

Bundaberg Aeromodellers Inc.

Field Safety By-Laws

To be read in conjunction with BA Inc Constitution, the AMAS Safety Code and CASR 101

<https://www.casa.gov.au/standard-page/casr-part-101-unmanned-aircraft-and-rocket-operations>

Date modified – 24th August 2017

Core Safety Rules

These rules are to be followed by, but not limited to, all persons operating model aircraft at all times and breaches carry penalties:

1. No aircraft is to be started, electrically armed **with prop/s attached**, taxied or flown inside the red zone. Arming and starting is to be done in the yellow zone. See map.
2. All pilots are to stand inside the pilot box when flying (see map) and must hold a current Model Pilot Rating to fly solo. Flyers without a current MPR must have someone with them in the pilot box who does hold a current MPR (current within the last 12 months)
- *The holding of a valid MPR ensures a solo pilot has a current and thorough understanding of all of the club's by-laws. If any confusion arises regarding any of the safety by-laws, DO NOT continue to fly solo and seek official clarification from the Committee.*
3. No-one is to walk onto the strips or place or taxi their plane onto the strips without first going to the pilot box and **asking and waiting to receive permission** from the pilots already in the pilot box.
4. If you are not insured or unclear of being insured – DO NOT FLY. Contact the Secretary in the first instance or BA Inc. committee. Refer to the Visitor section for non-members **and the AMAS Safety Code**.

Process for dealing with breaches to the Core Safety Rules

If a breach or doubt concerning compliance is observed, or reported to the committee, the member will be asked to show cause. The show cause is to be provided to the committee and an assessment will be undertaken of the member's explanation and facts surrounding the breach.

If a breach of the core safety by-laws is substantiated, the member will be automatically suspended from flying and visiting the field for a specified time. Failure to comply with any suspension issued will result in the member having their membership terminated.

Membership fees will not be refunded to a member subject to a suspension or ban.



Engine Start and Taxi only

NO

FLY

ZONE

Designated Smoking Area

Start, Stop 6 30m line

Start, Stop 6 30m line

No Flying

Pilot Box

21

30

03

12

Flying Area



General By-Laws

1. Common courtesy and respect is to be shown to everyone at all times. Bullying, aggressive or intimidating behavior is unacceptable and will not be tolerated.
2. Vehicles – follow all signage and do not park where it will obstruct others. Vehicles may encroach briefly and with extreme caution into the yellow zone for the purpose of turning trailers but strictly no stopping.
3. No person is to operate an aircraft whilst under the influence of alcohol. The taking of drugs, legal, prescribed or illegal that may affect the performance and judgement by persons intending to operate aircraft is not permitted. Refer disclaimer at page bottom
4. Flight ceiling for aircraft is 900 ft altitude (275m). Full size aircraft can and do appear in our airspace at any time and always have right of way.
5. All children are to be under the supervision of a guardian at all times and dogs are to be kept on a leash.
6. Smoking is only permitted in the designated smoking area.
7. Trailers can remain attached to vehicles so long as they do not block any road ways. Trailers and personal shade tents are not to encroach into the yellow zone.

Flight Protocol

8. People using non 2.4Gh radios are to use the key frequency control board located at the club house. Non 2.4Gh radios are to be switched off when not in use.
9. All pilots must call their take offs, landing, dead sticks and any other such intentions. You must also acknowledge these calls from other pilots.
10. All engines must be stopped and electric motors disarmed before entering the red zone. See map
11. Circuits - if more than one aircraft is being flown, the circuit is based on the active strip unless agreed by all pilots. Communication is the key.
12. All planes must be restrained when starting. The type of restraint must be appropriate to the model plane.
13. Hovering of any aircraft and 3D maneuvers are not to be performed in the circuit or above the strips where they will cause disruption to conventional flying.
14. Pilots may invite assistants, callers, camera operators or visitors into the pilot box so long as other pilots in the pilot box agree. They must follow all directions including these Bylaws and not hinder or distract the pilots in any way.

FPV, Quads and Helicopters Policy

15. FPV and multi rotor – see the AMAS operations manuals
<http://amas.org.au/wspFlightTraining.aspx>
16. All pilots must operate their aircraft from within the pilot box.
17. Helicopters or quads are not to be airborne in the yellow zone

Heavy Models (over 7kg) Policy

18. Models over 7kg and their pilots must be assessed by a committee approved person.
19. Before a maiden flight the pilot must, in consultation with the committee, nominate a suitable assessor to check the model for structural integrity and airworthiness.
20. The assessor will also be present at test flights to assess the plane's flight characteristics and the pilot's ability to control the plane. When the builder/pilot and the assessor are satisfied that all tests have been completed successfully the committee will issue a sticker valid for three years with the pilot's name and date.

Jets Policy

21. All jets must use the start pads provided and follow all CASA regulations and the AMAS safety code.

Visitor Policy

22. **Non Flying Visitor**

All non flying visitors are welcome to the club's grounds. Visitors are to remain behind the pit area unless invited in by a current member who will be responsible for the supervision of the visitor/s. The responsible member must first seek the approval of other members in the pits before inviting visitors in.

23. **Visitors Wishing to Fly**

- a) **A non-member who lives locally (within the 4670 postcode) and has never been a member of the club previously.**

These are prospective members and may sign the visitors book which must be countersigned by the member who will be responsible for them and for their induction to the club's safety requirements.

A prospective member may have four such visits and would be covered by AMAS insurance.

- b) **A non-member who lives locally (within the 4670 postcode) and has been a member of the club previously**

These visitors cannot sign the visitor book, are not covered by visitor insurance and cannot fly at the club. These people must first rejoin the club to fly.

c) **A non-member who does not reside in the postcode of 4670 who wish to use the club facilities on a regular basis**

These visitors can apply to become an Associate member.

d) **A non-member who does not reside in the postcode of 4670 and wishes to fly at an event or is a short term visitor to the area.**

These visitors may fly after providing proof of their insurance, (people with MAAA membership/insurance in particular must ensure their insurance is valid), sign the visitor book and have it countersigned by an existing member who is responsible for inducting them to the club's safety requirements. It is necessary for the visitor to display that they can fly safely to the member who countersigned them in.

24. Any executive member of the management committee has the right to ground any flyer for repetitive breaches of these by-laws.
25. If a serious accident occurs the President, Secretary of the association must be contacted immediately and a full written report provided.

Common sense, courtesy and communication are fundamental principles for the club to aspire to.

HAVE FUN – FLY SAFELY

* The BA Inc Committee reserves the right to administer variation, if required, to satisfy its duty of care, safety and responsibility to the BA Inc membership, guests and visitors.