



CLUB RULES

And

CODE OF CONDUCT

Of The

SUNSET SOARING CLUB Inc

This document serves to specify the Club Rules, and to provide guidance and advice to Members of the Club.

Version 6.1 12th October 2023

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1. Committee Members

1.1 Required by the Model Constitution

The Model Constitution sets out the mandatory Office Bearers, the structure of the Committee, and addresses the issue of vacancies.

1.2 Subcommittees

In accordance with Item 20 of the Model Constitution (Delegation To Subcommittees), the Committee has established the following Subcommittees, and may appoint any one or more ordinary SSC Members to be members of the respective Subcommittees :

- a) **Operations and Safety Officer** - Overview club operations and safety procedures; up-date these procedures if necessary; Produce field "set-up" guide for members. Encourage all members to adhere to Code of conduct.
- b) **Chief Pilot & Training Officer** - Set standards for flying skills; Provide training guidelines and agenda; generally seek to improve club member's flying skills; advise other members on recommended instruction methods.
- c) **Equipment Officer** - Ensure club equipment is maintained; Provide replacement suggestions to Committee for equipment and make approved purchases. Create and maintain a list of equipment and keep a key register.
- d) **Web Master** - Maintain and update the Club's website, including gathering stories of interest, upcoming events, and seeking photos and videos to add to the website Gallery. The website is built using the WordPress Content Management System and is externally hosted on the GoDaddy hosting service.
- e) **Registrar** - Membership administration - new members, renewals, members database administration

With reference to the Subcommittee titled Registrar, it should be noted that the Model Constitution specifies that these duties are included in those of the Treasurer. However, in order to maintain historical continuity of the SSC's previous Office structure, and to provide flexibility into the future, these duties have been assigned to the Subcommittee of Registrar under the powers granted to the Committee in Item 20 of the Model Constitution.

In the event that a Member cannot be found to fulfill this position, the duties and responsibilities of this Office shall revert to the office of Treasurer, as defined in the Model Constitution.

2 Membership Flight Competency Levels

2.1 AMAS Competency Levels – Solo and Advanced

The SSC subscribes to the guidelines provided by AMAS, as they apply to powered fixed wing and glider aircraft – Solo Wings, and Advanced Wings.

Members who have been certified for the above Competency Levels by an Instructor, or the Chief Pilot & Training 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.

All members are encouraged to achieve at least AMAS Solo status.

2.2 SSC Competency Levels

a) Restricted Solo

In addition to above Competency Levels, the SSC has an additional Competency Level – that of Restricted Solo. This is designed to accommodate members who are yet to attain full Solo competency, and to ensure that they are considered to be safe to fly, unaccompanied.

Members can be certified for this Competency Level by an Instructor, or the Chief Pilot & Training Officer.

Members who are granted a Restricted Solo status shall be only permitted to fly the same model (un-modified) as the one used during the certification process for their Restricted Solo status, and may only do so after seeking and gaining approval from a Senior Member present on each day of flying.

b) Instructor

The Committee, or the Chief Pilot & Training Officer, may appoint Members to become Instructors as they see fit.

3 Insurance

3.1 General Rules

It is a Rule of the SSC that persons wishing to apply for Membership, and Members wishing to renew their Membership, shall be covered by way of individual, fully paid-up membership of AMAS (the Australian Miniature Aerosports Society).

It should be should be noted that Members joining AMAS agree to abide by the AMAS by-laws and code of conduct.

In order to assist with applications for new membership, and for renewals of existing membership, the SSC will provide details as to how such membership of AMAS can be attained or renewed.

Proof of paid-up AMAS membership shall be a pre-requisite for admission of new members to the SSC, and for renewals of existing Membership (including renewals of Honorary Life Membership).

4 Code Of Conduct

4.1 Introduction

The following rules shall apply to all persons wishing to gain access to, and fly models at the SSC flying area hired from Council. Total conformance to these rules entitles the person to “**Flying Privileges**”.

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

Committee Members are expected to ensure the observance of all SSC, Australian Miniature Aerosports 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.

4.2 Why We Have This Code of Conduct

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

- a) AMAS insurance coverage
- b) Civil Aviation Safety Authority Regulations
- c) Ku-ring-gai Council requirements to lease the field
- d) Public Liability Insurance requirements to maintain our Public Liability cover
- e) SSC member operational decisions made from time to time at SSC meetings.

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

4.3 Who Can Use Our Field

- All pilots shall be currently paid-up Members of AMAS (unless covered under “c) Visitors” below and shall produce their AMAS Membership card to any Committee Member or Council official upon demand at any time.

