

# *Lilydale & District Model Flying Association Inc.*

## **Club Rules – July 2010**

### **Table of Contents**

<a href="#"><u>Introduction</u></a>	2
<a href="#"><u>Definitions</u></a>	3
<a href="#"><u>Section 1 – Membership</u></a>	4
<a href="#"><u>Section 2 – Models</u></a>	5
<a href="#"><u>Section 3 – Radios – 27, 29, 36 and 40 Mhz Band</u></a>	7
<a href="#"><u>Section 4 – Radios – 2.4 Ghz Band</u></a>	8
<a href="#"><u>Section 5 – Flying - General</u></a>	8
<a href="#"><u>Section 6 – Flying - Starting</u></a>	11
<a href="#"><u>Section 7 – Flying – Taxiing and Take-Off</u></a>	12
<a href="#"><u>Section 8 – Flying</u></a>	13
<a href="#"><u>Section 9 – Flying – Landing and Taxiing</u></a>	14
<a href="#"><u>Compliance and Infringement</u></a>	15
<a href="#"><u>Appendix A - –List of approved frequencies for the 27, 29, 36 and 40 Mhz Bands</u></a>	16
<a href="#"><u>27 Mhz</u></a>	16
<a href="#"><u>29 Mhz Band</u></a>	16
<a href="#"><u>36 Mhz</u></a>	17
<a href="#"><u>Appendix B - MAAA MOP056</u></a>	19

### **Introduction**

The rules of the LDMFA have been formulated for the safety and comfort of all members, visitors and the general public who

# *Lilydale & District Model Flying Association Inc.*

## **Club Rules – July 2010**

may from time to time visit the club. It is the responsibility of all members to read these rules and familiarise themselves with them. Serious infraction of the rules may result in a member's membership being suspended or cancelled by the committee.

Members should familiarise themselves with MAAA MOP056 – SAFE FLYING CODE which has been repeated in Appendix "B"

When submitting an application for membership of the LDMFA or submitting a form for annual renewal of membership, members agree to abide by the rules as detailed below or as they may be modified from time to time.

Any proposed addition, deletion or amendment to the rules must be submitted to the committee by a member together with a seconder. The proposed amendment must be published in the club's monthly newsletter at least one month before being put to the members for voting. The proposed addition, deletion or amendment may be approved by simple majority of members attending the monthly club meeting at which the proposal is put to a vote.

It is not considered necessary to make any specific rules for different categories of models other than as detailed below.

### **Definitions**

<b>Term</b>	<b>Meaning</b>
Approved Flying Instructor	A member of the LDMFA approved by the committee to instruct other members in learning to fly model aircraft
Flight Line	The primary Flight Line is the area immediately to the north of the pit area identified by the concrete slab and bordered on the eastern side by the circular poles. A <b>Temporary Exemption</b> may be granted for an area on the field to be used as the Flight Line from time to time to serve the particular requirements of the different classes of model aircraft, e.g Helicopter and Pylon.
Flying Field	The area of land bounded by a line 30 metres out from the eastern fence of the car park, the boundary fence of the Melbourne Gun Club, the tree line on the eastern side and the bank of the billabong.
Hover Area	An area defined for trainee helicopter pilots to practice hovering. The southern area is to the south of the club house and the northern area is to the north of the primary Flight Line area.
Invited Guest	An invited guest includes: <ul style="list-style-type: none"><li>• A member of another club who has attended LDMFA at the invitation of an LDMFA member</li></ul>

# *Lilydale & District Model Flying Association Inc.*

## **Club Rules – July 2010**

	<ul style="list-style-type: none"> <li>• A prospective member of the LDMFA who is being entertained by a member of LDMFA (MOP042) The current MAAA Third Party Insurance Policy provides coverage to “bona fide” visitors. This is to allow prospective members to attend/visit a club to assess their facilities and decide if they would like to join. It is not intended to cover non-members using a club facility on an ongoing basis. The Policy allows a visitor to be given instruction on flying their model aircraft or, if they are competent to operate a model aircraft, to fly their model at the club for a limited period. Visitors, abiding by this policy, will be subject to the coverage of the MAAA Third Party Public Liability insurance policy without cost.</li> </ul>
LDMFA Flying Site	The area of land bounded by the fence on the eastern side of Victoria Road, the bank of the billabong, the boundary fence of the Melbourne Gun Club and eastern boundary fence of the land mass on which the flying field is located
Model	Is any radio controlled aerial vehicle proposed to be flown at the LDMFA flying field for sporting purposes
No Fly Zone	Is any area where it has been defined that models must not be flown. These are: <ul style="list-style-type: none"> <li>• Over the Melbourne Gun Club property</li> <li>• Within the LDMFA Flying Club - the car park, the pits, the pilot area, the clubhouse; and</li> <li>• That part of the flying field within 30 metres of the eastern boundary of the car park</li> <li>• Helicopter hovering areas</li> </ul>
Pilot	A member or visitor in charge of a model from the commencement of the start up process until the completion of a flight. Start-up commences when the frequency key is inserted in the frequency board. The flight is complete when the transmitter and receiver have been turned off and the frequency key removed from the board
Pits	Is the area bounded by the car park fence and front of the clubhouse, the brick fence on the northern end, the wire fence adjacent to the flying field extended to the edge of the clubhouse
Temporary Exemption	An exemption granted from a specific rule for a specific flight or for a specific flying session

