

WCAM Club Protocols

Created: March 2006

Reviewed/Updated: Dec 01/17

Only paid up members of the Club, and visitors accompanied by a member, may fly from the Club site. All visitors must provide evidence of valid insurance cover.

On scheduled event days (Fly-Ins and Competitions) these rules may be adjusted. A Safety Advisor will be appointed and their direction must be explicitly adhered to.

Any young person under 18, or a vulnerable adult, must be supervised by a parent or guardian at all times

Every member of this club is a **safety officer**.

Site Issues

Our planning permission requires that the Club is a **NON-SMOKING SITE**. In a car is **OK**. (Vape style e-cigarettes included)

Please ensure that you scramble the combination of the gate padlock even while flying alone on site.

All battery charging must be done at the charging table provided by the club, there will be **NO** charging in/at cars without exception.

Electric models will only have their batteries connected and armed and disconnected and disarmed at the table in line with the i.c. powered model start tables.

Mobile phones should only be used in the car park or spectator areas, and should not be used within 10 ft of a computerised transmitter (BMFA advice). Please disable WiFi/Bluetooth

If a member's model crashes a long distance away it is **VERY IMPORTANT** that all crash debris is collected and **NOT** left to endanger livestock. .

All members are responsible for site cleanliness. Please remove and dispose of any litter or crash debris. This includes; broken propellers, balsa etc, if you bring it to the field, can you also remove it from the field. Thank You.

If any livestock are present at the site on arrival, please ensure that the gate is kept closed while flying.

If any member has difficulty locking the site padlock securing the gate or the clubhouse container, please contact a member of the committee immediately. (phone)

All dogs must be kept on a lead and supervised at all times

Motorised site maintenance equipment is to be used by trained and authorised club members only. Volunteers will receive tuition on the use of club equipment if requested.

Please adhere to common rules of courtesy, particularly when children are present

Please see next page:

Frequency Control

IMPORTANT : We use a PEG OFF - CARD ON system. For 35mhz operation.

BEFORE SWITCHING ON YOU MUST ATTACH THE FREQUENCY PEG TO YOUR TRANSMITTER AND REPLACE IT WITH **YOUR INSURANCE OR MEMBERSHIP CARD**. To avoid confusion, **DO NOT** replace a frequency peg with **another peg** e.g. a personal peg

Flying propellers – Engine Starting

Flyers and helpers are the only authorised people allowed into the pits and beyond. The car park, picnic tables and clubhouse are suitable areas for spectators and other non flying visitors. Visitors may be given a tour of the flying field as long as they are accompanied by a club member.

Engines **must only** be started and run up on the starting tables and NOT in the pits. (Please don't take more than 5 minutes when others are waiting).

No novices (i.e., not achieved bronze status) should not start, attempt to start, or arm a plane unsupervised. Instructor **MUST** be directly supervising, (IC or Electric).

It is the responsibility of the pilot to ensure no one is standing in the disk of a rotating propeller

Engine maintenance and tuning should be conducted at the run-in table behind the car park. Running in and/or tuning/tweaking **MUST** be done at the designated area/table, behind the car park. If unsure, please ask.

Flying

Persons must fly with strict regard to safety and with due regard to their flying ability. Flyers should hold an SAA Bronze Certificate (or BMFA A certificate) before flying unsupervised, or have been granted permission from at least 2 club instructors to fly solo with the aim of Passing an SAA bronze in as timely a manner as possible

The areas directly over the pits, the car park, the spectator areas and behind the pilots stance are designated no fly areas i.e. fly to the north of the active runway.

Caution: A main road borders the east of the site so fly appropriately. In particular, take care not to alarm horses on the main road, allowing them a wide berth if airborne, or delaying take off until they are at a safe distance.

The pilot stance is limited to active flyers, training buddy, callers or 'spotter' **ONLY**. Maximum, of four flyers, ie, models airborne. Additional people at the pilot's stance can only be an accompanying trainer, caller or 'spotter'. To be clear, the 'spotter' is the second person specifically spotting for an active FPV flyer.

Please communicate your intentions to other pilots. In particular:

Call "**Take off?**" – and wait for acknowledgement before entering the active runway

Call "**Crossing?**" – before crossing the active runway

Call "**Low Pass**" (and direction) – before performing a high speed low pass.

