

WA Radio Soarers Club Inc.
Safety and Operating Rules (12/01/2015)

1. Civil Aviation Safety Regulations
 - 1.1 All flying will be in accordance with CASR Part 101. In particular, and simplified:
 - 1.2 No flying above 300m (1000 feet) or in cloud.
 - 1.3 No flying within 30m horizontally of any building, structure, vehicle or any person not directly involved with the flying activity.
 - 1.4 No flying after the consumption of alcohol or any reaction impairing drugs.

Members are recommended to familiarise themselves with the Civil Aviation Safety Authority regulation CASR Part 101.000 to 101.500 (1 July 2002), and all other rules, which can be found on the MAAA website (www.maaa.asn.au).
2. General
 - 2.1 All aircraft are to be flown from Yokine Reserve. Flying is not permitted from Coolbinia 1 or Coolbinia 2.
 - 2.2 A minimum of four (4) warning signs must be displayed while flying at Yokine Reserve..
 - 2.3 Flying is permitted only between sunrise and sunset.
 - 2.4 No internal combustion powered aircraft are to be flown at Yokine Reserve. Only electric powered and glider aircraft are permitted.
 - 2.5 Report unauthorised usage to the Council's Rangers or Security Officers on 1300 365 356, or by using the security phone located near the car park entrance.
3. Members, Visitors and Flight Training
 - 3.1 All participating WARS members shall have on their person a current MAAA membership card.
 - 3.2 If a Council Ranger or Security Officer requires proof of a member's eligibility to fly on Yokine Reserve, this card should be presented immediately and the matter referred to the WARS Executive.
 - 3.3 All new, inexperienced WARS members must undergo a period of flight training with a WARS Instructor before they may fly solo. The period of flight training is finished when the WARS Instructor declares that the member has reached flight proficiency of the MAAA Bronze Wing standard. All new members may only fly under the supervision of a WARS Instructor until they are declared solo.
 - 3.4 Any breach of these regulations will be punishable by a suspension of WARS membership for a period of up to 37 days.
 - 3.5 All visitors are subject to MAAA MOP 042 and are permitted to fly only on Sunday mornings.
4. Frequency Control
 - 4.1 Frequency bands available for use are 27, 29, 36, and 40MHz, and 2.4GHz.
 - 4.2 Members using 27MHz, 29MHz, or 36MHz transmitters must use the frequency keyboard on organised club days. At other times, members are to consult with other members to coordinate frequency use. Members using 2.4GHz transmitters are not required to use the frequency board
 - 4.3 To use the frequency board a frequency peg marked with your name must be in the appropriate channel position before your transmitter is switched on. When transmitters are not in use, the frequency peg must be attached to one of the transmitter control sticks in such a way that it covers the on off switch if possible.
 - 4.4 On no account may you remove anyone else's frequency peg unless you have the member's permission or have made certain that the member is no longer present at the field.
5. Aircraft
 - 5.1 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.
 - 5.2 The weight of aircraft normally flown at WARS will be less than 3kg. Aircraft weighing between 3kg and 7kg may be flown at WARS providing a second person acts as a spotter to warn the pilot of any potential hazards. Aircraft weighing more than 7kg cannot be flown at Yokine.
 - 5.3 All aircraft flown at Yokine must generate no more noise than 80dB at 3m. If necessary the 80dB is to be adjusted to 75dB for high pitched noise.
 - 5.4 Electric Ducted Fans (EDFs) in excess of 100g total weight and noisy pushers are banned from flying at Yokine.

6. Flying Procedures

- 6.1 The location of the primary flight line will be selected to provide maximum safety and efficient use of the field. All pilots will stand 2m to 3m behind the flight line. On organised club days, two (2) markers shall denote the flight line.
- 6.2 Secondary flight lines may be employed for other model types provided there is sufficient spacing to keep activities separated.
- 6.3 Below a height of 20m, all flying shall be in the same circuit direction. Circuit direction is determined by taking off and turning away from the flight line. Aerobatics will be performed above 20m, or outside of the circuit area.
- 6.4 All pilots will announce their intentions in a clear loud voice i.e. "Taking off", "Landing", "Low pass", or "Retrieving aircraft".
- 6.5 The "30 Metre Rule" shall be observed at all times.
- 6.6 Be aware of members of the public crossing the field and avoid flying overhead.
- 6.7 When flying on Yokine West or Yokine East, there must be no flying over or within 30m horizontally of the car park, buildings, or any members of the public. Yokine East must not be used for flying if there is any organised sport, training, or ground preparation occurring.
- 6.8 Should visual contact with an aircraft be lost, the motor if fitted must be immediately shut down so that the aircraft cannot fly away uncontrolled.

7. Pit Area Safety

- 7.1 No taxiing in or through the area behind the flight line. Taxiing is to be no faster than walking pace.
- 7.2 Electric powered aircraft motors shall only be run with the propeller facing away from members and general public.
- 7.3 The pit area is only the area between the path and the small red cones and does not include the area between the path and the cars. All planes should be placed west of the path in the pit area, rather than immediately behind the cars.

8. Executive

- 8.1 The Executive reserves the right to modify, change or alter any of the above rules at any time.