



Standard Operating Procedures

Revised March 2016

PREAMBLE

These Standard Operating Procedures have been developed to ensure that all members are able to gain the maximum enjoyment from model aerosport while ensuring that appropriate safety requirements are observed. As a member this is your Club and your field. It is asked that all members will treat Club property and their fellow modellers with respect.

1. SAFETY

- a) **All A.M.A. Inc. members are responsible for safety.**
- b) The Club President is de facto Safety Officer on non-event days
- c) If you observe a safety related issue that causes you concern you are encouraged to discuss the matter, in private, with the person(s) concerned. In the event the person(s) concerned takes no action to remedy the safety issue, then a written complaint should be made to the Club Executive or if an Executive Member is present, the Executive Member must be made aware of the issue. Upon becoming aware of a safety problem, the Executive or Executive Member shall take action to review the situation and resolve it if possible.
- d) The organiser/s of any event approved by the Club will be required to nominate a Safety Officer for the duration of the event. The nominated Safety Officers role it is to ensure that all safety issues are monitored and complied with throughout the duration of the event.

2. FIELD PRIVILEGES:

Flyers using the A.M.A. flying field must be:

- a) Financial members of A.M.A. Inc.
- b) Financial Members of other Clubs - **Visitors must sign the Visitor's Book** and be signed in by an A.M.A. Inc. Club Member. The A.M.A. Inc. Club Member shall be responsible for the visitor(s) being aware of and following the club standard operating procedures.
- c) Visiting flyers may fly on general flying days up to three **(3) times** in a financial year.
- d) After the third visit, should a visitor wish to continue flying at the field on a regular basis, he/she shall be required to join A.M.A. Inc.
- e) New flyers may have three **(3) free visits** to the flying field and fly under the control of one of the A.M.A. Inc. Club nominated instructors before being required to join A.M.A. Inc.

3. VEHICLE CONTROL

- a) Parking is in designated areas only.

- b) No vehicles are to be driven on the field or strip unless expressly approved by a member of the Executive Management Committee.

4. FLYING AND STANDING AREAS

- a) General flying is to be conducted at least ten (10) metres in front of the pit area. **flying over the pits or parking areas is prohibited**
- b) Public viewing area must be at least thirty (30) metres behind the designated line of flight.
- c) **The pits are not a spectator area.** Guests invited into the pit area by an AMA member are to abide by the safety rules and it is that member's responsibility to ensure this occurs.

5. FLIGHT RULES

5.1 Landing and returning aircraft

- a) Landing Aircraft shall have right of way and pilots shall call out "**Landing**" to obtain this right.
 - i. In the event of a motor failure, the pilot shall call out "**Dead Stick**". Dead Stick aircraft shall have priority over all other aircraft.
- b) All motors are to be stopped or in the case of electric powered aircraft, disarmed before entering the pit area.

5.2 Starting and departing aircraft

- a) Models **must** be securely restrained at least 2 metres in front of the pit area when starting
- b) An engine should not be started in a way that interferes with other models.
- c) Aircraft with an engine capacity of 50cc or more must be mechanically restrained.
- d) Turbine starting areas are provided north and south of pit area.
- e) During start-up of all turbine powered aircraft, operators are required to maintain a clear distance of 8 m from any other personnel not associated with turbine start-ups and they are to advise others that no smoking is permitted within 8 m of a turbine start-up area.
- f) Multiple turbine start-ups are permissible in the designated start-up area provided that there is a 2 m separation between aircraft and that the 8 m separation is maintained from non-associated parties.
- g) All jet turbine aircraft are to taxi to the sealed runway via the northern and southern edges of the grass landing strip and perpendicular to the sealed runway until west of the flight line.
- h) **Models should be carried or restrained** while taxiing to the flight line from the pit area whenever the flight line is occupied by an active pilot.
- i) Pilots when carrying or taxiing an aircraft to the grass strip must give way to landing aircraft.

5.3 Helicopters

- a) Helicopters can practice hovering in an area designated
- b) Helicopters can fly circuits from the flight line in the normal way.

