WA MODEL AIRCRAFT SPORTS CENTRE (Inc.)

PROCEDURES MANUAL

Welcome to the
WA Model Aircraft Sports Centre

On behalf of the affiliate members of the WA Model Aircraft Sports Centre, the Council bids you a warm welcome and we hope that you will enjoy the flying, fellowship, and the facilities.

History

During the 1980's, a number of aeromodellers had a vision to develop a purpose built aeromodelling facility. In the latter half of the 1980's, a broadly based consultative group was established by the WA Planning Commission to develop the concept. From the concept, an agreement was reached between the WA Planning Commission, Whiteman Park Board of Management, Aeromodellers WA, and a number of clubs to develop the site as a State Centre for aeromodelling.

The area around the chosen site had originally been used for dairy farming before resumption to become part of Whiteman Park. In September 1990, a limestone road from the Youth Camp was constructed to provide access. Extensive clearing took place and two clay and sand mix runways were constructed where the pits are currently located. The first flight took place on 24 March 1991. We were flying but the surface was not very suitable, particularly when wet, so the decision to construct the present runways was taken.

Reticulation was installed along the runway edges and planting of turf followed, with water being drawn from the fire fighting storage tank next to the entrance road. Later improvements saw the East – West runway extended, and a North West – South East grass runway constructed. The toilet block was installed in 1995 to cater for demand during public displays. The reliability of mains electricity at the site was significantly improved with connection to the grid in 1998, and this allowed our own bore to be sunk to supply the existing reticulation. All runways were bitumised in 1998. Further reticulation resulted in the large area in front of the pits being covered in turf. The large limestone car park was constructed in April 2001 to provide sufficient car parking during public displays. The North East – South West runway was extended to 130 metres in October 2002.

The helicopter hovering practice area was established at the northern end of the North West – South East runway in late 2003, and completely grassed in late 2004. A purpose built control line facility consisting of one grass and one concrete circle was established in early 2004. Continuing development has seen the installation of the metal safety fences and children's play equipment.

Structure

The WA Model Aircraft Sports Centre (Inc) is a federation of individual member clubs and is affiliated with Aeromodellers WA as an Associate Member. The facility is administered by a Council comprising of up to two elected delegates from each member club and Aeromodellers WA. The role of the Council is to develop and manage the facility at the direction of member clubs. The Council meets monthly, and annually elects a Management Committee from the delegates. A copy of the Constitution is available from the WAMASC web site (www.wamasc.org.au).

Aims

Our aim is to promote the protection, organisation, and encouragement in every way of the building, flying and development of model aircraft and model aeronautics. This can be achieved by developing and operating the best model aircraft facility in Australia. Another aim is to promote good fellowship and sportsmanship between model aircraft clubs, associations, and among owners and operators of model aircraft.

Responsibilities

The State Centre has a number of responsibilities due to being located within Whiteman Park. We can be viewed as an attraction, and as such, must be seen to operate in a safe and responsible manner. It is a requirement to operate model aircraft within the relevant CASA regulations. It is every affiliate member's responsibility to understand and abide by these laws.

We must be seen by the Park Management to be developing the site to include facilities for the public. It is to our benefit to participate in some of the events organised in the main village area. Due to operational and insurance considerations, these are limited to static displays, but are good public relations exercises.

Affiliate members have a responsibility to conduct themselves in a manner that will not jeopardise our ongoing use of this site. In respect to the public, and our tenure, we must avoid using suggestive or socially unacceptable language or actions. We are a family-friendly group. Please see the Code of Behaviour reproduced elsewhere.

All native flora and fauna within Whiteman Park are protected and must not be damaged or harassed in any way.

FLIGHT SAFETY

This is in bold capitals to emphasise the importance we place on it. If there were no rules at all there would be anarchy and, worse still, risk of injury or death. If there were too many rules, you could feel unduly constrained. A lot of work and experience has gone into drawing up the "Safety and Operating Rules" to ensure that the vital ones are included, whilst eliminating any excess.

For the safety of your fellow flying members, the public, and yourself, please **ABIDE** by them. The rules are permanently displayed in the external clubhouse notice board and in the transmitter compound. You must abide by any direction from a Safety Officer immediately. Any affiliate member found breaching safety or behaviour standards shall receive a warning. After three warnings, the Council will review his or her membership. In the case of a Visitor, he or she will no longer be welcome at the State Centre. If you are unclear on any point, check with your club.

Identification

It is mandatory to display your WAMASC membership card about your person, i.e., on your cap, shirt, or jacket. A clear plastic holder will help to preserve it. Wearing your current membership card will show that you are entitled to use the facilities of the State Centre and will help all members to get to know each other.

Frequency Control

The State Centre uses the 36 MHz and 2.4 GHz bands. 29 MHz equipment for aircraft flying is not permitted as this band has been reserved for the use of the Model Off Road Buggy Club. 27 and 40 MHz is not utilised as there is no control over interfering signals in these bands.

A frequency control system using a frequency keyboard is employed to coordinate use of the available channels. On 36 MHz, both odd and even frequencies are available. The Council has resolved that the facility will operate on 20 KHz channel spacing only, and therefore all frequency keys must be 50 mm wide. The use of 10 KHz channel spacing and 25 mm wide keys is prohibited.

Attach your name and phone number to your transmitter. Proper identification reduces the risk of the incorrect transmitter being picked up and switched on, potentially with disastrous results. It also helps to find the person who left it switched on, lying in the pits, or just in case you drive home without it.

