

Lilydale & District Model Flying Association Inc.

Safe Operating Rules – April 2018

Table of Contents

INTRODUCTION	2
DEFINITIONS	3
SECTION 1 – MEMBERSHIP	5
SECTION 2 – MODELS	6
SECTION 3 – RADIOS – 27, 29, 36 AND 40 MHZ BAND	7
SECTION 4 – RADIOS – 2.4 GHZ BAND	8
SECTION 5 – FLYING - GENERAL	9
SECTION 6 – FLYING - STARTING.....	12
SECTION 7 – FLYING – TAXIING AND TAKE-OFF.....	13
SECTION 8 – FLYING.....	14
SECTION 9 – FLYING – LANDING AND TAXIING.....	15
COMPLIANCE AND INFRINGEMENT.....	16
APPENDIX A - MAAA MOP056.....	18

Lilydale & District Model Flying Association Inc.

Safe Operating Rules – April 2018

Introduction

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

Lilydale & District Model Flying Association Inc.

Safe Operating Rules – April 2018

Definitions

Term	Meaning
Approved Flying Instructor	A member of the LDMFA approved by the committee to instruct other members in learning to fly model aircraft
Fenceline Observer	A club member assigned the task of monitoring all flight operations at the MGC fence line for breaches of the MAMA. They will be in 2 way radio communication with the Safety Observer.
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	A designated area to be used by pilots of rotary wing aircraft to practice hovering manoeuvres.
Invited Guest	An invited guest includes: <ul style="list-style-type: none"> • A member of another club who has attended LDMFA at the invitation of an LDMFA member • 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.
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
Melbourne Gun Club Airspace Monitoring Arrangement (MAMA)	As a condition of LDMFA’s lease of the Spadonis Reserve the Shire of Yarra Ranges has insisted the club have in place process for monitoring the airspace over the Melbourne Gun Club to ensure no model aircraft are flown in that airspace.
Model Aircraft	For the purposes of the MAAA operations, a radio controlled model aircraft is defined as; “A non-man-carrying remote controlled device capable of sustained flight in the atmosphere not exceeding the weight limitations established in the MAAA Manual of Procedures. The operators of such devices shall maintain control without the assistance of onboard autopilots or navigation systems that would allow for autonomous flight except as covered by MOP067 - Self Guided Model Aircraft. The operators of

Lilydale & District Model Flying Association Inc.

Safe Operating Rules – April 2018

	Radio Control devices shall maintain visual contact with the device during the entire flight operation. “ Refer MOP044
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">• Over the Melbourne Gun Club property• Within the LDMFA Flying Site - the car park, the pits, the pilot area, the clubhouse; and• That part of the flying field within 30 metres of the eastern boundary of the car park• Rotary wing aircraft hovering areas
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 model is moved beyond the pit fence to the starting stand / table or grassed area. The flight is complete when the model’s engine is stopped or disarmed and removed from the flying area
Pilot Area	The Pilot Area is the area by the wooden fence and from the outer limits of the wooden fence to the concrete slab with the wooden posts. A Temporary Exemption may be granted for an area on the field to be used as the Pilot Area from time to time to serve the particular requirements of the different classes of model aircraft, e.g Helicopter and Pylon.
Pits	Is the area bounded by the car park fence and front of the clubhouse, the brick fence on the northern end, the cyclone wire fence adjacent to the flying field extended to the edge of the clubhouse
Rotary Wing Aircraft	Includes any model propelled by means of propellers fixed to the top of the aircraft and includes helicopters and models commonly referred to as drones.
Safety Observer	A club member assigned the task of monitoring pilot operations from the Pilot Area. The Safety Observer will be in 2 way radio communication with the Fenceline Observer and will communicate any infractions of the MAMA.
Temporary Exemption	An exemption granted from a specific rule for a specific flight or for a specific flying session

Lilydale & District Model Flying Association Inc.

Safe Operating Rules – April 2018

Section 1 – Membership

#	RULE	ASSOCIATED RECOMMENDATIONS	NOTES
1	All prospective new members must have their membership application endorsed by an Approved Flying Instructor and approved by the LDMFA Committee.		Payment will not be deemed to have been accepted until the application has been endorsed by the committee.
2	Any invited guest to the LDMFA flying site, not under the supervision of an LDMFA approved instructor, must hold the MAAA Wings rating for the model being flown and are welcome to fly at the LDMFA flying site on no more than three occasions per calendar year		The three visit limit 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 MAAA	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 clubhouse 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 and dogs 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

Lilydale & District Model Flying Association Inc.

Safe Operating Rules – April 2018

Section 2 – Models

#	RULE	ASSOCIATED RECOMMENDATIONS	NOTES
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>

Lilydale & District Model Flying Association Inc.

