

WRCS Club Rules

Note: These Rules and Regulations are supplementary to the CASA regulations and MAAA procedures. It is a condition of flying at WRCS Belrose that a pilot complies with all CASA regulations and MAAA procedures.

All new and renewing members confirm that they will abide by the WRCS Club Rules when paying membership. The most up to date version of the Club Rules can be found on the WRCS Website.

1 General

- a. Each member has the obligation to co-operate to ensure the safe operation of all model aircraft.
- b. The gate is to be kept locked at all times. It must not be left open and unattended.
 - i. The only exception is during WRCS Open Days that have been approved by the WRCS Committee.
- c. Members should ensure the Pound is locked if they are the last to leave the Field.
- d. A member may have their membership suspended or revoked by the WRCS Committee at any time for failure to comply with the Club Rules and Guidelines.

2 Flying times

- a. Monday to Saturday 8.00am to dusk,
- b. Sunday and public holidays 9.00am to dusk.
- c. Members may fly small, fixed wing foamies from 8am on Sundays if the aircraft is very quiet and cannot be heard beyond the gate at the top of the hill. This does not include high speed aircraft, ducted fans or drones. If in any doubt about the noise, then please ground it until after 9am.

3 TOBAN - Flying is not permitted on days of Total Fire Ban (TOBAN) for Greater Sydney Region and access to the field is prohibited. If in doubt Members should check the [RFS website](#), a link can also be found on the WRCS Website

4 Definitions of Areas and Restrictions:

- a. WRCS Club Co-Ordinates: 33.42.26 S 151.14.45 E (-33.712874, 151.240436) Altitude 110mASL
- b. A map of WRCS area of operation can be found at the bottom of this document

- c. The maximum altitude limit is 400 feet above average height in the location which equates, approximately, to 600ft AGL (Above Ground Level) at the pilot area given that our field is in a valley.
NB: Maximum allowed flying height is 600ft AGL at the flight line
- d. The area South of the first fence is the “Restricted Area” is only for pilots and assistants.
- e. The “Pits” is the area is between the first fence and second fence south over the bridge.
 - i. Flying over the Pits and sheds is strictly prohibited
- f. The “Flight Line” is the area between the second and third fences.
- g. Large model Starting Post can be found East and West of the main Pit area.
- h. The “Running in” area is 30 metres east of the east fence
- i. The “Helicopter / Multirotor Hovering” area is in a reserved part of the field at the N/E corner of the field.

5 Prohibited Aircraft:

- a. The flying turbines, pulse jets, or rocket powered aircraft is not permitted due to bush fire hazard.

6 Visiting Pilots

- a. Visiting flyers MUST:
 - i. be current MAAA members to ensure current insurance coverage,
 - ii. complete and sign the Visiting Pilots Register (Visitors Book) located in the Pound with their MAAA number and if applicable, provide MOP certificates,
 - iii. have the entry signed by a current WRCS including name and MAAA number of introducing WRCS member,
 - iv. agree to abide by WRCS Club Rules.
- b. Visiting pilots are eligible to fly up to three separate occasions before they must become a member of WRCS.*

7 Housekeeping

- a. Membership/Name badges should be worn whilst at the field.
- b. Dogs are to be kept on a leash and always restrained.
- c. Mobile phones must not be used at the flight line.
- d. Please take all your rubbish, damaged and broken models away when you leave.

- i. Don't leave your old planes, magazines or other equipment at the field. If you don't want it, please sell on RC Trader or bring to the next Trash and Treasure.
- e. Fitting a tracker or location device is strongly recommended by the Committee.
- f. When models that use Lipo batteries crash in the bush then all reasonable efforts must be made to recover the aircraft and or Batteries.
- g. There is to be no climbing on the Flight-line fences or starting tables
- h. Only pilot and instructor or pilot and spotter are allowed on the Flight-line when other pilots are on the flight-line
- i. Children under 10 years of age are not allowed on the flight-line when other pilots are on the flight-line, unless they are receiving tuition.
- j. From 1st July 2023 the MAAA has implemented a \$500 person excess on Insurance claims. The individual is liable for the \$500 excess, not WRCS.

8 WRCS Equipment

- a. The shipping containers are only for the storage of WRCS property.