Please put your name and frequency on your frequency key. It is recommended that each operating frequency has it's own key. This helps prevent inserting the key in the incorrect slot, again with potentially disastrous results. Identification also helps us track down the owner in times of congestion.

Flying Field Access

The field is usually available seven days a week. Running of engines and flying is only permitted between 8.00 AM and sunset.

Access to the facility and transmitter compound is by a combination padlock. The combination is found on the back of your membership card, and is changed annually. To operate the padlock, set the combination and firmly press the hasp towards the body of the padlock and release – this should open the hasp. Please then 'scramble' the numbers, so that unauthorised persons may not obtain the combination for later illegal access.

On days of 'Extreme Fire Danger', we will not be permitted access to the field. Whiteman Park Management will have a sign to that effect displayed on our gate. On these days, the entire park is usually closed to the public. In exceptional circumstances, Whiteman Park Management may also ban access on a day of 'Very High Fire Danger', though this is likely to be rare. If a Whiteman Park employee requests that the site be vacated, do so immediately and without complaint.

To prevent a wasted journey, you can phone the weather line on 1196 to check on the prevailing fire danger status. Alternatively, check the 'Metropolitan Forecast' Internet web page at http://www.bom.gov.au/weather/wa/forecasts.shtml and click on Perth Metropolitan Forecast.

If you are the first person to arrive at the facility, unlock the transmitter compound, obtain the clubroom key, and unlock the clubroom toilet door. Switch the water pumps on by pushing up the circuit breaker lever second from right. Return the key to its correct location in the transmitter compound near the light switch.

If you are the last person leaving the facility, check that the clubroom key is back in its correct location in the transmitter compound. Check the pits for any property left by members. If anything is left behind, place the item(s) in the transmitter compound and lock it. Switch the water pumps off by pulling down the circuit breaker lever second from right. Lock the club room and toilet doors. If there are any cars at the Model Off Road Buggy Club facility, check that they are MORBC members as it will be their responsibility to lock the gate. If only members of the public remain, they must be asked to leave before you lock the gate.

Access Road

Our access road joins Beechboro Road North, which has a speed limit of 90 Km/h. When entering and leaving the facility, do so with **EXTREME CAUTION** after checking in both directions.

When travelling north and turning right into our access road, double check that no one is attempting to overtake you. Some drivers will attempt to overtake a turning vehicle, despite the double white lines.

When turning left out of our access road, double check there is no overtaking traffic coming from your left. If there is a line of traffic approaching from the left, it would be safer to wait until they pass. Once again, some drivers ignore the double white lines.

The speed limit on the bitumen section is 40 Km/h, and on the limestone section 20 Km/h. Please do not speed on the limestone section to assist its preservation. WAMASC funds are used to repair any damage to the road. Please note all roads within Whiteman Park are subject to the Road Traffic Act. Therefore all normal road rules and compliance with speed limits apply. All drivers and vehicles must be licensed.

Fire Danger

The best fire fighting measure is to prevent a fire starting. A bush fire could devastate the park, destroying its recreational value and, in the worst case, destroying buildings and other improvements. Accordingly, affiliate members are requested to exercise every care to prevent a bush fire starting. If a fire does start, refer to phone numbers on the notice board on the West side of the transmitter compound. Contact Whiteman Park Management immediately so they can mobilise their fire fighting crew.

There are two knapsack sprays and assorted shovels and rakes in the Fire Shed adjacent to the clubhouse to fight fires. Please DO NOT use the fire extinguishers in the clubrooms and transmitter compound for grass fires, as they are not designed for this purpose. They are only to be used for serious fuel or building fires, and are expensive to fill.

Smokers – please take care of how you dispose of your cigarette butts.

Operators of petrol engine, or gas turbine, powered models are required to provide their own fire extinguishers.

First Aid

There is a basic first aid kit in the transmitter compound and clubroom. Should an injury require hospital attention, the closest facility is the Swan Districts Hospital. There is a map in the transmitter compound showing its location and a magnetised first aid information booklet (on transmitter compound whiteboard) giving medical directions to treat a number injuries that may occur. If you do not know the location of these items then please take the time to find out, as in an emergency this knowledge may be crucial.

Canteen

The Canteen is available to affiliate members and the public. The profits are returned to the State Centre for the further development of the facility. Volunteers from member clubs man the canteen. Consequently, the canteen is opened on an irregular basis, as the volunteer's are usually flying as well as manning the canteen.

Water

Potable water is available from a tap outside the clubroom, and the tap in the pits. This is rainwater collected from the clubroom roof over the winter months. Please conserve this precious item.

Bore water is used in the toilets for flushing and hand washing. It is not fit for human consumption.

Rubbish and Litter

Rubbish removal from the facility is the responsibility of WAMASC, and hence is paid for out of annual membership fees. The less rubbish we generate, the less it costs annually and the more money there is for development. Whenever possible, please take your rubbish home, particularly aircraft remains that seem to consume a lot of space.

Please place empty cans only in the marked recycling bins, mesh bins, or wool bags. The cans are taken to a recycling depot and monies received go into WAMASC funds.

Please do not litter and clean up the site of a crash. We want to project a responsible image of aeromodelling to the public and Whiteman Park management.

