

Sunset Soaring Club Inc.

Code of Conduct for “Golden Jubilee” Flying Site (V23 – 8 May 2021)

## 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, Australian Miniature Aerospots Society (AMAS), 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. AMAS 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 AMAS 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, AMAS number, frequency and name of the responsible SSC member must be recorded in the Visitor’s Register. Visitors with AMAS 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. MAAA members are, by MAAA ruling, forbidden to fly at an AMAS site due to withdrawal of their insurance cover. They will be permitted to fly at SSC on a daily basis by payment of a \$5 temporary AMAS membership fee. Evidence of temporary membership must be shown and their details entered in the Visitor’s Register.
3. **Visitors who are prospective members** may make trial flights without AMAS membership to try out our field. Such visitors will be covered by AMAS 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 models assessed by SSC members before joining.
4. **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 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.
5. **Full members** who have been certified by an instructor, two senior members or the Chief Flying Officer may fly solo without direct 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 or the model are not suitable.
  - Full members will be certified as Solo, Advanced or Instructor. All members are encouraged to achieve at least AMAS Solo status.
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All pilots must produce their AMAS 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.
  - 3D models may be flown at any time in the prevailing circuit pattern. However, 3D manoeuvres may be only performed within the circuit area if all other pilots are notified and agree.
  - 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.
  - Quadcopters may be test flown in the area bounded by the baseball backnets, provided all pilots present agree to suspend normal flying while the flight takes place.
2. FPV (First Person View), SGMA (Self Guided Model Aircraft), UAV (Unmanned Aerial Vehicle)
  - Members wishing to operate models in these categories must familiarise themselves and comply with the relevant CASA rules. Particularly, models must be kept in continuous visual contact at all times, to allow manual takeover if required. Additionally the following conditions apply:
  - UAV: UAVs are defined as models flown for commercial purposes and are prohibited at SSC club flying times.
    - FPV: The Pilot-in-Command (PIC) of an FPV model, i.e. the person with continuous visual contact, must be an Advanced Certificate holder approved by a committee member. When the model is being flown by the second pilot using the FPV equipment, it must be via a buddy-box system to allow immediate takeover by the PIC. A range check, with and without the FPV link powered, is required before the first flight of every day.
  - SGMA: models require the "30 metre rule" to be increased to 100 metres while self-guidance is active.
    - Again a range check, with and without the relevant equipment powered, is required before first flight of the day.
    - The PIC must hold Solo qualification. An approved Advanced Certificate holder must conduct the first flight of the model, and must also supervise its first flight with self-

- guidance enabled. Any Return to Home function must only be used to position the model over the field for a manually-controlled landing.
- Only 1 model in either of the above permitted categories may be in use at any time. This includes any ground testing with the model powered up.
  - Models other than conventional fixed-wing may be permitted, subject to the approval of a committee member. Such approval will be on a day-by-day basis, and does not extend to helicopters.
3. Aircraft Specifications
- Aircraft must conform to the current CASA 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.
4. Frequencies
- The club allows flying on the 29 MHz, 36 MHz, 40 MHz and 2.4 GHz frequencies as specified by CASA and ACMA. 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. The frequency key must be removed at the completion of the flight to allow other pilots to fly.
  - **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 equipment approved by an ACMA C-tick. While a frequency key is no longer mandatory for 2.4GHz equipment, its use is still strongly recommended as a means of showing the member's presence at the site.
5. 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
  - **It is strongly recommended** that use of mobile phones be avoided in the pit area and the flying line.
  - To minimise the risk of a model being inadvertently left armed, we recommend highly that all aircraft have a green streamer plugged into the ESC to show that it is not armed whenever on the ground.
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. Excluding 2.4GHZ, 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.
  - Remove green streamer and arm model just before flying.
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, and all pilots should fly in the same direction (i.e. either left hand circuits or right hand circuits).
  - 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
- Unplug battery and attach green streamer as soon as possible after landing.
  - If removing the frequency key from the board, place it on your transmitter antenna to indicate that the key is not in the board.

Medical Emergencies

1. If a club member or any member of the public becomes unconscious at the flying field, follow the “DRS ABCD” Action Plan:

# DRSABCD action plan

In an emergency call triple zero (000) for an ambulance



**D** DANGER

Ensure the area is safe for yourself, others and the patient.

**R** RESPONSE

**Check for response**—ask name—squeeze shoulders

**No response**

- Send for help.

**Response**

- make comfortable
- check for injuries
- monitor response.



**S** SEND for help

**Call Triple Zero (000)** for an ambulance or ask another person to make the call.

**A** AIRWAY

**Open mouth**—if foreign material is present:

- place in the recovery position
- clear airway with fingers.

**Open airway** by tilting head with chin lift.



**B** BREATHING

**Check for breathing**—look, listen and feel.

**Not normal breathing**

- Start CPR.

**Normal breathing**

- place in recovery position
- monitor breathing
- manage injuries
- treat for shock.



**C** CPR

**Start CPR—30 chest compressions : 2 breaths**

Continue CPR until help arrives or patient recovers.



**D** DEFIBRILLATION

**Apply defibrillator** if available and follow voice prompts.

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Learn First Aid | 1300 360 455 | [www.stjohn.org.au](http://www.stjohn.org.au)

2. There is an AED (Automatic External Defibrillator) on the left hand wall of the clubs storage shed at Golden Jubilee field. While you are attending to the patient according to DRSABCD and after you have contacted emergency services (dial 000), have someone bring the AED to the patient as soon as possible.
3. There is also a removeable DRSABCD poster mounted above the AED and next to the fire extinguishers. Use it to remind those caring for the patient of the appropriate sequence of procedures.

### Insurance Coverage

1. In any training situation where property is damaged, **the owner of the aircraft is responsible for the first \$200 of the AMAS insurance policy excess**, no matter who is in control of the aircraft when the damage occurs. AMAS will cover the additional \$300 of the \$500 policy excess.
  - 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.
3. When flying outside club hours or at another location, members may be covered by AMAS insurance.

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

### Links:

CASA	<a href="http://www.casa.gov.au/rules/1998casr/101/index.htm">http://www.casa.gov.au/rules/1998casr/101/index.htm</a> (see subpart 101.G after downloading the pdf file)
AMAS insurance	<a href="http://amas.org.au/wspabout.aspx">http://amas.org.au/wspabout.aspx</a>

Field Boundaries and No-Fly Zones