- All pilots who are Members of the SSC shall be fully paid-up Members,

- Anyone flying in a negligent manner can be asked to refrain from flying by any SSC Member. Pilots who ignore safety advice or regulations may have their Flying Privileges suspended and have the issue passed to the Committee to decide on restoration of Flying Privileges.

a) Members Who Hold AMAS Competency Levels of Solo or Advanced

- Such Competent Members shall have met the requirements of Clause 2.1 above, may fly solo without direct supervision.

- Competent 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 is not suitable.

b) Members Who Are Learners

- New pilots (ie Learners) shall have their model, radio, batteries and charger initially inspected and approved by a Competent Member and shall be accompanied by an Instructor, or the Chief Pilot & Training Officer during their initial flights until they are granted Restricted Solo status in accordance with Clause 2.2 (a) above.

- Those members granted Restricted Solo status are strongly encouraged to ask for further help and instruction with a view to working towards achieving their AMAS Solo status.

c) Visitors

- Visitors may make trial flights without AMAS membership to try out our field. Such visitors will be covered by AMAS insurance for up to four visits. before being required to join AMAS Inc for the purposes of insurance.

- Visitors who are Members of AMAS are welcome and may use the field for a fee of \$5 per visit, provided that they show proof of current AMAS Membership.

- The date, visitor's name, mobile phone number, address, and the SSC Member responsible shall be recorded in the Visitors Register.

- All Visitors shall be closely supervised by an SSC Member who has Solo or Advanced status.

- New pilots may have their models assessed by SSC Members before flying.

4.4 What You Can Fly

The following aircraft **shall** be allowed at the field:

- Radio controlled electric aircraft and gliders of a suitable size and power for the field. The committee shall have the final decision on the suitability of a model.

- 3D models may be flown at any time in the prevailing circuit pattern. However, 3D maneuvers **shall** be only performed within the circuit area if all other pilots are notified and agree.

- No internal combustion, turbines or rockets shall be allowed because of noise and fire hazards.

- Electric helicopters are not permitted.

- Multi-Rotor craft (Quadcopters, Tricopters, etc) shall only be test flown in the area bounded by the baseball back-nets, provided all pilots present agree to suspend normal flying while the flight takes place.

FPV (First Person View), SGMA (Self Guided Model Aircraft), UAV (Unmanned Aerial Vehicle) shall conform to the following Rules :

- Members wishing to operate models in these categories shall familiarise themselves and comply with the relevant CASA rules. Particularly, models shall be kept in continuous visual contact at all times, to allow manual takeover if required. Additionally, the following conditions shall apply:

- UAV: UAVs are defined as models flown for commercial purposes and shall be prohibited at SSC club flying times.

- FPV: The Pilot-in-Command (PIC) of an FPV model, i.e. the person with continuous visual contact, shall have achieved an AMAS Solo status. When the model is being flown by the second pilot (who shall also have achieved AMAS Solo status) using the FPV equipment, it shall be via a buddy-box system to allow immediate takeover by the PIC. A range check, with and without the FPV link powered, shall be required before the first flight of every day.

- SGMA and UAV 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, shall be required before first flight of the day.

- Whilst the PIC shall have achieved at least AMAS Solo status, an approved person who has achieved AMAS Advanced status shall conduct the first flight of the model, and shall also supervise its first flight with self-guidance enabled. Any Return to Home function shall 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 shall 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 shall be on a day-by-day basis, and does not extend to helicopters.

a) Aircraft Specifications

- Aircraft shall 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 shall 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 a Committee Member using MotoCalc, PropCalc, or equivalent software, shall not be approved by the committee.

b) Frequencies

The SSC 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 shall conform to the Silvertone standard and be 50mm wide. They shall be labelled clearly with the owner's name, mobile phone number, frequency and channel (if not 2.4GHz). See SSC web site for details. To avoid errors, pilots shall not label the reverse side of a key with a different frequency. The frequency key shall 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: While a frequency key is no longer mandatory for 2.4GHz equipment, its use is strongly recommended as a means of showing the member's presence at the site.

c) Batteries : Lithium-based batteries are a fire risk:

- Lithium-based batteries shall be fitted with cell balancing circuits and charged with an appropriate "Charge-Guard" cell balancing device.
- All charging at the field shall be done with the battery located clear of models and people, either on the slab outside the shed, in the general pit area, or in the baseball cage (dugout). No charging shall take place in cars or in the car park. Pilots should check that the fire extinguisher and fire blanket are to hand.

- Any member breaking these rules may have their **Flying Privileges** suspended and have the issue passed to the committee to decide if and when these **Flying Privileges** may be restored.

- 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 or is unsafe to fly. No exceptions will be made.