Code of Behaviour

Presentation

Members at the State Centre are often seen by the public as “Park staff”. It is therefore important to project an acceptable public image. Clothing should be neat, clean and tasteful. Clothing portraying suggestive or racist logo’s or messages should be avoided at all times. Identification is also important. WAMASC membership cards shall be worn at all times in the pit area.

Authority Over The Public

Members have limited powers in this area. Whiteman Park staff hold ultimate responsibility. You do have the right to refuse entry by the public to the State Centre, however this is only recommended in extreme situations. If a problem does arise, remain calm, explain the situation, and common sense will usually prevail. If a problem cannot be resolved, call a Whiteman Park staff member for assistance.

Customer Service

Good customer service and relations are extremely important to both Whiteman Park and WAMASC. Members should at all times adopt a friendly and helpful manner towards the public. If you don’t know the answer to a question, take the time to find someone who does.

Road Safety

All roads in Whiteman Park are subject to the Road Traffic Act. Therefore normal road rules and compliance with speed limits apply. The W.A. Police Force are welcome at the Park at any time to police the Act and will be called if any conflict should arise. All motor vehicle drivers must hold a current licence and all vehicles must be registered.

Flying Safety

The Flying Safety Rules are mandatory for all users of the State Centre. They have been compiled for your safety, the safety of your fellow members and most importantly for the safety of the public. The Chief Safety Officer, Resident Club Safety Officers and WAMASC Council Members are authorised to discipline any member wilfully breaching the safety rules. An appropriate “duty of care” in maintaining safety standards shall be displayed by all State Centre users at all times.

General Conduct and Deportment

Members should at all times be aware that the State Centre is located within a public park. Suggestive or socially unacceptable language or actions should be avoided at all times. Any intentional action or utterance by a member that could place Whiteman Park, WAMASC, or aeromodelling in general into disrepute may incur disciplinary action against the member concerned.

Authorised by resolution of the Council – May 2006.

Propeller Safety

This section is designed to assist members new to the hobby learn how to handle model aircraft in as safe a manner as possible. It will also help to identify a number of inherent dangers in engine starting and handling.

Model Restraint

One method of reducing the risk of becoming entangled in a propeller is to physically restrain the model when starting the engine. This can be accomplished as simply as asking another modeller to hold the model in position. The problem is that there will be times when other modellers are not free to assist.

Another method is to place a wing behind the flight box and one of the pits roof poles. The disadvantage is that during times of congestion in the pits, this may not be possible.

Some flight boxes come with yokes specifically designed to hold models as they are being assembled, and for engine starting. The weight of batteries and fuel means the flight box will stay in position.

The disadvantage of all of the above restraint methods is the person starting the motor is crouched down in front of the model. There is a risk of losing his or her balance and falling into the propeller.

The most effective restraint system is a variation of the yokes attached to flight box scheme, and places the model at a height so that you remain standing. These range from custom built units, through to adapting a readily available work table. The cheapest system is to purchase a work table as they can be picked up for less than $25 at times. If you have a flight box with yokes already, then simply use the sliding work top to clamp the flight box in position. Alternatively, a set of yokes can be assembled and clamped in position.

Starting

MAAA recommends that engines of capacity greater than 2.5cc, or 15 size, should not be hand started. There are two methods this can be accomplished. One is by flicking the propeller with a ‘chicken stick’, which is a length of wooden dowel covered by a piece of rubber hose. The other method is to use an electric starter.

When starting an engine, use a low throttle setting. Generally, a few clicks up from idle is all that is required as modern engines are designed for easy starting. If an engine refuses to start or run at that setting, stop and investigate the problem instead of opening the throttle further. Usually the cause is a burnt out glow plug, or a blockage in the needle valve or venturi.

Running

Once the engine is running, there is the danger from the spinning propeller. At least one operation must be completed before the model can be flown. The glow plug lead must be removed from the glow plug, and this is when many incidents occur. The temptation is to reach over the top of the propeller from in front of the model. This is highly risky as one small misjudgment will see the propeller come into contact with the wrist.

It is far safer to step to one side of the model so that reaching for the glow plug lead is from the rear of the propeller. Even doing this has a risk depending upon which hand is used. If removing the glow plug lead from the right hand side of the model, use the left hand, and from the left hand side, the right hand. Try this with a stationary motor, and see the difference in clearance between both hands and the propeller.

Other Dangers

Be aware that loose clothing poses a risk of being drawn into a propeller. Another danger is the transmitter neckstrap. The end should be tucked inside a shirt or jacket while starting and tuning the motor.

Some engines feature a glow plug that is at the front of the cylinder head and is angled towards the propeller. With a glow plug lead fitted, there is practically no clearance between the lead and propeller. With these types of engines, use a remote glow plug lead system.

W.A. Model Aircraft Sports Centre Inc.

Safety and Operating Rules

1. Civil Aviation Safety Regulations

1.1 All flying will be in accordance with CASR Part 101. In particular, and simplified:

1.2 No flying above 400 feet or in cloud.

1.3 No flying within 30 metres horizontally of any building, structure, vehicle or any person not directly involved with the flying activity.

1.4 No flying after the consumption of alcohol or any reaction impairing drugs.

Affiliate members are recommended to familiarise themselves with the Civil Aviation Safety Authority regulation CASR Part 101.000 to 101.500 (1 July 2002), and all other rules, which can be found on the MAAA website (www.maaa.asn.au).

2. General

2.1 There is **NO FLYING** on days where there is an **EXTREME FIRE DANGER** warning issued by the Bureau of Meteorology in Perth for the coastal plain, or if the field has been closed by the Park Ranger.

