

Walker Bay Radio Flyers – Club Rules and Regulations

Members and Membership

1. The Walker Bay Radio Flyers Club, hereafter referred to as WBRF, is a club with the sole purpose of facilitating Radio-Controlled Aircraft recreational use.
2. All radio-controlled aircraft Pilots must be paid up members of Radio-Controlled Aviation South Africa (RCASA) and carry their RCASA membership at all times.
3. Only paid-up members of WBRF and RCASA are permitted to use the club facilities. Guests may fly with a committee member approval and on signature of the Indemnity Form. Guests must be an Aviation Recreation Organisation (**ARO**) member and hold a proficiency. South African Model Aircraft Association (SAMAA) members may fly at WBRF facilities and events, providing they temporarily join RCASA if appropriate.
4. The transmitter frequencies allowed at WBRF facilities are: 2.4 GHZ and 35Mhz only.

Health and Safety

5. Absolutely no fires are allowed. In the event of a fire, the highest level of urgency is to be given to extinguishing the fire. Gas braais are permitted and cigarette smokers are cautioned to dispose of their cigarette butts in a responsible manner.
6. Gas Turbine engine aircraft are strictly forbidden due to the elevated risks of fire in the event of a crash.
7. No engines may be started in the car park, spectator area or on the runway. Starting blocks are to be used at all times
8. Only start engines in safe environments and make needle adjustments from behind the engine. Engines are to have effective silencers.
9. Avoid dust and oil been blown onto other members equipment.
10. No taxing close to, or in the pits areas, Pilots may taxi from the starting blocks to the runway using the taxi paths provided. Never face an airplane towards the pits or people unless motor disabled.
11. Take-offs and landings are only permitted from the recognised runways.
12. Pilots must not stand on the runway for take-off and must be in Pilot Box area.
13. Take off and Landings: Pilots should be grouped together in the Pilot Box, within hearing distance of each other and must announce their intentions including shouting Take Off – Landing, Dead Stick and be aware of all safety rules imposed by RCASA.

14. Prior to take off, all control surfaces to be checked on the runway for correct directional operation
15. Maiden flights to be done with no other aircraft flying or being started or tuned at the time.
16. Helicopter Pilots sharing airspace with aeroplanes are to be accompanied by a spotter at all times.
In the case of Karwayderskraal (KAR) the helicopter pad must be used for all take-off and landing.
17. Emergency landings take priority at all times. A Pilot must shout “dead stick” or “emergency landing”.
See Club Notice 1/2025 for the Dead Stick Procedure.
18. Any injuries or safety related incidents must be reported to the Committee.
19. The “RCASA Solo” is the minimum acceptable qualification for a Pilot to be allowed to fly unattended. Unqualified Pilots may only fly under full time supervision of a qualified Pilot, Instructor or Tutor.
20. Every WBRF member is responsible for safety and making sure the club and RCASA rules and regulations are observed and shall ensure that all model aircraft operations are conducted in the safest manner possible. The member with the highest proficiency or a club instructor is to take charge on the day.
21. Complaints must be made in writing to the club committee.
22. All transmitters are to have safety cutout switch that stops the engine or motor immediately it is activated. This Safety Cut Off is for both internal combustion engines and electric motors, implemented with an identifying red switch cover, so anyone in the proximity can easily see when a motor has power available.. Switch towards for Safe, Engine / Motor Disabled and switch away when Engine / Motor Enabled / Live.

Notice Of Indemnity

23. The Indemnity Form must be signed by all members. Guests will be asked to sign the Indemnity Book for Visitors. Acceptance of indemnity is conditional on being allowed access to the facilities.
24. All vehicles must be parked in the designated car park.
25. By using the club facilities, Pilots and spectators accept the rules and agree to abide by them. All visitors are to be signed in using the visitors book and have read the indemnity and safety rules.

Etiquette

26. When you arrive at the field, first go and greet your fellow members. We’re a friendly, welcoming and sociable group.
27. Consider fellow club members. Do not hog the airspace for more than 20 minutes if other members

are waiting to fly.

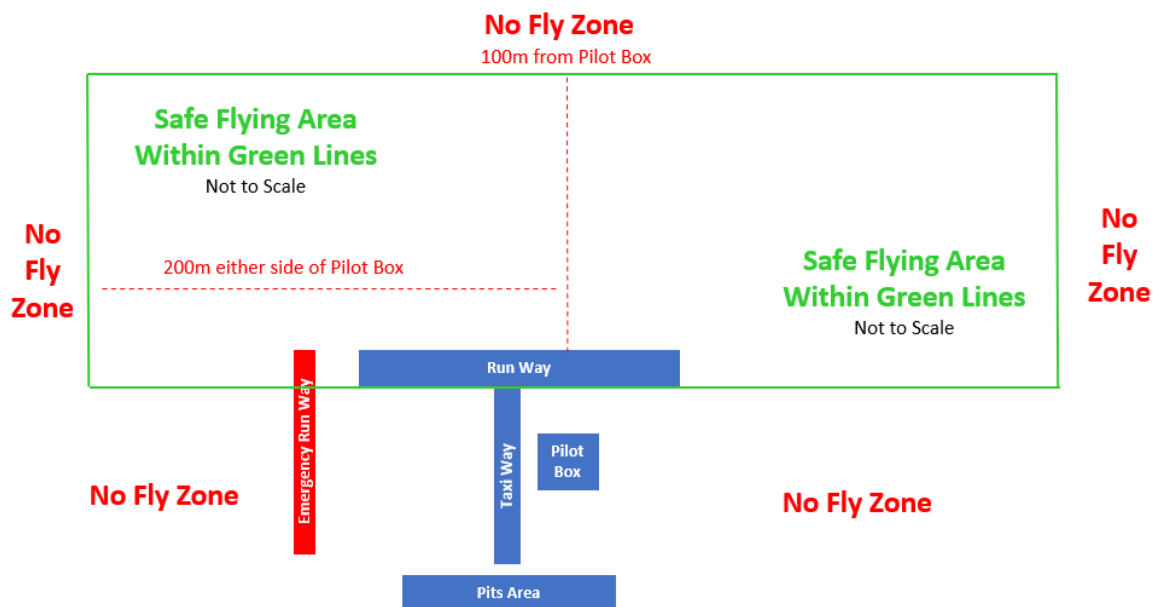
28. Please keep the flying site clean. NO LITTERING! Facilities and the bathroom are to be kept neat and tidy at all times. Take your litter home with you.

Beyond Visual Line of Sight (BVLOS) and First Person View (FPV)

29. Beyond Visual Line of Sight (BVLOS) flying is strictly prohibited. That is the Law!
30. First Person View (FPV) flying is only permitted if a suitable and capable Pilot oversees the flight and maintains visual site of the aircraft.

NO-FLY Zone

31. Take-offs and landings may not be made in the direction of the Pits Area and within any part of the NO-FLY ZONE.
32. Absolutely no flying over the NO-FLY ZONE. The NO-FLY ZONE is the pits side of the line, parallel to the runway and from the front of the Pilot Box. The side extremes and furthest extreme are 200m in all three directions, measured from the Pilot Box.



Updated December 2025


Signed: Chairman

Owen Marsh


Signed: Club Safety Officer

Kobus Louw