

Bairnsdale & District Model Aero Club Inc.



Operating Principles and Practices

*Reviewed June 2017
March 2015
2012*

Bairnsdale & District Model Aero Club Inc.

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Bairnsdale & District Model Aero Club Inc.

Section 2. General

Introduction

B&DMAC is for people who love to fly build and talk about model aircraft. It caters for fixed wing and helicopter models, drones and FPV aircraft.

New member enquiries are welcome.

B&DMAC was formed in the mid/late sixties and was originally based in Bairnsdale, then for about 15 years at Benworden. Its flying field is now the VMAA Sate Field Eastern, located on the Bengworden - Stratford Rd. (C106), approximately 11.5 km South of the Princes Highway.

As a member of B&DMAC you would be one of a worldwide group of model aviation enthusiasts through the Victorian Model Aircraft Association (VMAA), of which B&DMAC is a member, the Model Aeronautical Association of Australia (MAAA), and the Federation Aeronautique Internationale (FAI).

Powered model aircraft are heavy enough, and fly at speeds high enough, to pose a hazard unless operated sensibly and safely. The MAAA and the Clubs have set various safe operating rules, under the authority of the Civil Aviation Safety Authority which is responsible for aviation safety including model aviation, and these rules are required to be observed by all Club members. It is also sensible to be insured against personal injury and property damage to others and this is provided collectively by payment of a fee to the VMAA. All flying members of B&DMAC are required to pay this fee. It is also a condition of our lease that all flyers have this \$20 million third party cover. The insurance covers personal injury but not damage to members models which is his or her own responsibility.

Formal Club flying days are Wednesday and Sunday, however, B&DMAC flying field is available for use by members seven days per week (for safety reasons it is recommended that there be at least two members present). To be invited to fly at the field a person must meet the following criteria,

- Be MAAA affiliated
- Be a member of B&DMAC or,
- Be a guest from an affiliated Club.
- Must either possess MAAA Bronze Wing rating or higher, or,
- Have been approved for solo flying by B&DMAC, or,
- Be a B&DMAC member flying under B&DMAC approved instruction.

All visiting flyers must sign the visitor's book and be briefed on the relevant rules in respect to the aircraft intended to be flown. Visitors not meeting these criteria must fly under the supervision of a qualified B&DMAC member. (Refer Section 6. Visitors and Spectators.)

Part of the attraction of flying model aircraft is in doing something which takes a lot of skill. The down side is that it usually takes quite a lot of Instructor time to bring a learner to the point of flying solo. The Club's Instructors provide their time on a voluntary basis and must be allowed time to fly their own models. Being taught to fly is seen as a privilege not a right. New members first contact the Club's Instructor Coordinator to arrange an initial appointment with a Club Instructor and once this contact has been made the learner makes individual arrangements with their Instructor. It is recommended that the Buddy Box system of learning be used comprising two transmitters. One transmitter is held by the instructor the other by the student. By the use of a switch, the instructor can select which transmitter controls the aircraft at any time, and can thus take over quickly when the learner gets into trouble.

Membership

The Club has various classes of membership which it varies from time to time as the need arises.

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Full membership involves paying the appropriate joining and annual subscription, and in the case of flying members the VMAA affiliation fees. Concessions are made to juniors, age pensioners and spouses.

Meetings

The Club meets on the third Wednesday of each even numbered month, at 7.30 pm. on the odd numbered months not including January or as otherwise nominated by the committee. The venue for these meetings will be advised when joining or by communication from the secretary.

Being in a continuing state of development there are always things to discuss and the meetings are frequently lively. After the meeting we often have entertainment of an aeronautical and modelling nature. The meetings end in sufficient time for the members to have a chat and drink in convivial surroundings.

The meetings are smoke free.

Contests

There are enough radio controlled model aircraft contests run in the State for members to have a choice of at least two contests on almost every Sunday of the year. The VMAA, with which every Club member is affiliated, publishes an annual calendar of its sanctioned events and other important contests.

However the general leaning of the membership tends towards the less serious type of contest and the Club has its own "fun Fly" contests at various times of the year for those modellers that do not want to compete at the higher level of expertise.

The big event of the modelling year is the Australian Nationals, held generally in late December and early January, with the venue rotating from State to State on a yearly basis.

There are also State Championships held in each type and subtype of modelling during the course of the year. Placing in these events is used to select teams to represent Australia in the World Championships where and whenever they are held.