### **Section 1 – Membership**

#	RULE	ASSOCIATED RECOMMENDATIONS	NOTES
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# Lilydale & District Model Flying Association Inc.

## Club Rules – July 2010

1	All prospective new members must have their membership application endorsed by an Approved Flying Instructor and approved by the LDMFA Committee.		
2	Any invited guest to the LDMFA flying site, not under the supervision of an LDMFA approved instructor, are welcome to fly at the LDMFA flying site on no more than three occasions per calendar year		This does not include competitions and formal club events
3	Any invited guest flying at the LDMFA flying site must have the appropriate insurance cover through VMAA or an equivalent state association	It is the responsibility of the member introducing the guest / visitor to ensure they have the appropriate insurance cover.	
4	Each visit by an invited guest who visits the LDMFA flying field must be recorded in the visitor book stored in the bunker and signed by the member and invited guest.		
5	Only LDMFA members and invited guests may enter the pit area.	It is strongly recommended that members refrain from bringing children into the pit area at any time Members of the public are not permitted to enter the pit area Prospective members may be invited into the pit area by a member, however the member is responsible for the visitors conduct and behaviour whilst in the pit area	This is a safety consideration for all involved

### Section 2 – Models

#	RULE	ASSOCIATED RECOMMENDATIONS	NOTES
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# Lilydale & District Model Flying Association Inc.

## Club Rules – July 2010

6	All radio control models flown at the LDMFA flying site must comply with the requirements of MAAA MOP062 – Noise Policy		<p>LDMFA does not have a defined Dba noise level limit, however members are requested to be aware of their fellow members with respect to noise being made by their models. We also need to be aware of the considerations of members of the Melbourne Gun Club and members of the public in Spandonis Reserve.</p> <p>In the event a member or members are of the opinion that a model aircraft is emitting excessive noise when being flown at LDMFA flying site, they can report the details to the committee. The committee will review the matter and may require the member to present the model for noise assessment. If in the opinion of the committee the model is deemed to be excessively noisy, the member will be requested to improve the silencing of the model to reduce the noise.</p>
7	Models defined as large / heavy by the		

# Lilydale & District Model Flying Association Inc.

## Club Rules – July 2010

	MAAA, in excess of 7 kilograms AUW, must only be flown at the LDMFA flying site by pilots who hold a gold wings rating		
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### Section 3 – Radios – 27, 29, 36 and 40 Mhz Band

#	RULE	ASSOCIATED RECOMMENDATIONS	NOTES
8	All transmitters must have the appropriately coloured MAAA sticker with its frequency and bandwidth allocation indicating the frequency on which it operates	A <b>temporary exemption</b> may be granted for a radio which does not have the appropriate MAAA sticker or testing sticker to be used for a single flight or a flying session, with the approval of all members at the field during the flying session who are on adjacent or linked frequencies	A list of registered radio testing stations in Victoria can be found on the VMAA website
9	Each transmitter must be tested by an approved MAAA registered radio testing station every two years.		
10	A member must insert a frequency key in the appropriate position on the frequency board before turning on their transmitter	<p>The frequency key should display:</p> <ul style="list-style-type: none"> <li>• the member's name,</li> <li>• their MAAA registration number and</li> <li>• the frequency of the radio being used</li> </ul> <p>For synthesized radios the letter S is to be used in lieu of a specific frequency. In order to avoid confusion, it is strongly recommended members do not use frequency keys in slots other than the frequency shown on the key</p> <p>The frequency key should be in the form of the supplied yellow key or a replica thereof</p>	A member guilty of a breach of this rule which causes another member's model to be damaged or destroyed, where the member is flying under the rules of the Club, is responsible for restitution of the costs involved in repair / replacement of radio equipment, motor and aircraft. Agreement is to be reached between