2.2 Telephone Whiteman Park authorities immediately upon any crash that results in a fire outside of the fenced area. The number is 9209 6000 between 0830 and 1700 weekdays, and 041 491 1952 all other times.

2.3 Flying is permitted only between the hours of 0800 and sunset.

3. Members and Visitors

3.1 All affiliate members shall visually display their current membership cards when in the pit area.

3.2 All pilots shall hold current M.A.A.A. membership, or will be accompanied by an experienced affiliate member while flying.

3.2.1 Non-M.A.A.A. affiliate members will be allowed two (2) free flying sessions as per the conditions of Appendix 1.

3.2.2 Prospective affiliate members are covered by the conditions of Appendix 1.

3.2.3 Affiliate members of M.A.A.A. will be allowed three (3) free flying sessions per financial year, and thereafter must pay a fee of $10.00 on each subsequent visit. The flying fee is payable by each individual visitor and the amount may be altered by the Council.

3.2.4 The Visitors' Book will be signed by all Visitors and by the affiliate member, who shall be responsible for the Visitor at all times. Competitors, Display pilots, Country, Interstate, and Overseas Visitors are entitled to free visits at the discretion of the Council. Overseas Visitors shall show proof of current FAI affiliate membership.

3.3 Pilots will be accompanied by a club appointed Instructor at all times until the pilot has attained Bronze Wings certification.

3.4 Pilots will comply with the directions of Safety Officers and Council members at all times, who shall be empowered to reprimand, suspend for the remainder of that day, or initiate disciplinary action through the Council upon anyone refusing to comply with these safety rules.

4. Frequency Control

4.1 All transmitters, including buddy boxes, must be placed in the transmitter compound when not in use.

4.2 The owners name must be attached to all transmitters.

4.3 A frequency key marked with your name and the operating frequency must be in the appropriate channel slot before your transmitter is switched on.

4.4 Return your transmitter to the compound and remove your frequency key as soon as possible to allow other pilots to use the frequency.

4.5 On no account may you remove anyone else's frequency key unless you have made certain the owner is no longer present at the field. Place the frequency key in the receptacle provided.

5. Aircraft

5.1 All aircraft will be in an airworthy condition. New aircraft or aircraft that have undergone extensive repair will be inspected by an experienced pilot or safety officer before being flown. Safety officers shall be empowered to ground any aircraft deemed to be potentially dangerous.

5.2 If included, radio equipment failsafe functions shall be set such that the aircraft poses a minimum of danger should the failsafe function activate in flight.

6. Flying Procedures

6.1 The operational runway will be selected to allow taking off and landing into wind. All pilots will stand in the pilot holding area for that runway and wind direction. The operational runway, and hence pilot holding area, may be changed while aircraft are flying provided that the move can be done safely and that all pilots agree to the move.

6.2 All flying in the designated circuit area below a height of 30 metres (100 feet) will be in accordance with the prescribed circuits as shown in Figure 1. Aerobatics will be performed above 30 metres (100 feet), or outside the circuit area.

6.3 Only Pilots and other persons who are directly involved with the operation of model aircraft at the time may be permitted within 30 metres of the runway or hovering area. See Appendix 2.

6.4 All pilots will announce their intentions in a clear loud voice i.e. "Taking off", "Landing", "Low pass", or "Retrieving aircraft". After announcing your intentions, wait for confirmation from other pilots or flight line controller.

6.5 There shall be no flying in the No Fly Zones as shown in Figure 2. Additionally, when Pilot Holding Area C or E are in use, there will be no flying between the pilot holding area and the pits.

6.6 Should visual contact with a model aircraft be lost, the engine must be immediately shut down so that the aircraft can not fly away uncontrolled.

7. Pit Area Safety

7.1 No alcohol will be consumed in the pit area.

7.2 No taxiing in the pit area. Taxiing is to be no faster than walking pace in the area as shown in Figure 3.

7.3 All aircraft will be parked in the pit area with the propeller facing away from the public area.

7.4 Engines shall be started on a low throttle setting, and not run up to full power in the pit area.

7.5 Engine tuning will be done on the hardstand or grass areas in front of the pits with the propeller facing away from the public area.

7.6 Mobile phones must be **switched OFF** when in the pits, on the flight line, or in the transmitter compound. Mobile phones may be used in the public areas.

7.7 Operators of petrol engine, or gas turbine, powered models will provide their own fire extinguishers.

8. Public Access

8.1 Members of the public shall not enter the pit area unless invited by a member and under direct supervision. They must be supervised at all times and will not be left unattended in the pit area.

8.2 Dogs shall be kept on a leash, and restricted to public areas at all times.

8.3 No unscheduled service work will be done in the runway area while flying is in progress. Similarly there will be no flying during scheduled service work inside the runway area (i.e. lawn mowing and maintenance). No machinery, vehicles, tools or any object that could constitute a hazard will be left in the runway area during flying sessions.

9. Rotary Winged Aircraft (Helicopters)

All of the forgoing rules apply plus the following

9.1 Helicopter operations are to be conducted in the areas shown in Figure 4 with reference to the prevailing wind direction and the Helicopter Area Operations table.

9.2 When in use, the helicopter area must be segregated from the fixed wing flight area by the use of the traffic cones as shown. This line is considered to mark the boundary of a No Fly Zone in addition to the No Fly Zone shown in Figure 2.