4.5 When You Can Fly

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

The Committee may vary these days and times as necessary, and will advise the SSC Members in advance.

b) **Due to the remote risk associated with a crash and subsequent battery damage, flying is not permitted when a Total Fire Ban is in place.**

4.6 Where You Can Fly

a) Pilots must comply with CASA regulations:

<https://www.casa.gov.au/unmanned-model-aircraft>

The following list is not exhaustive, but simply serves to indicate some of the more relevant CASA Regulations relating to “Where You Can Fly” at our field.

- Aircraft must be visible at all times

- No night flying without CASA written permission

- No flying over populous areas unless at a safe height (see CASR for details re failure of any one component)

- Aircraft must stay at least 30 metres away from anyone not involved with aircraft operation (the “30 metre rule”).

- Standing behind aircraft during takeoff is not subject to 30m rule

- Competition judges are excluded from the 30m rule.

- Keep below 400 feet AGL.

- There are other regulations for giant models and flying displays.

- b) Pilots shall not fly over the pits, car park, or the SES/RFS buildings to the south.
Attached is the map of the field showing relevant boundaries and no-fly areas.

4.7 How To Proceed

a) Field Set-Up

Before the commencement of any flying activities, the Members present shall ensure that :

- Cones are placed evenly around the perimeter of the field, just inside the footpath.
- Signboards are placed at the NW, SE and SW extremities of the footpath surrounding the field.
- The wind-sock is mounted on the fence at the NE corner of the field.
- The flight line is marked out by way of 3 or 4 cones.

b) In the pits

- Electric motors shall not be run up or tested in the pits. Pilots should move away, preferably behind the baseball fence and orient the propeller away from yourself and other people.

c) Before each flight

- Excluding 2.4GHz, it is a requirement that a pilot shall place his/her frequency key on the board before switching on the transmitter. if the frequency is in use, **under NO CIRCUMSTANCES** shall you switch on the transmitter.

Pilots disobeying this Mandatory Rule may have their Flying Privileges suspended and are liable for damage to other members' models resulting from their negligence.

- Even if you are using 2.4GHz, you should place your frequency key on the board. This is a safety issue, as it provides contact information in the event that Members notice that a pilot is "missing" & presumed searching for a plane out of sight.

- **Under no circumstances** shall anyone, other than the pilot, remove the key from the board.

- Blank keys may be used, but they shall be marked with name, mobile phone number, frequency and channel before use. Under no circumstances shall a pilot lend their own marked key for use by another pilot.

- Pilots should only arm the model just before flying.

d) On the field

- Pilots shall continually check for the location of other pilots, aircraft and the general public.

- Pilots should stay on the flight line unless launching or retrieving an aircraft.

e) Take-off (or launching for gliders on the bungee)

- Prior to take-off, pilots shall check for other aircraft in the air, above, in front, behind or on landing approach.

- Pilots shall 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.

- Pilots should call "OK to Launch?" and wait for acknowledgement from all pilots on the flight line.

- Pilots should call "Launching" just before committing to take-off.

f) During each flight

- Pilots should not fly from the centre of the field. Should conditions dictate that models need to be launched beyond the nominated flight line, pilots shall move back behind the flight line as soon as practicable after launch.

- Pilots should not taxi towards themselves or other people (30 m rule).

- The first pilot in a patch of lift sets the direction of turn. To avoid collisions, other pilots should follow the direction of the first pilot's aircraft.

- Electric aircraft shall give way to gliders which should give way to powered planes doing a “dead stick” landing.
- Pilots should call “Dead Stick” if experiencing a loss of motor power. Pilots should try to 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).
- Pilots should call “No Control” if having loss of flight control.
- Before commencing landing approach, pilots should check for members of the public on the perimeter path.
- Pilots should call “Landing” when on downwind approach, prior to landing.
- All landings should be within the designated area and according to the field setup for that day.
- Pilots should call “On The Field”, and wait for acknowledgments before collecting their aircraft.
- Pilots should call “Clear” after leaving the field with their aircraft.

g) After each flight

- Pilots should unplug the plane’s battery as soon as possible after landing.

h) Search And Recovery

- In the event that a plane is lost and a Member needs to retrieve the model from a location that is out of sight of the flight line, or where the Member might be out of sight from the flight line, it is recommended for safety reasons that the Member advises other Members that are present of their recovery plans, and of their return from such a mission.
- It is strongly recommended that Members should not undertake searches in the areas around the flying field by themselves.

4.8 Medical Emergencies

- Members should be aware of the safety aids which we have on site, such as, the AED (Automatic External Defibrillator) and the related DRSABCD Action Plan, an Advisory Plan for Snake Bites, Fire Extinguishers, and a First Aid Kit.
- If there is any doubt about the severity of a situation, Members should call 000.