# Lilydale & District Model Flying Association Inc.

## Club Rules – July 2010

		which allows the key to slot into a frequency and not move laterally The frequency key should be removed from the frequency board at the completion of each flight after the radio transmitter and receiver have been turned off.	members on compensation amount. In the event of a dispute, the amount is to be determined by arbitration of the Committee Executive.
11	Only radios on uneven frequencies as detailed in appendix "A" can be used at the LDMFA flying field		LDMFA does not allow the use of radios on the even frequencies otherwise referred to as the 10 Mhz separation.

### Section 4 – Radios – 2.4 Ghz Band

#	RULE	ASSOCIATED RECOMMENDATIONS	NOTES
12	Only radios listed in the MAAA Operating Procedure MOP058 "2.4Ghz Equipment Policy – Appendix A" can be used at the LDMFA Flying Field	All equipment shall comply with Australian legislation and that the technology employed within it shall be on the MAAA accepted list.	MOP058 covers the use of 2.4 Ghz equipment

### Section 5 – Flying - General

#	RULE	ASSOCIATED RECOMMENDATIONS	NOTES
13	Only financial members of the LDMFA or invited guests with the appropriate insurance cover are allowed to fly at the LDMFA Flying Site	It is recommended that all members display their membership card prominently when attending the LDMFA flying field. A member who is unable to verify their club financial status may not be allowed to fly. Refer definition of <b>Invited guest</b> .	The displaying of the current membership card indicates a member's financial status to fellow members.
14	A member or invited guest who has not passed their Bronze Wings test must be accompanied by an LDMFA approved		This rule is to be be effective for all new members and invited guests from the time

# *Lilydale & District Model Flying Association Inc.*

## **Club Rules – July 2010**

	flying instructor during all flying activity from the appropriate Flight Line as designated from time to time.		these rules are approved by the membership of LDMFA
15	Members must not fly at the LDMFA flying site on days designated and published by the committee as a non flying day		There are occasions when the Melbourne Gun Club conducts special events and request that models not be flown during these events. The committee of the LDMFA has agreed to suspend all flying activities on these days Whilst there are no general restrictions on flying times, members are required to be considerate of local residents and limit noise in the early hours of the day and late in the evening.
16	Where radio frequencies are shared by more than one pilot during a flying session, flight durations must be limited to 10 minutes unless there is agreement with all other members on the same frequency		
17	Mobile telephones must not be used to make or receive calls within the Flight Line	The use of mobile telephones in the pit area is discouraged.	MAAA MOP045 – Mobile Phones At Flying Fields applies. The club recognises some members are required to be on call when they are at the club. Members are requested

# *Lilydale & District Model Flying Association Inc.*

## **Club Rules – July 2010**

			to leave the pit area to answer any calls. This rule applies to both pilots and observers.
18	There must be no smoking in the pit area, the flight line or the club house at any time.		With respect to the pits, this rule has been introduced due to the emerging use of models using petrol engines and the consequential containers of petrol in the pit area With respect to the flight line and club house this rule has been introduced for the comfort of non smoking club members.
19	When operating a model aircraft the pilot must not be under the influence of alcohol or illegal drugs.	It is strongly recommended members refrain from flying whilst being treated with prescription drugs which may cause drowsiness or other impairment It is strongly recommended that alcohol not be consumed in the pit area. Alcohol should not be publicly displayed where it could be considered to be promoting the use of alcohol. It is strongly recommended that members refrain from consuming alcohol until they have completed their flying session	This is in line with MAAA MOP055 - In applying this, it is not possible in a normal model flying environment to specify and measure a specific level at which the increasing effect of, for example alcohol, impairs performance sufficiently for any given individual. For this reason, alcohol or illegal drugs should not be consumed or used prior to, or during, participation in any model

# *Lilydale & District Model Flying Association Inc.*

## **Club Rules – July 2010**

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### **Section 6 – Flying - Starting**

<b>#</b>	<b>RULE</b>	<b>ASSOCIATED RECOMMENDATIONS</b>	<b>NOTES</b>
20	No model with an internal combustion engine is to be started in the pit area inside the red line	<p>Pilots are encouraged to place their models on the concrete aprons for starting</p> <p>It is recommended that pilots seek the assistance of a fellow member to restrain a model whilst it is being started</p> <p>For tuning engines it is recommended that the model be taken onto the flying field near the fence, to an area north of the pilot area or near the helicopter hover area.</p> <p>It is recommended that pilots move to the rear of a model in order to tune the engine.</p>	
21	When starting an internal combustion engine, the motor must be faced away from the pit area and toward the fence.		
22	Electric models may have the battery connected in the pit area provided sufficient control exists so the motor cannot be engaged	It is recommended throttle hold or soft start options be employed with electric powered models	