9.3 All hover practice and forward flight training will be conducted in Area A or Area B.

9.4 A variety of Helicopter manoeuvres such as 3D can be carried out in Area C and Area D when available.

9.5 Experienced pilots may fly helicopters with fixed wing aircraft providing the helicopter flies the same circuit as the fixed wing aircraft. Prolonged hovering in the circuit area will not be permitted. Takeoffs and landings will be done into wind from or to a designated helicopter pad, which will be directly in front of the pilot holding area, and on the opposite side of the runway.

9.6 When a Helicopter is moving from one area to another, the helicopter must be landed and hand carried. This includes helicopter area to fixed wing area, pits to helicopter pad, and the reverse.

10. Gas Turbine Aircraft

10.1 Gas Turbine Aircraft shall not operate on a Very High Fire Danger proclaimed day unless an approved, suitably equipped fire fighting vehicle is available at the field for immediate deployment.

10.2 All Gas Turbine Operators must make sure that whilst operations are in progress, they have access to a mobile phone to contact Whiteman Park authorities in the event of a fire starting outside the fenced area. Refer to 2.2 for the phone numbers.

10.3 Gas Turbine Operators shall have their own fire extinguishers at the hard stand on start up and shut down, and on the flight line during operations at all times.

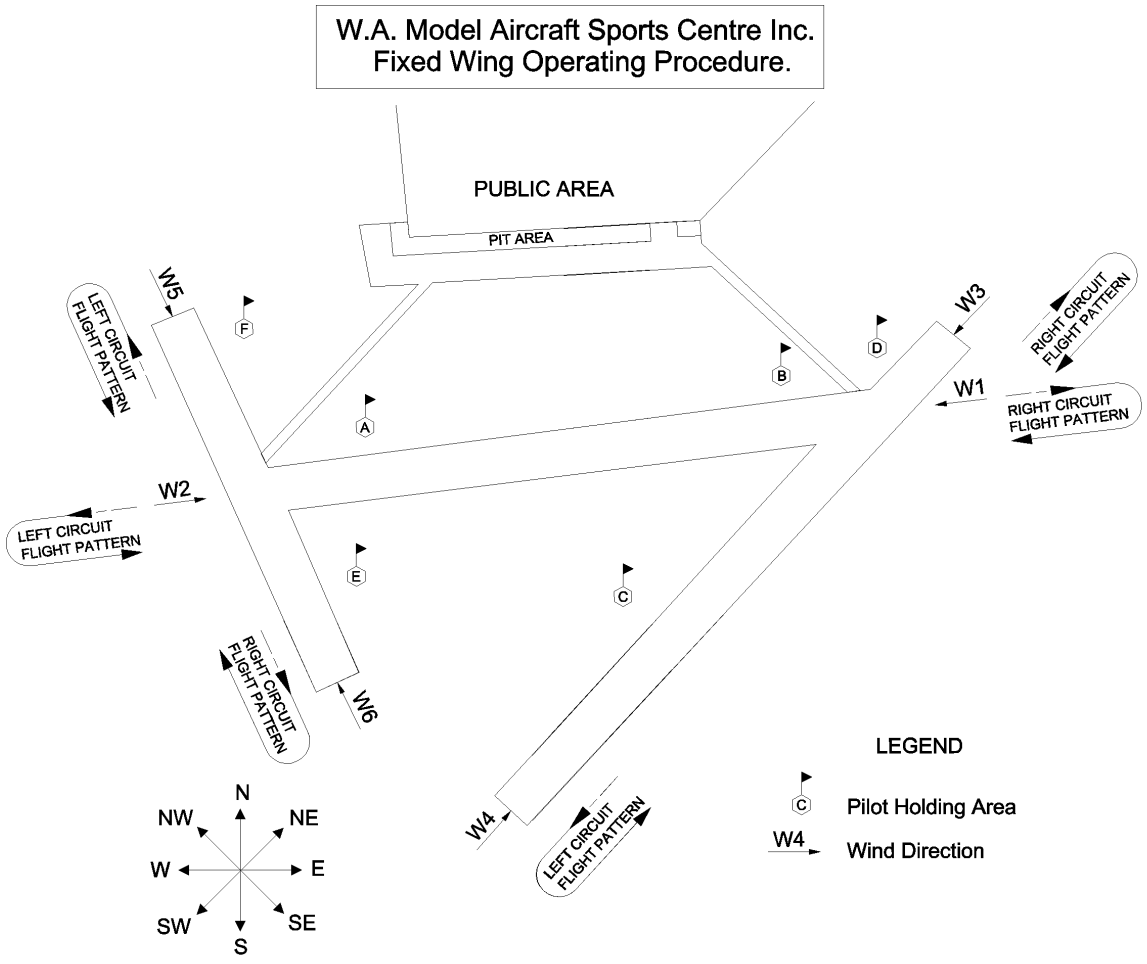
11. Field Security

11.1 The first person entering the field is to unlock the frequency compound and clubroom toilet, turn on the toilet pump and to return the key to the transmitter compound.

11.2 The last person at the field has the responsibility to lock the frequency compound, clubroom and toilet, turn off the toilet pump and to lock the entry gate. Any member found to have left the gate unlocked on leaving the field and is deemed negligent is liable to a $100.00 fine.