5 Useful Links

The current version of the Model Constitution :

<https://www.fairtrading.nsw.gov.au/associations-and-co-operatives/associations/starting-an-association/model-constitution>

The SSC's website for the latest version of this document. :

<http://www.sunsetsoaring.org>

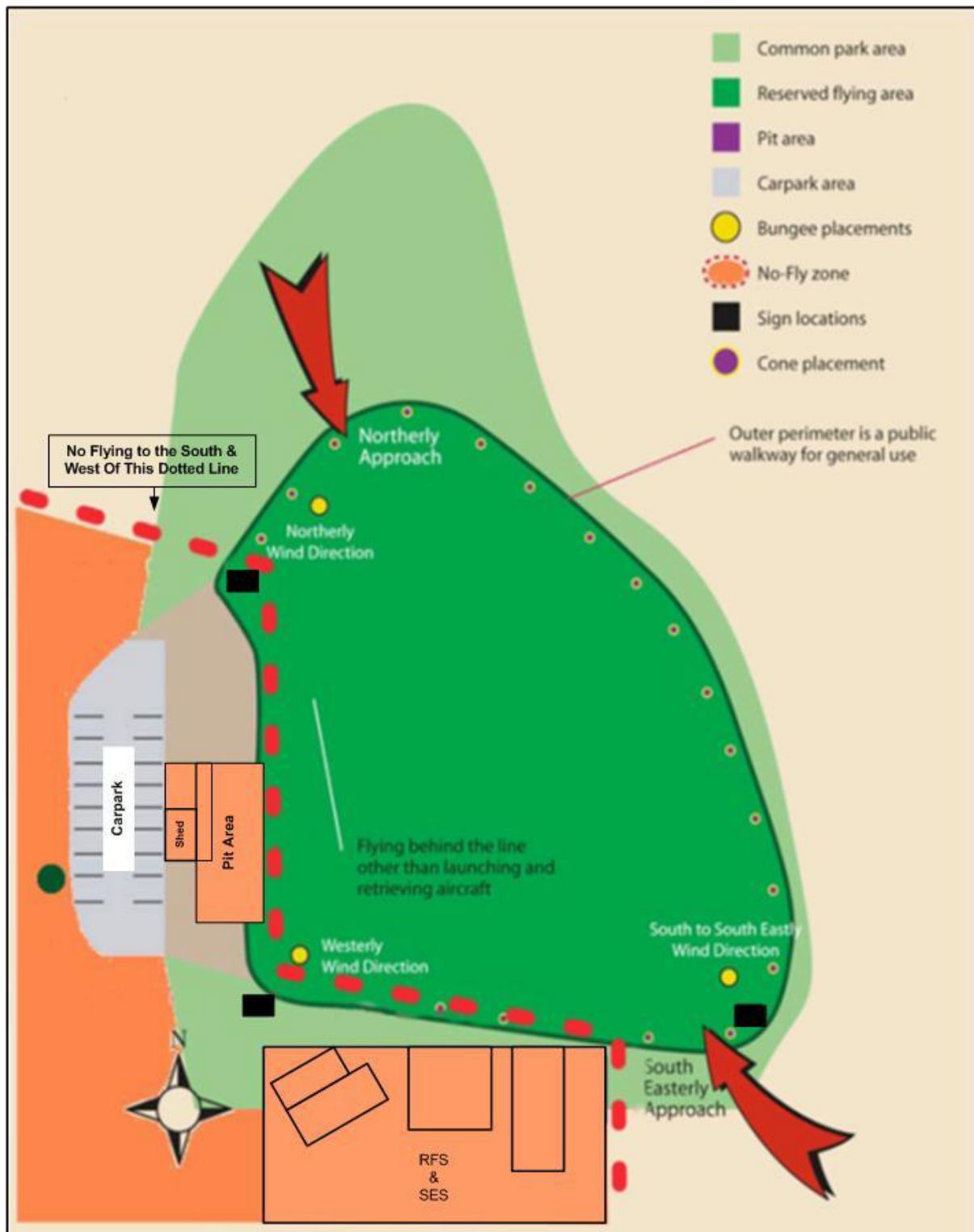
CASA Advisory Circular ::

<https://www.casa.gov.au/unmanned-model-aircraft>

AMAS Membership and insurance :

<https://www.amas.org.au/wspHome.aspx>

6 Map Of The Field



8. Version History

Version 6.0 – 24-02-23 – The original Version, adopted by the Committee

Version 6.1 – 12-10-23 – The following Clause was added to **Section 4.5 When You Can Fly**

- b) Due to the remote risk associated with a crash and subsequent battery damage, flying is not permitted when a Total Fire Ban is in place.**