Safe Operating Rules – April 2018

7	Models weighing in excess of 25.0 Kg are not to be flown at the LDMFA Flying Field without specific written permission of the LDMFA Committee.	The Committee of the LDMFA believe the LDMFA Flying Site is unsuitable for flying Giant Model Aircraft (UAW of between 25 Kg and 50 Kg), as defined in MAAA MOP015, and recommends these aircraft not be flown at the LDMFA Flying Site.	The LDMFA Flying Site is relatively small and constricted by the Gun Club to the South and the reserve to the north. Giant Model Aircraft require significant distances for take-off and landing approaches. The LDMFA Committee may at its discretion issue permission for specific events, e.g. Display Day.
8	Any member or visitor who wishes to fly a large model (7-25Kg) or a turbine model of any weight at the LDMFA Flying Site must hold the MAAA Gold Wings level of competency	The club Secretary will arrange for a copy of each "Permit to Fly" will be displayed on the club notice board for a period of three months.	Display of the "Permit To Fly" will enable all members to be aware of the existence of the document and the conditions of its issue.

Section 3 – Radios – 27, 29, 36 and 40 Mhz Band

#	RULE	ASSOCIATED RECOMMENDATIONS	NOTES
9	All transmitters must have the appropriately coloured MAAA sticker with its frequency and bandwidth allocation indicating the frequency on which it operates	A temporary exemption 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
10	Each transmitter must be tested by an approved MAAA registered radio testing station every two years.		
11	A member must insert a frequency key in the appropriate position on the	The frequency key should display: <ul style="list-style-type: none"> the member's name, 	A member guilty of a breach of this rule which causes

Lilydale & District Model Flying Association Inc.

Safe Operating Rules – April 2018

	frequency board before turning on their transmitter	<ul style="list-style-type: none"> • their MAAA registration number and • the frequency of the radio being used <p>For synthesized radios the letter S is to be used in lieu of a specific frequency.</p> <p>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 which allows the key to slot into a frequency and not move laterally</p> <p>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.</p>	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 members on compensation amount. In the event of a dispute, the amount is to be determined by arbitration of the Committee Executive.
12	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
13	All radios used at the LDMFA Flying Site must comply with the requirements as set down in MAAA MOP058	All equipment shall comply with Australian legislation.	MOP058 covers the use of 2.4 Ghz equipment

Lilydale & District Model Flying Association Inc.

Safe Operating Rules – April 2018

Section 5 – Flying - General

#	RULE	ASSOCIATED RECOMMENDATIONS	NOTES
14	On every designated day as advised by the committee from time to time the Melbourne Gun Club Airspace Monitoring Arrangement (MAMA) must be in place. Any pilot advised of a breach of the Melbourne Gun Club Airspace must immediately vacate the no fly zone	The Safety Observer and Fenceline Observer must wear the provided safety vests at all times when executing the role. They must be in two way communication with each other at all times during flying operations. The name of both observers must be recorded on the sheet	The main days for MGC activity are Wednesday, Friday and Saturday. From time to time there may be events on Sundays. At other times when the process is not required the CCTV will be reviewed to ensure there have been no breaches of the no fly zone.
15	Only financial members of the LDMFA or invited guests with the appropriate insurance cover are allowed to fly at the LDMFA Flying Site. All Invited Guests who wish to fly at the LDMFA Flying Site will be required to successfully complete the Spatial Awareness Proficiency Test conducted by an LDMFA Gold Wings accredited Instructor prior to flying.	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 <u>Invited guest</u> .	The displaying of the current membership card indicates a member's financial status to fellow members.
16	A member or invited guest who has not passed their MAAA Bronze / Silver Wings test in the discipline they plan to fly must be accompanied by an LDMFA Approved Flying Instructor during all flying activity from the appropriate Pilot Area as designated from time to time.	The LDMFA Committee acknowledges there is no Proficiency Test or Rating System for Control Line pilots. Therefore this rule cannot be applied to Control Line Pilots. All Control Line flying operations must be conducted either in the designated hover area or on the main flying strip. It is recommended all Radio Control flying operations be suspended during	

Lilydale & District Model Flying Association Inc.

Safe Operating Rules – April 2018

		any Control Line flying. The LDMFA Committee reserves the right to confirm the proficiency of the pilot to conduct control line flying of the model proposed to be flown before giving its approval.	
17	All fixed wing training must be conducted using the buddy box system.		The buddy box system may be by cable linkage or a wireless connection between the two transmitters
18	<p>Pilots must ensure:</p> <ul style="list-style-type: none"> • the correct model is selected • a successful radio equipment low power range check has been completed and • fail safe is installed and tested prior to the first flight of any model each flying session. 	It is recommended that all members, prior to conducting a maiden flight of a new model, have the model checked over by another suitably qualified club member before the flight. Such cross checks should be performed before any flight after modifications have been made to the model which may affect the models performance.	Refer MOP056 – Safe Flying Code
19	Members must not fly at the LDMFA flying site on any day 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
20	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		This does not apply with 2.4 Ghz

Lilydale & District Model Flying Association Inc.