12. WAMASC Council

12.1 The Council reserves the right to modify, change or alter any of the above rules at any time.



Runway Operation		
Wind Direction	Pilot Holding Area	Circuit Direction
W1	A	RIGHT
W2	B	LEFT
W3	C	RIGHT
W4	D	LEFT
W5	E	LEFT
W6	F	RIGHT

Figure 1

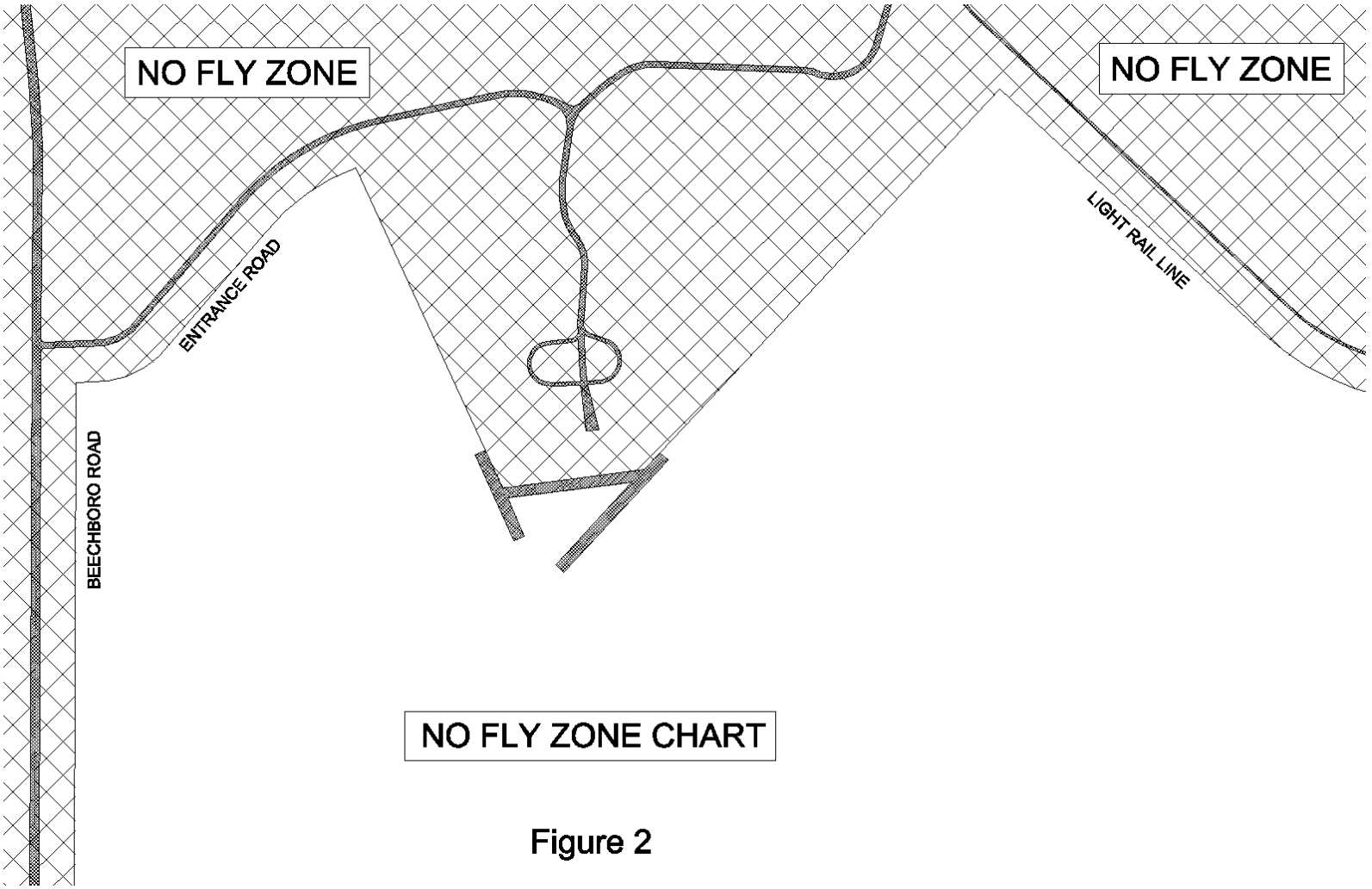

NO FLY ZONE
NO FLY ZONE
ENTRANCE ROAD
LIGHT RAIL LINE
BEECHBORO ROAD
NO FLY ZONE CHART

Figure 2

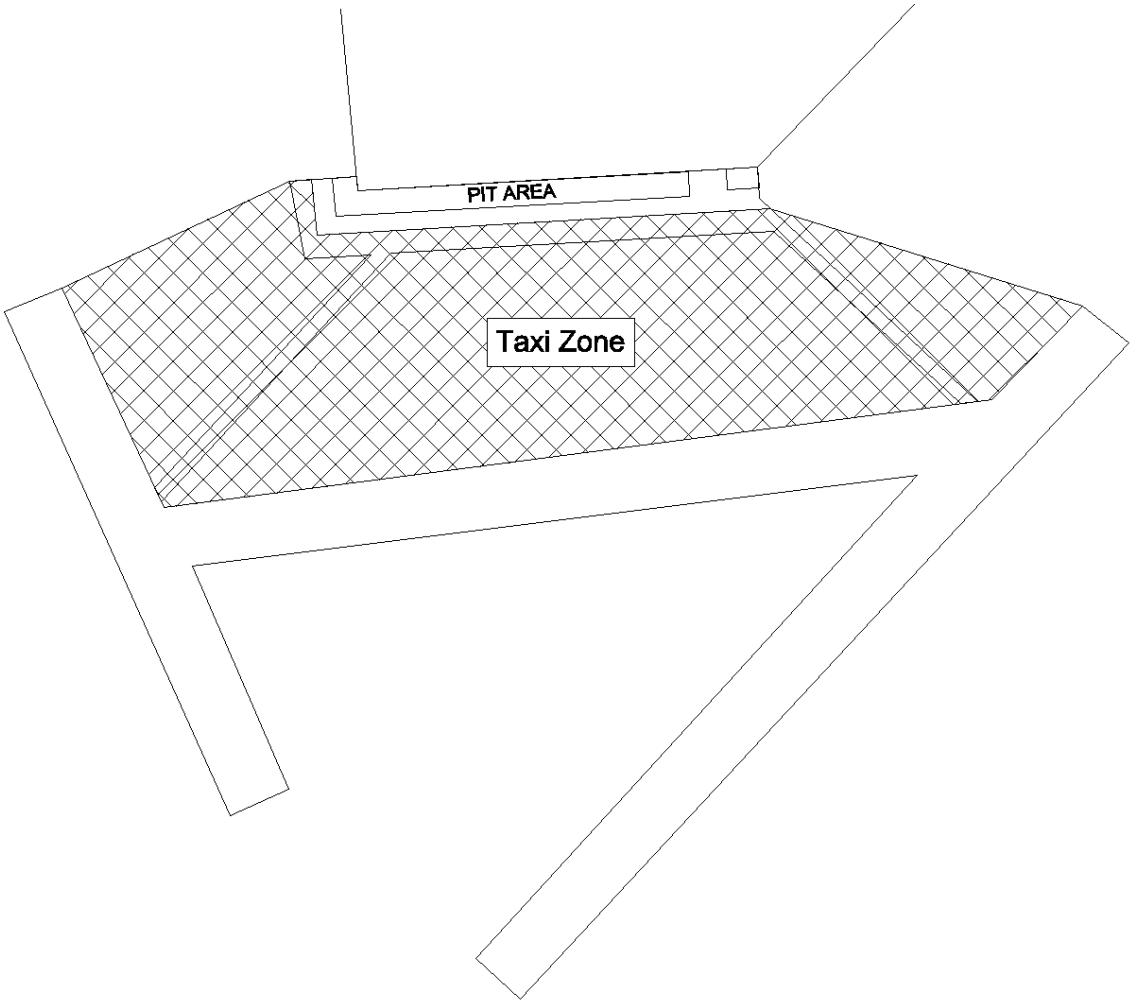
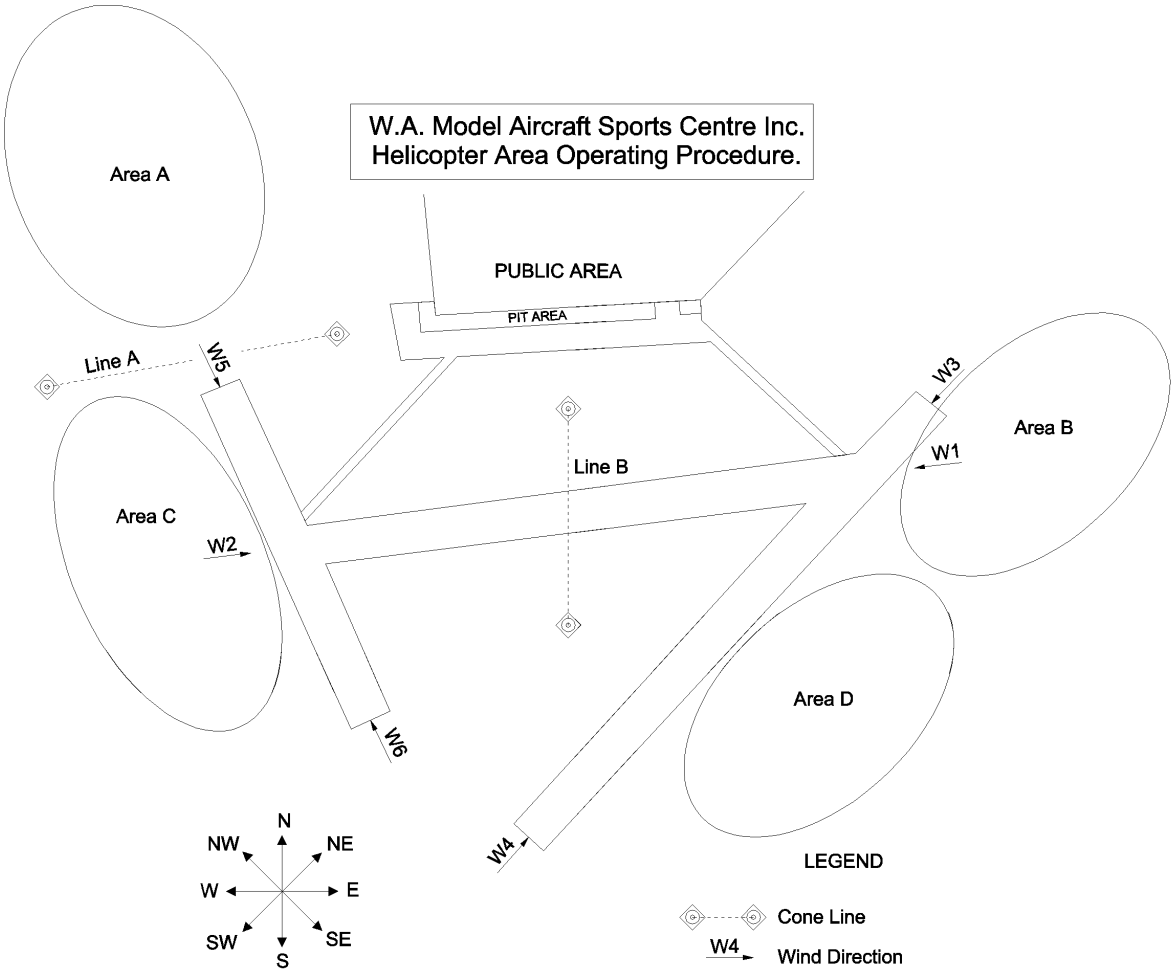