Within each State special interest groups exist for the coordination of Pylon Racing, Aerobatics, Scale, Helicopter and Old Timer interests.

Club Communication.

The Club does not produce a Newsletter - we do however have a web site "badmac.org.au" which includes a members only area - It includes minutes of meetings, the Club constitution and by-laws, a calendar showing competition and general flying meets. Items for sale as well as articles on member models. Additionally there is a BLOG site "<http://badmaceastvic.blogspot.com.au>" that is regularly updated with photographs of regular and event flying etc. All members are urged to regularly access both these sites to keep abreast of our Club activities. You can access the Blog from the BADMAC site.

The Treasury

Members' subscriptions are fixed at least 28 days prior to the commencement of the next financial year (1st. July). Subscriptions are payable by 30th June. Any new member joining after 1st. April receives membership until the end of the next financial year.

Subscriptions and therefore Club income for the year is kept to a minimum and accordingly budgeting and financial management of the Club is an area of continuing concern. With the number of assets that the Club owns in machinery, buildings and field equipment, adequate provision must be made for repair and replacement of these assets, along with ongoing development of the flying surface, buildings, fences etc.

When joining the Club you must become a member of the VMAA which in turn is affiliated with the MAAA which through many highways and byways ends up with representation on the F.A.I which controls and represents sport flying throughout the world.

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Glossary

VMAA	Victorian Model Aircraft Association
MAAA	Model Aircraft Association of Australia
FAI	Federation Aeronautique Internationale

The main function of these bodies at their various levels is to look after the interests of Aero Modellers by rule making, coordination and representation, especially to whichever government department is involved in things aeronautical and communicational on any given day.

Wings Grading System

This is a system, used Australia wide under the auspices of the MAAA, by which pilots may measure their progress in flying skills. The Club Instructors or Committee members can give you further information.

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Section 3. Safety and Operating Practices

Safety

If you were to consult a dictionary, you would find that safety means a "state of being safe" or "freedom from danger" or some close equivalent.

It is clearly much more than a list of rules, and not something to simply learn parrot-fashion. It is a state of mind, a concern for one's self and others, commonsense, very much a responsibility, and in our case, a top priority for survival of aero-modelling.

As it is an industrial environment, safety is a means of preventing injury or death to participants and spectators alike.

Safety includes taking into account the modeller, the model itself, weather conditions, conditions of the field, and so on, and is therefore very much related to experience and guidance.

It would be extremely difficult to list all of the rules or practices to cover the many areas of concern, however the following are not only basic, but form the necessary minimum requirements to enable the safe operation of our Club. In behaving safely, you are also giving yourself and others the best opportunity of enjoying this great hobby of aero-modelling.

There are of course differences in requirements for the safe operation of each of the activities of radio control, control-line and glider modelling.

Members must be familiar with the Fire and Emergency Action Plans included with this document and also displayed in the clubhouse.

Safe flying - and remember, if in doubt - do not fly - double check and ask your Safety Officer.

General Safety Practice

The following is by no means exhaustive, but is provided as an 'aide memoire' to minimise the likely-hood of self harm when operating a model aircraft.

- Do not make adjustments to fuel settings from the front of the aircraft when the motor is running.
- Ensure that the area is clear around the propellor arc. ie, there are no rags, cables, or other loose impediments that may be caught up in the propellor
- Do not lean over a rotating propellor
- Never stop a motor by throwing a rag into the propellor
- Do not let fuel come in contact with the mouth.
- Ensure all sharp edges are removed from the propellor.
- When turning the motor over by hand maintain a firm grip on the propellor.
- With electric aircraft, ensure hands are kept well clear of the propellor arc when arming the motor circuit or switching on from the transmitter.

Aircraft

- Construct all models strictly in accordance with the plans and specifications, paying particular attention to stressed areas, e.g. the wing mountings and wing joint.
- Ensure that the model selected is within your capability to fly, and if in doubt, seek the benefit of an experienced modeller and his advice.
- If inexperienced, submit your model to the Safety Officer (the most senior or experienced member) for scrutiny and compliance with the regulations where applicable,
- Do not use second-hand materials or equipment if possible. With regard to second-hand radio equipment, have the equipment professionally checked and certified.
- Discard scratched or cut propellers an 8" diameter propeller traveling at 15,000 RPM has a tip speed of 575 kph. It takes little imagination to appreciate the damage that would be

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caused by a disintegrating propeller blade at this speed - unfortunately it does happen more frequently than it should.