Safe Operating Rules – April 2018

	frequency		
21	Mobile telephones must not be used to make or receive calls within the Pilot Area	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 to leave the pit area to answer any calls. This rule applies to both pilots and observers.
22	There must be no smoking in the pit area, the Pilot Area 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 Pilot Area and club house this rule has been introduced for the comfort of non smoking club members.
23	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	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

Lilydale & District Model Flying Association Inc.

Safe Operating Rules – April 2018

		<p>of alcohol. It is strongly recommended that members refrain from consuming alcohol until they have completed their flying session</p>	<p>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 operations.</p>
--	--	--	--

Section 6 – Flying - Starting

#	RULE	ASSOCIATED RECOMMENDATIONS	NOTES
24	No model with an internal combustion engine is to be started in the pit area.	<p>Pilots are encouraged to place their models on the supplied wooden starting stands for starting. 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>	<p>The Committee is of the view the starting stands provide a safer environment for starting all internal combustion engine models. Obviously there are situations where the starting stands may prove unsuitable for starting a model, e.g. a heavy model. The recommendation is that all models should be started outside the pit fence.</p>
25	When starting an internal combustion engine, the motor must be faced away from the pit area.		
26	The motor on an electric powered model must not be armed inside the pit.	A throttle lock or hold function may be activated on the radio transmitter or, where fitted, the arming plug removed. Pilots are encouraged to use either the starting stands	Arming is the process which enables power to flow to the motor thus enabling the propeller to rotate.

Lilydale & District Model Flying Association Inc.

Safe Operating Rules – April 2018

		or the table at the northern end of the pits for setting up electric models.	
--	--	--	--

Section 7 – Flying – Taxiing and Take-Off

#	RULE	ASSOCIATED RECOMMENDATIONS	NOTES
27	A pilot must not commence 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.		This rule is by way of a request by the pilot and is not a statement of fact. Approval should be obtained before commencing the taxiing of the model.
28	Pilots must conduct all flying activity, including take off and landings, from the Pilot Area.	<p>A pilot may have another member or their observer restrain the model adjacent to the pit area whilst they move to the Pilot Area. 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 temporary exemption 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 Pilot Area. Examples include:</p> <ul style="list-style-type: none"> • a first flight of a new model, • helicopters where multiple pilots are operating simultaneously conducting 3D / sport flying and • Pylon flying. 	Flying from the designated pilot area facilitates communication between pilots, especially for take-off, landing and deadstick situations.

Lilydale & District Model Flying Association Inc.

Safe Operating Rules – April 2018

		The pilot(s) wishing to conduct a part of the flight from outside the pilot 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	
29	Models must not be taken onto the flying field through the Pilot Area	It is recommended where a radio transmitter is fitted with a throttle lock function, this function should be used when carrying a model from the pit area onto the flying field.	

Section 8 – Flying

#	RULE	ASSOCIATED RECOMMENDATIONS	NOTES
30	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.
31	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 to the Melbourne Gun Club airspace, proximity of other models, any instance of flying too high and any emergency situations.	

Lilydale & District Model Flying Association Inc.

Safe Operating Rules – April 2018

32	Rotary Wing activities in the designated Hover Area must be restricted to simple manoeuvres.	It is recommended that pilots intending to conduct rotary wing flying in the hover area make use of a spotter and advise other pilots in the Pilot Area before doing so.	
33	Helicopter hovering activity must be conducted in the defined hovering area aligned to the direction to which fixed wing models will be taking off given the prevailing wind direction.	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 southern area. When using the northern hover area members of the public are to be advised not to stand in the area to the north of the pilot area. Control Line activities can only be conducted in the southern hover area.	The additional hover area has been defined to overcome the potential risks associated with fixed wing aircraft landing from the MGC end from across the road whilst rotary aircraft are hovering in the southern hover area

Section 9 – Flying – Landing and Taxiing

#	RULE	ASSOCIATED RECOMMENDATIONS	NOTES
34	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 northern (billabong) end of the field. 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.	
35	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	

Lilydale & District Model Flying Association Inc.

Safe Operating Rules – April 2018

		A "DEAD STICK" landing has priority over all other models.	
36	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	
37	Members and invited guests must only enter the flying field when it is safe to do so.		
38	The motor on all models must be stopped / disarmed 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.

Lilydale & District Model Flying Association Inc.

Safe Operating Rules – April 2018

Lilydale & District Model Flying Association Inc.

Safe Operating Rules – April 2018

Appendix A - 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 Subparts A, B, C and G) and MAAA and Club rules. The MOP is on the MAAA web site at 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 utilised 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 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.

Lilydale & District Model Flying Association Inc.

Safe Operating Rules – April 2018

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 ensure the correct model is selected and have completed a successful radio equipment ground range and fail safe check each day prior to the first flight of any 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.