### **Section 7 – Flying – Taxiing and Take-Off**

<b>#</b>	<b>RULE</b>	<b>ASSOCIATED RECOMMENDATIONS</b>	<b>NOTES</b>
23	A pilot must not commence taxing or		This rule is by way of a

# *Lilydale & District Model Flying Association Inc.*

## **Club Rules – July 2010**

	take off before obtaining approval by asking for clearance from all other pilots in a voice loud enough to be heard by all other pilots "CLEAR TO TAKE OFF" and receiving a confirming "CLEAR" from each pilot.		request by the pilot and is not a statement of fact. Approval should be obtained before commencing the taxiing of the model.
24	Pilots must conduct all flying activity, including take off and landings, from the primary Flight Line.	<p>A pilot may have another member or their observer restrain the model adjacent to the pit area whilst they move to the Flight Line. Wherever possible take off should be made in a northerly direction, i.e. away from the gun club.</p> <p>The exceptions are to place a model on the flying field and to retrieve a model at the completion of a flight.</p> <p>A <b>temporary exemption</b> may be granted to a pilot(s) by other pilots to enable a model(s) to be flown for a short period from outside the Flight Line. Examples include:</p> <ul style="list-style-type: none"> <li>• a first flight of a new model,</li> <li>• helicopters where multiple pilots are operating simultaneously conducting 3D / sport flying and</li> <li>• Pylon flying.</li> </ul> <p>The pilot(s) wishing to conduct a part of the flight from outside the pilot control area must obtain prior approval from ALL pilots before doing so. No other flying must be conducted whilst flying is being conducted under a temporary exemption to this rule</p>	Flying from the designated pilot area facilitates communication between pilots, especially for take-off, landing and deadstick situations.
25	Models must not be taken onto the	It is recommended where a radio transmitter	

# *Lilydale & District Model Flying Association Inc.*

## **Club Rules – July 2010**

	flying field through the Flight Line	is fitted with a throttle lock function, this function should be used when carrying a model from the pit area onto the flying field.	
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### **Section 8 – Flying**

<b>#</b>	<b>RULE</b>	<b>ASSOCIATED RECOMMENDATIONS</b>	<b>NOTES</b>
26	No model is to be flown at a height greater than the prescribed 400 foot ceiling at any time	It is strongly recommended in order not to break the prescribed ceiling, models be kept at or below a ceiling of 300 feet It is strongly recommended that all pilots use an observer for all flights Observers should be aware of full size aircraft in the area of the flying field and advise pilots be calling out "FULL SIZE IN AREA". Pilots should then reduce height and ensure they stay well clear of full size aircraft	MAAA MOP061 – Flying Models Near Full Size Aerodromes applies. Any pilots observed to be deliberately and flagrantly flying above the height ceiling or in proximity to full size aircraft will be dealt with severely by the committee.
27	Pilots must not fly any model over a defined no fly zone	It is strongly recommended that all pilots have a fellow member as an observer for all flights. The role of the observer is to alert the pilot to full size aircraft in the area, proximity of other models, any instance of flying too high and any emergency situations.	
28	Helicopter activities in the designated hover area must be restricted to hovering manoeuvres.	It is recommended that pilots intending to conduct helicopter flying in the hover area make use of a spotter and advise other pilots in the Flight Line before doing so.	
29	Helicopter hovering activity should be conducted in the defined hovering area aligned to the direction to which fixed wing models will be taking off given the	When the wind direction is minimal or from the north hovering is to be conducted in the northern area. When the wind is from the south hovering is to be conducted in the	

# *Lilydale & District Model Flying Association Inc.*

## **Club Rules – July 2010**

prevailing wind direction	southern area.	
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### **Section 9 – Flying – Landing and Taxiing**