Figure 3



Helicopter Area Operation		
Wind Direction	Helicopter Area	Cone Line
W1	Area A	Line A
W2	Area A	Line A
W3	Area A & C	Line B
W4	Area A & C	Line B
W5	Area B & D	Line B
W6	Area B & D	Line B

Figure 4

Appendix 1

Reproduced from MAAA MOP042

Visitor

A Visitor to an M.A.A.A. Club facility for the purposes of operating a model aircraft and/or receiving instruction to operate a model aircraft shall receive coverage of the M.A.A.A. Third Party Public Liability policy provided that they are;

(a) Properly signed in as a Visitor by a Club Member in a permanent Club's Visitor Book. The entry in the book shall include, date, Visitor's name and address and the name of the Club Member responsible for ensuring that they are aware of, and monitor their compliance with, M.A.A.A. and Club rules,

(b) Abide by Club, M.A.A.A. and Government regulations,

(c) Under the direct supervision of an experienced Affiliate Member at all times whilst flying a model aircraft,

(d) Only sign in on a maximum of four occasions, if during that visit they fly a model aircraft whether using a buddy cord, instruction using a single transmitter, or operating without instruction.

Prospective Member

A Prospective Member, for the purposes of coverage by the M.A.A.A. Public Liability Policy, is considered an Affiliate Member of the M.A.A.A. from the date of submitting a Club membership application provided that;

(a) The application is considered in a timely manner consistent with the Rules of the Club and within the current membership year.

(b) A person's status as Prospective Member shall cease at the end of the two month period from the date of submitting the membership application.

(c) A person's status as Prospective Member shall cease immediately if the membership application is rejected by the Club.

(d) For the purpose of determining M.A.A.A. fees, the date of joining shall be the date of the initial Club membership application.

(e) A person can only be considered a "Prospective Member" of a particular club once in any membership year.

General

4.1 Clubs can decide their own policy on allowing visitors and any other conditions as long as these do not conflict with M.A.A.A. Policy

4.2 The M.A.A.A. Visitor Policy only covers non-Affiliate Members. The M.A.A.A. Insurance Policy always covers Affiliate Members as long as they have permission to fly and abide by M.A.A.A., Club and Government regulations

4.3 The Visitor Policy only applies to persons who were not Affiliate Members of the M.A.A.A. in the previous membership year. Former Affiliate Members cannot be signed in as a visitor covered by the M.A.A.A. Insurance Policy in the membership year immediately after their last year of membership.

4.4 Clubs are strongly advised to keep a record of all visitors flying at their field including M.A.A.A. members so that they are traceable in the event that either lost or forgotten property needs to be returned or in the event of an incident.

Appendix 2

Reproduced from MAAA MOP014

30 Metre Rule

The CASA requirement for safe operation of model aircraft is specified in CASR (1998) Part 101. However this is not in detail terms and in order to give M.A.A.A. members better guidance on acceptable practice the MAAA requirements are as follows.

Someone who is operating a model aircraft, must normally ensure that, while the model aircraft is IN FLIGHT, or is LANDING or TAKING OFF, it stays at least 30 metres horizontally away from, and at any height vertically above, any person or occupied building/vehicle, not directly associated with the operation of model aircraft

This requirement is not contravened if;

(i) people are behind the model aircraft while it is taking off.

(ii) if the model aircraft is flown in a competition within 30 metres of someone who is judging the competition.

(iii) if the model aircraft is flown within 30 metres of Pilots and their assistants operating other aircraft, Flight Line Directors, Safety Officers, Instructors, and similar people who are directly involved with the operation of model aircraft at the time. In addition these may include pilots and their assistants with aircraft in the "pits" provided that this area is **not** accessible by the public. Wherever possible the pits shall be located outside the 30 metre limit or if this is not possible as near to 30 metres as can be reasonably achieved.

Whilst CASA require that a person must not operate a model aircraft over a populous area at a height less than the height from which, if any of its components fails, it would be able to clear the area, model aircraft can fail in modes that do not permit the aircraft to glide clear of an area. It is acceptable to the MAAA that the requirement be relaxed and model aircraft be allowed to fly above ground where there **may** be people directly below provided it shall only be at a reasonably high altitude and after careful consideration that there is low risk to the life, safety or property of someone who may be in the area but is not connected with the operation. This shall not, under any circumstances, include the car parks and public viewing areas of model aircraft clubs.

Note: This rule is more rigorous than the requirements of CASR (1998) Part 101 - 101.395.