

Southern Soaring League Incorporated. Safety Rules and Procedures

Updated January 2023

SSL SAFETY RULES

The following information needs to be understood and practiced by ALL Pilots.

Introduction to the Club for visiting pilots.

- a. Visiting Pilots shall
 - i. Sign the Visitors Book if not an MAAA member.
 - ii. And Review the Basic Club Rules, and the Club Safety Procedures, as set out below.

The Basic Club Rules include:

1. Do not fly low over the houses on adjacent properties.
2. Do not fly IC planes near adjacent properties or below 30m when crossing the road.
3. Ask permission from the owner if possible before entering adjacent properties to retrieve a plane or other items.
4. Club noise standards are to be adhered to.
5. Flight Line Awareness and Protocols, as set out further in Section 6.
6. For Visiting Pilots, before approaching the flight-line check;
 - i. Flight line protocols
 - ii. Flight area such as height, distances and airspace
 - iii. Wind direction
 - iv. Dealing with other Aircraft, both full size and other model planes
7. For Club Pilots, before approaching the flight line, review:-
 - i. wind direction.
 - ii. the field layout for the day.
8. Non Flying visitors should be received by a member and conducted to safe areas.

The Club Safety Procedures include:-

1. Personal Safety - Flying alone

- a. It is strongly recommended that you do not fly alone at the field, but if alone then do not go beyond the mowed area.
- b. Ensure someone knows you are at the field.
- c. Confirm that you know where the first aid kit is located.
- d. Confirm that your mobile phone has coverage, and carry it with you.
- e. Club members who fly on their own at Milang should not fly over 400' AGL so as to not be in breach of the conditions of our Area Approval (RPAS2018-2993)

2. Flying Safely at the Field

- a. The field is approximately 1km between North and South boundaries and 500m West to East. The clubhouse is approximately 300m from the Southern boundary.
- b. CASA requires that models are not flown within 30m of spectators, buildings or cars at any height. It is recommended not to fly alone in case of an accident or injury.
- c. While the Club's CASA Instrument allows pilots to fly up to 1600ft, when flying above 400ft (120m) have someone to be an observer, particularly for pilots who are not experienced who will be focused on their flying. The observer and all pilots shall listen and watch for full size aircraft approaching the field. If a full-size aircraft approaches the field, confirm that the

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aircraft is very high and/or will not cross the boundary of the field. Ensure that your aircraft is below 400ft (120m) or can be landed before the aircraft flies over.

- d. Confirm enough distance from winch turn around to obstacles such as trees, club rooms, road, fences and cars.
- e. Cars shall not be left on the field but shall be parked along the fence line of the Club Rooms. Please follow car parking signage or instruction which may vary according to the events of the day
- f. Always use a glove to guide a winch line, whether working at the turn around or winding up a winch line. Do not stand near or over the turnaround pulley or directly behind it when a model is being launched. Ensure the winch and turn around are firmly secured to the ground.
- g. At the start of each flying session choose a pilot and pit area approximately 100m from the club house enclosure and cars to allow some space for models to be flown at least 30m from the club house and cars.
- h. The pit and pilot area should be defined with a line of two or three markers on the upwind side and two or three markers on the downwind side. The two lines should be far enough apart to allow for winches at the front, a walking space and then models at the rear. Landing with or without spots, shall be planned to be at least 15 to 30m either side or behind the pit area.
- i. Observe directions of the safety officer of the day. If not satisfied then address the issue with the Club Executive.
- j. When practice flying at an organised event, the pilot should approach the organiser to identify a suitable location to set up and fly from.

3. Model Safety

- a. Pit Procedures before starting a flight, particularly at the start of a flying session.
 - I. Check the model for airworthiness
 - II. Check centre of gravity position
 - III. Perform a range check
 - IV. Always check the Fail Safe operation
 - V. ALWAYS check control throws and direction just before each flight.