Call "**Landing**" –

Call "**Dead-Stick**" – in an emergency

Upon calling landing or dead-stick the pilot should step forward from the pilot's stance to the line in front of the pilots stance to give other flyers a visible SAFETY ALERT.

Flyers who declare an emergency automatically have priority of the runway. All other flyers should endeavour to take their aircraft away from the aircraft with the emergency (e.g. increasing height, altering their pattern to give as much clear sky to the aircraft in difficulty)

Please see next page:

Do not get engrossed performing a pre flight engine test on the runway – you cannot hear a call of dead stick made from the pilot stance, or see that a pilot has stepped forward.

Once you have landed a pilot should retrieve their aircraft and clear the runway as quick, as is possible, safely.

Flying, specifically, Jet, gas/fuelled engines including pulse jets is strictly prohibited. EDF (electric), is permitted. The forestry protection risk, needs to be adhered to.

Drones / Quad or Multi rotor copters:

Standard Drones:

Standard drones/quadcopters, will adhere to the same protocols as Helicopters
Drone flyers will be subject to 'flying ability' approval in relation to competency, ie, novice, solo, flying competency award, required/expected, similar to current Fixed Wing & Heli guidelines. (committee to decide approval by an existing competent flyer or invitation of a competent/recognised flyer or instructor).

ALL drone flyers will be expected to attain a standard competency award (bronze equivalent, for example)

Approved visitors/guests are required to provide proof of competency & insurance.

Racing Drones: (FPV and/or 'line of sight' racing drones):

As per drone regulation/guideline ORS4 N01168

Racing Drone flyers will be subject to 'flying ability' approval in relation to competency, ie, novice, solo, flying competency award, required/expected, similar to current Fixed Wing & Heli guidelines. (committee/approved trainers, to decide approval by an existing competent flyer or invitation of a competent/recognised flyer or instructor).

There are recognised drone trainers/examiners, within the SAA and if necessary, if a pilots competence is in question, may be consulted.

Key points:

- Approved flyers only, and:
- ALL drone flyers will be expected to attain a standard competency award (bronze equivalent, for example)
- Approved visitors/guests are required to provide proof of competency & insurance
- Pilot position: 30metre distance from public or car park (existing pilot stance covers this)
- Designated flying area and/or beyond
- 50 metres between race drones and public (hence track cut into the reeded area beyond the runway) Any flying closer is only permitted for take offs & landings.
- General flying along the runway is not permitted (hence reeded area, ie, 50 metres)
- Within reason, track or beyond, should always be adhered to (or further afield).
- FPV pilots MUST be assisted by a 'line of sight 'spotter'.
- A 'spotter' MUST be an established flyer (Bronze certified as a minimum).
- Any further developments will be dependant on activity &/or interest.
- Above, as per drone regulation/guideline ORS4 No 1168

Please see next page:

Common Sense Guide

After take-off aircraft must be turned away from the pits and spectator areas.

Always practice new manoeuvres at a safe height to allow a margin of error. Always think through a new manoeuvre on the ground before attempting it in the air.

It is not recommended to fly alone. If one chooses to fly alone, it is advised to let someone know where you are and your expected time of arrival back home. And a contact mobile phone number

Please be considerate to other members waiting for your frequency peg - no more than 30 minutes.

All aircraft must be in an airworthy condition and no doubt must exist over the reliability of radio equipment.

Always range check a new model or one which has been out of service for some time. Give consideration to range checking your models at the start of every flying outing.

Check your receiver battery voltage after every flight.

No pilot should endanger others while taxiing their model near other flyers

If we all communicate with each other, this will make our day at the flying field a SAFE and HAPPY one.

Rev: 5.3

Section headed as '**The pilot stance**' clarifies the pilot stance and quantity/allowable flyers

New section headed as **Drones / Quad or Multi rotor copters:**

Non Smoking policy: (Vape style e-cigarettes included)

Rev: 5.4

Addition to section: Flying propellers – Engine Starting

No novices (i.e., not achieved bronze status) should not start, attempt to start, or arm a plane unsupervised. Instructor **MUST** be directly supervising, (IC or Electric).

Latest update/version:- 01/12/2017