- Check, tighten and replace etc. suspect components especially wing securing bolts, elastic bands, etc.
- In the event of a rebuilt (previously crashed) model, repeat the above minimum safety precautions and have the model flight tested by or under the supervision of a senior experienced club pilot.
- Where appropriate, clearly identify your Model with your FAI / AUS number or name.

Field Rules.

THERE WILL BE NO FLYING ON DAYS OF TOTAL FIRE BAN

(On these occasions access to the field is limited to members inspecting the site for fire hazards.)

Emergency Action.

The Safety Officer of the day or in his absence the a senior member will act as the Emergency Action Warden. Members in attendance are required to act on his/her direction.

The Action plan is displayed in the pits area and the contest Directors Office.

General.

It is just not possible for one Safety Officer to be in attendance at all times and on all flying days. It is the responsibility of the most senior or experienced member(s) to assume the role of Safety Officer, and control the field and the flying.

- Cars must be parked in designated parking areas.
- Models and equipment must be pitted within the confines of the pit area.
- Modellers and models have right of way over motor vehicles.
- All guests and visitors who wish to fly must report to the Safety Officer or any member and register their name, Club and MAAA number (if affiliated) in the visitors' book.
- Members who have children or guests will be held completely responsible for their actions. Children must be supervised at all times.
- No dogs are allowed on the property unless on a leash
- No children are permitted in the Transmitter Pound.
- Every person on the Club property shall abide by such directions as the Safety Officer, Contest Director, or in their absence a Committee Member, deems appropriate for the mutual safety and convenience of the Club and its members.

Mobile Phones

The M.A.A.A. Frequency Sub Committee has confirmed that there are sufficiently well recorded instances of mobile phones affecting model radio control transmitters by corrupting the radiated signal, and also modifying the stored memory in computer radios, to make their unrestricted use at model flying sites an unacceptable risk. It is also understood that the close proximity signal strength from a mobile phone exceeds the designed Electro Magnetic Interference (EMI) specifications of at least one manufacturer and is identified by them as a significant risk.

The M.A.A.A. strongly recommends that: -

- All mobile phones be banned at radio controlled model flying fields at the following locations and in any areas between them: - The transmitter pound, The pit area and the flight line
- High power phones with an add-on amplifier are not used within 30 metres of operating aircraft.

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With the widespread use of mobile phones and the benefits that they bring for general use, and also for emergencies, it is not the intention to unreasonably restrict their use at model flying sites. However, a buffer zone should exist between where mobile phones are allowed and the location of any radios control transmitters in the transmitter pound or pit area. It is recommended that distance should be a minimum of 2 metres.

Mobile phones that are switched on radiate at regular intervals to maintain identification with the base station, not just when a call is in progress. Due to the difficulty in identifying whether a mobile phone is switched on or not, the ban apply to all mobile phones not just those that are switched on.

Alcohol

Alcohol is not to be consumed at the field unless it is at a specifically sanctioned event and then only on the completion of flying activities.

Should an incident occur and it is deemed alcohol had been consumed by the claimant your insurance cover may be invalid.

Pits Area

Models must be restrained and started with the engine facing the runway.

As far as is practicable, all models, and heavy models specifically, should be started away from the pits area, within the designated starting boxes.

Where practicable carry your model from the pit area to the taxiway.

Models should not be taxied toward any unfenced pit area, other pilots or spectators.

Transmitters are not to be shut down until the model is restrained or engine stopped

Some form of model restraint must be used when starting motors. This can be as simple as having someone hold the model, or by using some form of mechanical restraint. E.g. A couple of screwdrivers on either side of the aircraft wing or tail plane

Flying

All solo pilots must either hold or be capable of passing the MAAA Bronze Wing level of proficiency. Only accredited club trainers can make this assessment – wherever possible more than one trainer should witness the assessment flight.

Flying Restrictions

Flying is not permitted at any height over: the prohibited area which includes -

- Out of bounds areas
- Club House and Facilities
- Car park
- Pit areas
- Behind the Pilot standing area
- (Refer Layout Section 4))
- Within 30m of any person.
- Other areas as designated by the Safety Officer or his deputy of the day.