9 Flying - Engine Noise:

- a. All engines must only be started/armed and run in the Pits area.
- b. All large models or engines above 35 cc or noisy engines must be started at the Western or Eastern end of the start-up area.
- c. IC (Internal Combustion) engines are not to be started in pits directly behind the pilots box to avoid distracting pilots. Please use the starting facilities provided.
- d. For prolonged running, the engine/model must be removed to the run-in area to the east and west of the Pits.
- e. Effective mufflers are compulsory. Models that are perceived to be 'noisy' may be subject to noise assessment (including meter testing - Max 98db meter @ 3 metres, 1 metre above ground).

10 Electric Models (Propeller and Ducted Fan)

- a. Electric Motors must only be armed and run in the Pits area.
- b. Electric Models must be fitted with a separate "Kill Switch" in addition to low throttle position on the transmitter.

- c. Electric Models must only have the battery connected in the Pit Area. Should you wish to test any aspect of the model in the sheds the propeller must be removed before the motor is armed.
- d. Electric Models must have their battery disconnected before returning to the sheds or entering the spectator area.

11 Prior to flying:

- a. All members and visiting flyers must hold at least the minimum wings qualification for their aircraft type, before flying on the main field without a supervising instructor. Helicopters/drones in the hovering area are excepted.
- b. Aircraft must be effectively restrained during start up and at all times when engine is running in the pits.
- c. Prior to the first flight of the day:
 - i. Complete a range check - This means the pilot moves 30 paces from the aircraft then with the radio set to low power, ensures the 'aircraft's control surfaces' still function without glitches or other problems.
 - ii. When operating a model aircraft above 400ft AGL (that is classified as a giant model aircraft) the operator must prior to each flight of the day, ensure all fail-safes operate as intended and ensure control surfaces and Tx/Rx radio modules are serviceable and functioning. In the event of a systems failure occurring during flight, the model will initiate a fail-safe system designed to limit the distance travelled by the aircraft, such as the risk of injury to a person or property is minimised.
 - iii. *NB WRCS has a Maximum allowable flying height of 600ft AGL at the flight line.*
- d. All models must comply with MAAA guidelines. Models over 7Kg must have relevant certificates (MOP).
- e. Test flights of new models can be carried out from the runway in exceptional circumstances however the pilot must obtain permission, and no other pilots are to fly while the test is being conducted.
- f. Large models (over 7 Kgs), multi-engine IC aircraft, high performance aircraft and 700 size helicopters, require the pilot to have a minimum standard Gold Wings.

- g. No taxiing is permitted in the pits.
 - i. Take off - Planes must be carried or pushed to South side of the fences. Models can be positioned in the central take off area or the Western end outside the fence adjacent to the Western Windsock.
 - ii. Landing - When returning to the Pits all motors (IC and Electric) must be stopped before entering the Pits.
 - iii. Where possible ask for help rather than reaching around to start a "gas" aircraft or carrying a running gas aircraft to the Flight Line.
- h. Park all aircraft within the Pit Area. Models left on the runway side of the Southern fence may be impacted by models already in the air or landing.

12 Immediately prior and during Take Off:

- a. Clearance must be obtained from all pilots with aircraft in the air before taking off. NO RESPONSE, NO TAKE OFF!
- b. Pilots must take their position on the flight line before commencing take off except when Hand Launching. eg Glider, or Delta Wings
- c. Hand Launching of any model must be at least 2-metres in front of the paved area, not the flight line and launched away from the Pilot's Box. The preferred option is to have another member hand launch the model if possible.
- d. After a Hand Launch pilots must return to the Pilots Box (Flight Line) ASAP.
- e. Take off from the flight line, at right angles away from the flight line is permitted for small electrics aircraft place on the ground at the end of the paved area.

13 During Flight:

- a. All models must be flown from the Flight Line.
- b. Helicopter and Multirotor pilots wishing to practice hovering must do so in the NE area and their aircraft must not encroach on or overfly the main runway.
- c. Aircraft in flight and on approach for a landing must keep at least 30 metre south of the first fence ie. the edge of the long grass/mown strip.