<b>#</b>	<b>RULE</b>	<b>ASSOCIATED RECOMMENDATIONS</b>	<b>NOTES</b>
30	A pilot wishing to conduct a landing must call out in a voice loud enough to be heard by all pilots "LANDING"	Wherever possible landing should be executed from the southern end of the field having consideration of the Melbourne Gun Club and the defined no fly zone When a pilot has announced his intention to land by calling "LANDING" he has priority over all other models either in the air or on the ground. A temporary exemption may be granted to the pilot by other pilots to leave the pilot area in order to better position themselves to land the model.	
31	A pilot conducting an emergency landing must call out in a voice loud enough to be heard by all pilots "DEAD STICK"	The call of "DEADSTICK" should be used for all emergency landing regardless of whether the motor is still running A "DEAD STICK" landing has priority over all other models.	
32	A pilot needing to enter the flying field in order to retrieve a model must call out in a voice loud enough to be heard by all pilots "ON THE FIELD" before entering the field.	As a courtesy pilots or observers entering the flying field should give an indication of which area they will be in and when they have retrieved their model and left the flying field they should advise other pilots by stating clearly "FIELD IS CLEAR". Retrieval of models must be done quickly in order to minimise impact on other pilots	

# Lilydale & District Model Flying Association Inc.

## Club Rules – July 2010

33	Members and invited guests must only enter the flying field when it is safe to do so.		
34	The motor on all models must be stopped before the model is returned to the pit area		

### Compliance and Infringement

It is the responsibility of all members to conduct their flying activities in a safe manner and to avoid inconvenience to fellow members. Every club member must be prepared to diplomatically advise a fellow member when they believe a breach of the rules has occurred. In the unlikely event that a member, having been so advised, fails to redress their behaviour the advising member should report the situation to the committee. Any breach which could potentially endanger LDMFA's existence at the Spandonis Reserve site must be reported to the committee.

For any breach of these safety rules will be politely reminded they are in breach. If the same pilot has to be reminded again on the same day that member or invited guest may be suspended from flying for the remainder of the day. Repeated breaches will be seriously considered by the committee. A member's membership may be suspended for a period of time or cancelled at the discretion of the committee. In the event of a member's membership being recommended for cancellation, a motion will be put to the members at the next monthly meeting for ratification.

### Appendix A - List of approved frequencies for the 27, 29, 36 and 40 Mhz Bands

#### 27 Mhz

Frequency	Channel
26.995	1
27.045	2

# *Lilydale & District Model Flying Association Inc.*

## **Club Rules – July 2010**

27.095	3
27.145	4
27.195	5
27.225	6

This approval only applies to model aircraft that are electric powered weighing no more than 500g and having a power source of no more than 9 volts.

The following is not be permitted because it is on a frequency used by CB radio

### **29 Mhz Band**

<b>Frequenc y</b>	<b>Channe l</b>		<b>Frequenc y</b>	<b>Channe l</b>		<b>Frequenc y</b>	<b>Channe l</b>
29.725	10		29.825	20		29.925	30
29.735	11		29.835	21		29.935	31
29.745	12		29.845	22		29.945	32
29.755	13		29.855	23		29.955	33
29.765	14		29.865	24		29.965	34
29.775	15		29.875	25		29.975	35
29.785	16		29.885	26		29.985	36
29.795	17		29.895	27		Reserved	37 - 40
29.805	18		29.905	28			
29.815	19		29.915	29			

### **36 Mhz**

<b>Frequenc y</b>	<b>Channe l</b>	<b>Linked Frequenc y</b>	<b>Channe l</b>

# *Lilydale & District Model Flying Association Inc.*

## **Club Rules – July 2010**

36.010	601		
36.030	603		
36.050	605		
36.070	607		
36.090	609		
36.110	611		
36.130	613		
36.150	615		
36.170	617		
36.190	619		
36.210	621		
36.230	623		
36.250	625		
36.270	627		
36.290	629		
36.310	631		
36.330	633		
36.350	635		
36.370	637		
36.390	639		
36.410	641		
36.430	643		
36.450	645		
36.470	647		
36.490	649		
36.510	651		

# *Lilydale & District Model Flying Association Inc.*

## **Club Rules – July 2010**

36.530	653		
36.550	655		
36.570	657		
36.590	659		

### **NOTE:**

It is important to understand that if there is even one single conversion receiver in the club or visiting the club then the high numbered slots 646 - 659 on the No. 2 board should be left closed and the paired slots on the No. 1 board used instead.

The simultaneous operation of two transmitters 450 or 460kHz apart is therefore not possible.

Silvertone recommends that the only time all slots should be opened is when a club decides upon an exclusive dual conversion receiver policy with both odd and even frequencies cleared for use.