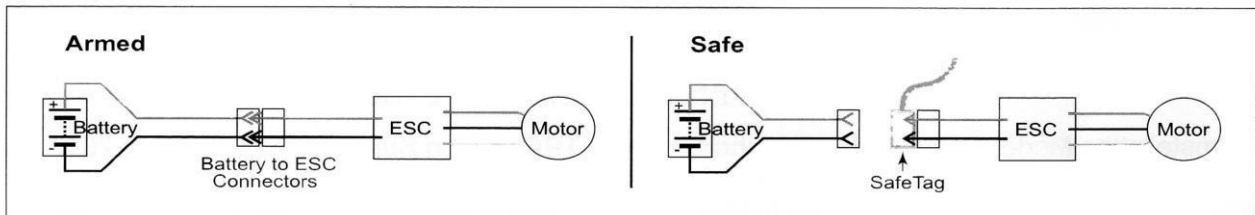
5.4 Control Line Flying

A dedicated area is available for this purpose.

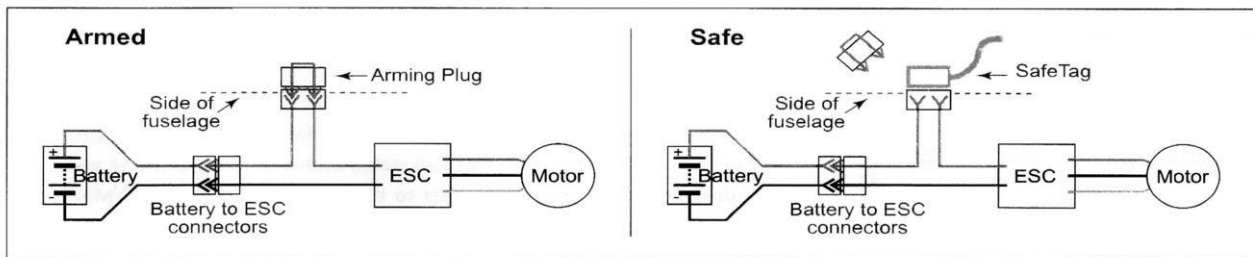
5.5 Electric Model Aircraft Safety Procedure

- All wheeled electric model aircraft must not be armed until they are a distance of 2 metres in front of the pit area and are to be restrained as per internal combustion powered models. Other Electric craft (helicopters, multi-rotors and other vertical take-off & landing aircraft) must similarly not be armed until they are a distance of 2 metres in front of the pit area.
- While electric model aircraft are behind a line of 2 metres from the front of the pit area they must be dis-armed and display a visible green indicator of some variety to indicate that they are in fact dis-armed. It is highly recommended that an arming/disarming device be employed as shown below.
- In the case of micro or foam aircraft where it is not possible to incorporate these devices a visible green indicator must still be displayed on the aircraft in some manner to indicate a safe state. Micro and foam aircraft may only be armed (battery connected) on the flight line as above.
- Use of kill/stop switches incorporated into transmitters will not be acceptable as an arming/disarming device, although pilots are encouraged to use these as a secondary safety measure.

