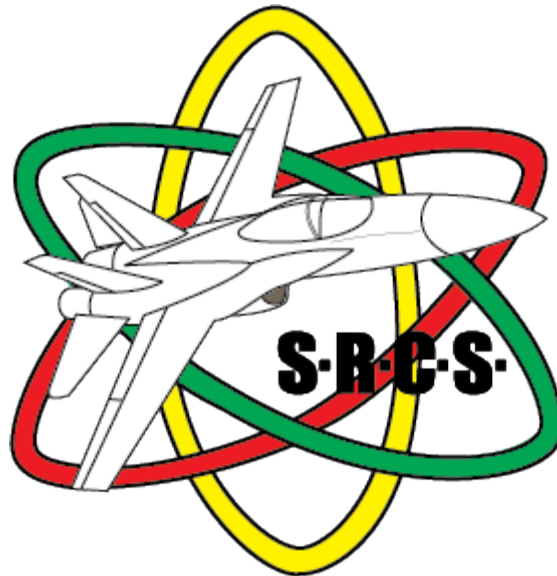


SYDNEY RADIO CONTROL SOCIETY Inc



AIRSPACE SAFETY TRAINING (GUNDERMAN)

SRCS 14

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APPROVED: SRCS Committee

Date: 15/09/2023

INTRODUCTION

Safety has always been SRCS's number one priority. It is very important that all members are clear on what actions they need to take when full size aircraft appear.

This document is required reading by all pilots and observers, as well as all those taking the role of spotter.

The intention is to promote understanding of the requirements and so promote learning.

Members are required to confirm that they have read this document.

The SRCS Committee will record and monitor those who indicate compliance and if there are anomalies investigate and if needed act.

SRCS are in the process of developing a Web Based Training and Accreditation Module to undertake this activity. Completion of this will be a condition of ongoing SRCS membership.

BACKGROUND

SRCS have firm Rules, but some judgement is required to implement them effectively. The basis of the formulation of the Rules is 'See and Avoid'. The implement of this is embodied in the Rules and Procedures.

The full SRCS Rules are on the SRCS Web Page, including the procedure specifically for The Missions in SRCS 03. All members should review these occasionally and keep familiar with them.

At The Missions, SRCS fly with a full-size airfield operating on an occasional basis on the same field.

There are full size aircraft in the area with overhead movements and some movements down the line of the river.

Safety procedures are determined particularly with the variety of traffic, coupled with the height of the terrain on either side of the river and the visibility up and down the river.

There are also occasions when special events are held both on the river and at the field.

REQUIREMENT

CASA require SRCS to have a spotter when flying above 400 feet AGL, so anyone flying alone is limited to 400 feet AGL.

With a spotter the SRCS altitude limit is 1000 feet AGL, or 2000 feet AGL when an Event has been declared.

REQUIRED ACTIONS

Circumstances will vary so it is not possible to be dogmatic on exactly what should happen, and quick decisions may be required. These must always err on the side of caution.

Under specific circumstances the Committee may impose conditions as outlined in SRCS 03.

The basis of all actions is See and Avoid.

At any time model flying is taking place, if an aircraft is heard in the area, then it is essential for everyone present try to locate it, and then clearly let everyone else know where it is, what height it is at, and in which direction it is going.

If it is clearly flying over at altitude, then pilots should fly as low as practical, and certainly below 400' AGL until it has left.

If it is going to fly into the area near where our aircraft are flying, then pilots should land before it arrives provided that it can be done safely.

If an aircraft looks like it may be starting a landing circuit, then SRCS models should be landed immediately and not fly again until the aircraft has either landed or clearly left the area.

If not possible to land in time, then pilots need to fly away from the expected flight path, and usually as low as possible, to maximise the separation distance.

If it remains in the area, then pilots should land as soon as it is safe to do so.

At all times if a model is going to hit, or is in real danger of hitting, a person, a vehicle or an aircraft then it should be deliberately crashed into the ground as safely as possible.

In an emergency, landing and flying does not need to comply with normal flying area restrictions provided this improves safety.

ROLES

Spotter. A spotter is a dedicated observer whose role is to observe and listen over the whole airspace and immediately and clearly advise the pilots, and others, of the direction, height and details of any full-size aircraft that are approaching or in the neighbourhood of the field. The spotter role is specifically not to routinely interact with flying model aircraft.

Observer. An observer may be attached to an individual pilot or a group of pilots, and who may have a range of duties. These include the role of spotter but also include advising on relative positions of full size and model aircraft, advising the position of model aircraft relative to the local environment, advising the pilot that action should be considered, and being able to contribute to a post flight debrief.

Pilot. The pilot flying, otherwise known as the pilot, and is responsible for taking actions based on any information from spotters and observers, assisted by a co-pilot if there is one. If a pilot has a dedicated observer, then they are responsible for briefing the observer on any specific additional responsibilities.

POST FLIGHT ACTIONS

Always review good and bad aspects of every flight and learn from them.

If there is any safety issue, incident or accident then the SRCS President (telephone number on the Web Page and the Notice Board at the field) or, if not available, another member of the Committee, must be told at the first opportunity, so SRCS can immediately address any issues that may result. If needed the Club can then tell the MAAA and the Insurer. If in doubt report it anyway.

SRCS believe in Just Culture so unless there has been flagrant ignoring of Rules, if we are told a mistake has been made then we can all learn from it.