4. Flight Line Awareness and Protocols for Gliding

- a. Do not commence a flight if a full-size aircraft is within visual range.
- b. Check the prevailing wind direction and place tow lines and winches to be as nearly in line with the wind direction as is reasonably possible.
- c. Select a location for landing in accordance with "Field Safety". In competition the landing spots will be specified.
- d. If flying for fun or practice with more than one pilot then ensure that pilots fly from the location agreed with the group and select a landing area as above. Always ensure that your landing approach and landing will not place any other pilots or models at risk, allowing for side slips, wind gusts and overshoots.
- e. Always call your intention to launch and if appropriate also for landing so that other pilot(s) are aware of your activity.
- f. Do not fly over the heads of other pilots at less than 10 metres altitude.

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- g. Do not fly over the club house and parked cars at less than 30m altitude. If flying near the club house and cars use the tall trees on the road as a guide for height clearance since these trees are in the order of 20m high.
- h. When flying with others, if you are not sure that you are watching your own model then move the controls to check response. If you are not watching your own model, then immediately alert all other pilots to look for it so they can help locate it for you.

5. Winch launch safety and procedures

- a. If you need to work on a winch, you must ISOLATE and CONFIRM by removing a battery connection and then testing the footswitch.
- b. When the footswitch is not in use it should be moved to a position where it cannot be activated accidentally
- c. Ensure winch and turn around are firmly fixed to ground

6. Scale Gliders and Tugs procedures

- a. Pilots shall stand behind a safety line and the "Ready Queue"
- b. The Pit area, Ready Queue, Pilots and Spectators should be located at least 30 metres from the landing runway.
- c. The Tug shall be secured for engine starting.
- d. The Glider Pilot, Tug pilot and an Observer shall stand together to allow effective communication during towing. The Pilots and Observer should then move away from the towing area to the designated pilot standing area 30m from the landing runway.
- e. Pilots should avoid flying over the pits and spectator areas at all times, but should never fly below 30m altitude over these areas.
- f. Pilots must follow the directions of the Safety Officer of the day

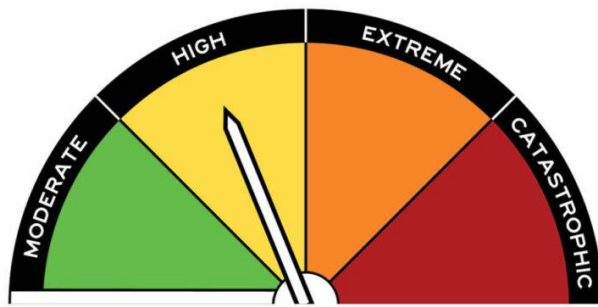
7. Electric Launch guidelines

- a. Only connect the motor battery just before a flight and always connect it from a position which does not allow the spinning propeller to connect with any part of the body. Use a safety/throttle hold switch on the transmitter.
- b. On practice days if flying winch launch and Electric launch models concurrently, then separate the electric launch points to one side of the flight line to best suit the wind direction, and preferably do not launch concurrently. For contests the flight line and launch protocol will be defined.

8. Fire policy

- a. If there is a fire rating of Extreme or Catastrophic (corresponding to a total fire ban) for the Murraylands district then use of the field is not permitted.

The Australian Fire Danger Ratings (AFDRS) levels are:



MODERATE

Plan and prepare

HIGH

Be ready to act

EXTREME

Take action now to
protect life and property

CATASTROPHIC

For your survival, leave
bushfire risk areas

- b. If the temperature forecast is high (>36) but there are no bans in place just consider your own safety in the heat and make a sensible decision about the fire risk to the field if you go to fly. Review this link for more detail:

<https://www.afac.com.au/initiative/afdrs>

- c. All members are required to carry a personal fire extinguisher with them whilst they are flying at the field – this is required regardless of conditions or season.
- d. It is recommended that that all battery charging on the field should be done on a ceramic tile or in a fire-proof container.