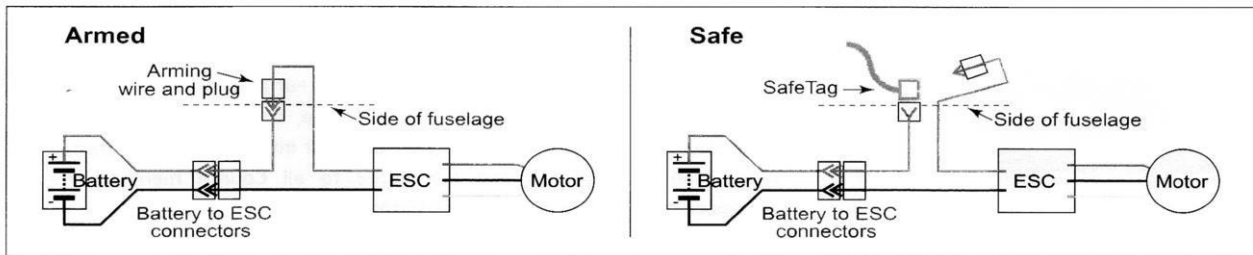
Without external arming device



External Arming Systems



External bridging arming plug



External arming wire and plug

6. RADIO FREQUENCY CONTROL - KEY BOARD

- a) BEFORE switching on any radio equipment an appropriate key shall be inserted into the correct frequency slot of the keyboard. Keys for 36 MHz. shall be 20 kHz in width in accordance with the M.A.A.A. Inc. regulations. 2.4GHz radios shall also be required to place an identifying key in the appropriate board.
- b) **Pilots shall switch off all of their radio equipment upon completion of their flight and remove their key from the keyboard.**
- c) The pilot shall be the only person to insert or remove their frequency key. (If a key is left in the board and it is believed the pilot has left the field and after consultation with remaining pilots the key may be removed)
- d) Frequency keys **must have the pilot's name**
- e) As a courtesy to other pilots, a twenty (20) minute time limit should be observed for the use of a particular frequency. This rule only applies if more than one (1) pilot is using a specific frequency on a given day.
- f) Only radio frequencies approved by M.A.A.A. Inc. for use with model aircraft are allowed to be used.

7. COMPETITIONS

The Club Executive shall nominate a Contest Director for each competition or display. The Contest Director shall be responsible for the safe and harmonious running of the competition or display.

8. FIRE CONTROL

- a) The field is CLOSED to all flying operations on days when a TOTAL FIRE BAN (Fire danger ratings of severe, extreme or catastrophic) has been declared in the Murraylands District.
- b) For all flying activity on hot days and during the entire declared Summer Fire Restriction Period, all pilots are to take appropriate precautions. This includes that the first member at the field during these periods must unlock and open the storage unit (located in the centre of the pit area) and remove the hand truck containing the firefighting equipment so that it sits outside the enclosure for the duration of the days flying activities. Following this the equipment should be checked to ensure that the extinguishers contain water and are charged to the green line on the gauge. The last member to leave must re-secure the hand truck and firefighting equipment in the storage unit. A list of emergency contact telephone numbers and location details are posted on a sign in the pits and on the meeting shed. Please report any issues to either the Field Manager or Club Secretary.
- c) Gas turbine operators must have a permit to operate during the Summer Fire Restriction Period issued by MASA or a single day permit issued by the CFS/Murray Bridge Council.
- d) During the Summer Fire Restriction Period Gas turbine powered aircraft must land and take-off on the sealed runway. Gas turbine powered aircraft must not taxi past the cones placed four metres in from the northern and southern end of the sealed runway.

9. Fuel Recovery

- a) All pilots operating gas turbine, petrol or glow fuelled aircraft are required to use a fuel recovery system when fuelling and de-fuelling.
- b) Fuel must not be poured or spilt, on the ground, anywhere within the AMA Inc property.

10. GENERAL RULES

- a) The Club shall maintain a list of M.A.A.A. Inc. endorsed flight Instructors who will be responsible for the instruction of student pilots to M.A.A.A. Inc. Bronze Wing and Gold Wing levels using the flight logbook system;
- b) A parent or guardian shall supervise children at all times (this includes children under instruction). A children's play area is provided.

- c) At least one person must have a mobile telephone in case of personal accident or fire to contact the appropriate authorities.
- d) Smoking is banned in the pits, on the flight line, in the chicken shed and club rooms.
- e) Open fires are not permitted outside designated areas and are strictly prohibited at all times during the declared Summer Fire Restriction Period.
- f) The consumption of alcohol by any pilot, during or prior to flying, is absolutely prohibited. Pilots of model aircraft are subject to the same C.A.S.A. regulations as full sized aircraft pilots in respect to alcohol consumption, ie. **Zero blood alcohol**;
- g) In the event of an incident or injury the modeller responsible shall meet any excess payment required in respect to M.A.A.A. INC. Third Party Insurance claims;
- h) Models are only permitted onto the club property if the owner accepts that at all times the owner assumes all risk regarding any damage caused to the model(s) in any way whatsoever;
- i) Membership cards will be displayed on flight boxes or other equipment. Members may be asked by the club officers or any other member of the club to produce their membership card. A **no card no fly** policy will be observed;
- j) Club members are not permitted to enter the Gun Club property to retrieve models. A formal approach to the gun club is required and protocols must be followed;
- k) All complaints shall be made, to A.M.A. Inc. Executive, for deliberation.