### **NOTE:**

The users of the approved 40 MHz frequencies should be aware that these frequencies are not specifically for model use. Others uses are known to be mine safety equipment and other commercially available equipment. In particular 40.675 and 40.685 are known to be subject to interference from paging systems.

### **40 Mhz**

Frequenc	Channel
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# *Lilydale & District Model Flying Association Inc.*

## **Club Rules – July 2010**

y	
40.665	50
40.675	51
40.685	52
40.695	53

### **Appendix B - MAAA MOP056**

#### **SAFE FLYING CODE**

Model Flying MUST be conducted in accordance with this Code, unless otherwise prohibited by law, in order for MAAA Liability Protection to apply. In the event of conflict between this and the MAAA Manual of Procedures, the latter shall apply.

#### **GENERAL**

1. I shall make myself aware of and abide by the requirements of the MAAA Manual of Procedures (MOP), CASA regulations (CASR 1998(CASR) Part 101) and MAAA and Club rules. The MOP is on the MAAA web site at [www.maaa.asn.au](http://www.maaa.asn.au)
2. I will not fly my model higher than 400 feet unless allowed under Civil Aviation regulations.
3. I will give right-of-way and avoid flying in the proximity of full-scale aircraft. Where necessary, an observer shall be utilized to supervise flying to avoid having models fly in the proximity of full-scale aircraft.
4. In addition, where established, I will abide by the safety rules for the flying site I use, and I will not wilfully and deliberately fly my models in a careless, reckless and/or dangerous manner.
5. Flying over the pits, spectator areas or buildings is prohibited, unless beyond the control of the pilot(s).
6. I will only operate radio controlled model aircraft on frequencies that have been approved by the MAAA.
7. I will not fly my model aircraft in events, displays, air shows, or model flying demonstrations until it has been proven to be airworthy by having been previously and successfully flight-tested.
8. I will not operate a model aircraft with a mass greater than 7kg without a valid Permit to Fly. In any case, the maximum permissible mass of a model, without fuel, allowed to operate under MAAA rules is 50kg.
9. I will not operate any gas turbine powered model aircraft unless I have obtained a Permit to Fly for a Gas Turbine Powered model

# *Lilydale & District Model Flying Association Inc.*

## **Club Rules – July 2010**

- aircraft and complied with the MAAA GT Rules. (Note: This does not apply to ducted fan models using piston engines or electric motors.)
10. I will not operate models with metal-bladed propellers or with gaseous boosts, in which gases other than air enter their internal combustion engine(s): nor will I operate models with extremely hazardous fuels such as those containing tetra-nitro-methane or hydrazine.
  11. I will not operate models carrying pyrotechnics (any device that explodes, burns, or propels a projectile of any kind) including, but not limited to, rockets, explosive bombs dropped from models, smoke bombs, all explosive gases (such as hydrogen-filled balloons) and ground mounted devices launching a projectile.
  12. I will be aware of and follow the MAAA Alcohol, Drugs & Illness Policy. Therefore, I will not consume alcoholic beverages or illegal drugs prior to, or during, participation in any model operations.
  13. I will not taxi my aircraft without restraint close to or where it may be a danger to other people.
  14. I will not fly my model any nearer to power lines than 15 metres or any greater distance if specified in State Legislation.

### **RADIO CONTROL**

1. I will have completed a successful radio equipment ground range check before the first flight of a new or repaired model.
2. I will perform my initial turn after takeoff away from the pit and spectator areas.
3. I will not knowingly operate an R/C system within 4 kilometres of a pre-existing model club flying site unless in accordance with the MAAA Manual of Procedures.

### **ELECTRIC**

1. I will make sure the receiver is switched off or if it is on, make sure the transmitter is also on with the throttle set low, before connecting the main flight batteries to the speed controller.
2. I will always check the direction of rotation of the propeller before launching an electric glider.

### **FREE FLIGHT**

1. I will not launch my model aircraft unless at least 30 metres downwind of spectators and automobile parking.
2. I will not fly my model unless the launch area is clear of all persons except my mechanic, timekeepers and officials.
3. Use of fuse De-Thermalisers is not permitted in Australia.

### **CONTROL LINE**

1. I will subject my complete control system (including safety thong, where applicable) to an inspection and pull test prior to flying. Pull test will be in accordance with the current Competition Regulations for the applicable model category. Models not fitting a specific category, as detailed, shall use those pull test requirements for Control Line Precision Aerobatics.
2. I will ensure that my flying area is safely clear of all utility wires or poles.
3. I will ensure that my flying area is safely clear of all non-essential participants and spectators before permitting my engine to be started.