays.
2. Pilots must not fly over the pits, car park, or the SES buildings to the south. Attached is the map of the field showing relevant boundaries and no-fly areas.

How to Proceed

1. Arriving at the field
 - MAAA **strongly recommends** that mobile phones be banned from the pit area and the flying line.
2. In the pits
 - Electric motors may not be run up or tested in the pits. Move away, preferably behind the baseball fence and orient the propeller away from yourself and other people.
3. Before each flight
 - You must place your frequency key on the board before switching on your transmitter. If the frequency is in use, under **NO CIRCUMSTANCES** can you switch on the transmitter. **Pilots disobeying this rule may have their flying rights suspended and are liable for damage to other members' models resulting from their negligence.**
 - In the event of shared frequencies, place your key in the horizontal slot below your frequency to show you are waiting for the frequency to become available. The member using the frequency should have a limit of one long flight or three short flights when others are waiting. Twenty minutes flying is considered reasonable.
 - Under no circumstances, can anyone other than the operator remove the key from the board.
 - Blank keys may be used, but they must be marked with name, frequency and channel before use. Under no circumstances may a pilot lend their own marked key for use by another pilot.
4. On the field
 - Check continually for the location of other pilots, aircraft and the general public
 - Stay on the flight line unless launching or retrieving an aircraft
5. Takeoff (or launching for gliders on the bungee)
 - Prior to takeoff, check for other aircraft in the air, above, in front, behind or on landing approach
 - You may not launch when a member of the public is within the flying area. Members should politely inform the public that the field is in use.
 - Call **"OK to launch?"** and wait for acknowledgement from all pilots on the flight line.
 - Call **"launching"** just before committing to takeoff.
6. During each flight
 - Don't fly from the centre of the field. Move behind the flight line as soon as practicable after launch.
 - Don't taxi towards yourself or other people (30 m rule).
 - The first person in a patch of lift sets the direction of turn. To avoid collisions, follow the direction of the other aircraft.
 - Electric aircraft must give way to gliders which should give way to powered planes doing a "dead stick" landing.
 - Call **"dead stick"** if having a loss of motor power.
 - Call **"no control"** if having loss of flight control.
 - Follow the proper landing circuit which contains the cross wind, down wind, base and final approach. The field layout will determine the direction.
 - Before commencing landing approach, check for members of the public on the perimeter path.
 - Call **"landing" when on downwind approach**, prior to landing
 - All landings to be within the designated area and according to the field setup for that day.
 - Call **"on the field"** and wait for acknowledgments before collecting your aircraft
 - Call **"clear"** after leaving the field with your aircraft.
7. After each flight
 - If removing the frequency key from the board, place it on your transmitter antenna to indicate that the key is not in the board.

Insurance Coverage

1. In any training situation where property is damaged, **the owner of the aircraft is responsible for the first \$500 of the MAAA insurance policy excess**, no matter who is in control of the aircraft when the damage occurs. (The total excess is actually \$5,000 for any one claim and MAAA pays the next \$4,500.)
 - This rule applies whether the person assisting is a certified instructor or voluntary helper
2. In all other cases, the pilot of any aircraft that is involved in a third party property accident is responsible for the insurance excess. Please see MASNSW newsletter 283, page 8 for more details.
3. When flying outside club hours or at another location, members may be covered by MAAA insurance. Consult the MAAA insurance information for details.

See the SSC website (<http://www.sunsetsoaring.org/>) for the latest version of this document.

Links:

CASA	http://www.casa.gov.au/rules/1998casr/101/index.htm (see subpart 101.G after downloading the pdf file)
MAAA Manual of Procedures	http://www.maaa.asn.au/maaa/mop.html (includes Insurance Conditions, policies and forms)

Field Boundaries and No-Fly Zones