- d. The maximum altitude limit is 400 feet above average height in the location which equates, approximately, to 600ft AGL (Above Ground Level) at the pilot area given that our field is in a valley.
- e. Helicopters, multirotor and fixed wing aircraft must fly circuits if other aircraft are in the air.
- f. Helicopters must not to have blades turning closer than 30-metre line (i.e. beyond the long grass on the field)
- g. Aerobatic manoeuvres that are likely to impact other pilots should be avoided when multiply aircraft are in the air. Should you wish to complete a manoeuvre you will require a clearance from other pilots with aircraft in the air before the manoeuvre is undertaken. These manoeuvres include Cubans, Loops, Hover, etc.
- h. No flying is allowed over the pits or sheds. Aircraft must not fly over the helicopter hovering area except at event days as directed by the Event Controller of the day. The car park ought to be avoided except on controlled landing approaches.

14 Priority for Landing ‘Right of Way’:

- a. Power models with engine failure have right of way if the pilot has called ‘DEAD STICK’
- b. Gliders on landing circuit have right of way after the pilot has called ‘GLIDER LANDING’
- c. Powered models after Pilot calls ‘LANDING’ clearly on entering a landing circuit. If ‘GOING AROUND’, this must also be called.

15 Landing

- a. All aircraft – Fixed Wing, Rotary Wing, Gliders must land on the Runway. This ensures separation between Pilots and aircraft.
- b. If an aircraft cannot be taxied off the runway, the Pilot must advise other members still flying of the location of their aircraft and seek permission before recovery of the aircraft is commenced.
- c. Recovery of the aircraft should be done as quickly as possible with advice back to the Pilots Box when the runway is clear.

16 Multirotor and FPV special conditions

- a. Multirotors using the main strip must fly circuits unless they are the only type of aircraft in the air and there is common agreement between the active pilots to fly in a non-circuit format

- b. If a fixed wing aircraft pilot chooses to join the flight line, any multirotor and FPV pilots flying non-circuit must resume circuit immediately. They should not wait for a request before doing so.
- c. CASA and the MAAA have special conditions governing multirotor, drone and FPV flying, and it is an absolute condition that pilots at WRCS observe these conditions.
 - i. For FPV users where the aircraft exceeds 2kg or operation above 100ft AGL, their attention is drawn to the requirement to have a spotter with them with “line of sight” to the aircraft at all times who is appropriately qualified and able to take immediate and safe control of the aircraft if needed.
- d. For FPV racing and Self-Guided Model Aircraft (SGMA), MAAA MOP066 is to be used when setting flight conditions, controls and supervisory requirements.

17 Post Flight

- a. Before retrieving models on the field, clearance to go on the field must be requested and granted from all other pilots currently flying. Access and Exit from the field must be by the shortest practical route.
- b. Taxiing back should be via the side entrances. The engine should be stopped before entering the Pits.
- c. When coming uphill from the east, the plane should not taxi in front of the flight line. When coming downhill, from the west, then the plane should not be pointing at the pilots waiting to taxi out with the engine running.
- d. After flight all engines must be shut down before re-entering the Pits
- e. Electric models should be disarmed (battery unplugged) before leaving the Pit Area and returning to the sheds.

18 SAFETY REPORTING OFFICER (SRO)

- a. Members may report any perceived safety incident/breach to the SAFETY OFFICER [Currently President], which in the opinion of the member, may have, or did cause, a serious injury.
- b. Where an injury occurs the Safety Officer and or a Committee Member must be notified ASAP.

19 LOST PLANE SEARCH, ADVISORY

- a. When entering the bush (any area other than the mown field or access road) it is strongly advised that:
 - i. At least one member at the field be advised of the search,
 - ii. Take a mobile phone and water with you and make sure people know where you are headed and have your phone number.
 - iii. Call & advise status from time to time,
 - iv. Arrange with other members to raise an alarm in you don't return by a specified time.
 - v. If you go alone, write your name, phone number, time of departure and direction of travel. The white board in the eastern shed should be used for this purpose.

20 FLORA AND FAUNA

- a. WRCS has a strong environmental focus, and the field is a haven for birds and wallabies and reptiles. Members should respect the wildlife and interaction should be avoided.
 - i. Please avoid feeding the lizards as they may jump on people to be fed causing scratches and injuries
 - ii. Should a snake or spider bite be received a compression bandage can be found in the First Aid Kit located on the Pound. Members should then proceed directly to Northern Beaches Hospital.
 - iii. Do not attempt to capture the animal or insect as additional bites may be incurred. Please notify a member of the Committee of the incident immediately, numbers can be found online or in the Pound.
 - iv. Report the Incident to the WRCS Committee ASAP.

WRCS Area of Operation – See Section 4 for co-ordinates