Effective silencers are to be used on all engines of or over 1.5 cc (.09 cu in) capacity.

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Height Restriction

The flying area is a CASA registered site with a height limitation of 1500ft. Due to our proximity to the Bairnsdale Airport there will be occasions that General Aviation and Military Aircraft will be in the area. THESE AIRCRAFT HAVE RIGHT OF WAY. Should you sense or be advised of the presence of these aircraft you must limit your models altitude to less than 500ft until such time as the area is clear.

Flying Etiquette – all Aircraft

- Pilots must obtain clearance from all other pilots of airborne aircraft prior to take-off.
- Model aircraft on landing have priority over any model aircraft airborne or taking off Pilots must declare their intention to land and get acknowledgement from other pilots before doing so.
- Dead-stick landings have absolute priority over all other model aircraft. Please call "dead-stick" loudly.
- Whilst flying, pilots shall stand on the flying field within the designated pilot area and no further than 4 metres from another pilot. A pilot may take his transmitter further onto the field to facilitate take off, but must return to the pilot area immediately after takeoff.
- If a model has landed and the pilot is unable to cause the engine to cut, or the model will not remain stationary at idle, he shall taxi the model to the side of the strip away from pilots and spectators.
- No gear whatsoever shall be left on the strip at any time.
- Every pilot shall prior to takeoff or landing or flying below 30m clearly announce his intention to do so and refrain from doing so if there is any objection. A "Dead Stick" model will take precedence over other models.
- Takeoff and landing shall be performed no less than 10 metres from the pilots' position.
- Flying below 30m (100ft) across the strip in any direction other than landing direction is prohibited.
- No pilot shall fly his model below 30m (100ft) above a point closer than 10m (30ft) to any person.
-
- The line for aerobatics is at least 30m south of the east/west strip extremity. Where competition rules require flying along the strip as a point of reference this is allowed, but primarily the strip is meant for take off and landing.
- If no wind is blowing, landings shall be from East to West
- The direction of flying shall be governed by the duty strip(s) in use and no aircraft (except hovering helicopters) shall be flown from any other strip or in any manner to create potential conflict of flight paths..
- Models shall not be taxied or hand launched within or from the pits.
- Unless dispensation has been granted for a specific event no pilot shall fly any model above a height of 120 m. (400 feet).
- Pilots are requested to finalise their flights within fifteen minutes of inserting their key in the key control board.

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- Pilots must not make major adjustments or alterations on the runway. Return the model to the pits if in doubt of performance of the model or equipment.
- A Pilot wishing to fly a model that exceeds the weight limit set by MAAA, must have his/her name recorded on the model certification and shall be able to present the certificate when requested before flying is permitted.

Flying Etiquette - Helicopters and Drones

- Helicopters or Drone pilots practicing hovering must use the designated areas as shown on the layout. (refer Layout Section 4)
- Rotary wing aircraft Pilot(s) may use a safe area beyond the hovering strip for the purpose of expanding his hovering into figure 8's. It is advised that the pilot should have an experienced helicopter pilot to act as a caller. The presence of a caller does not absolve the pilot from any responsibilities under the Club Rules.
- The pilot shall have regard for other pilots and aircraft (both fixed and rotary wing) operating from the General Duty Strip and shall at no time intersect their circuit pattern.
- For the purpose of fast forward /reverse flight and aerobatics, helicopters and drones shall use the General Duty Strip.
- Hovering on the General Duty Strip shall be limited to that required for "Take Off" and "Landing". Autorotation landings shall be limited to an emergency procedure. (dead stick)
- Drone pilots using "Return to Home" must announce this intention to other pilots, keep the drone under constant sight and be prepared to abort the procedure to avert conflict with other fixed or rotary winged models.
- Autorotation landing practice shall be done from the hovering area, having regard for the safety of pilots and models already utilising the hovering area.

Flying Etiquette - Sail Planes

- Sailplanes will not be flown during the times allocated for R.C. powered aircraft, unless by mutual agreement with other pilots. (For the purpose of this rule an Electric Powered Glider is classified as a powered aircraft). Where bungee cord or winch is used for launching it is to be put clear of the strip after use so as not to interfere with powered aircraft operation.

Flying Etiquette - FPV aircraft

- The operation of this aircraft type is relatively new and the rules of operation continue to evolve. It is incumbent on the pilots of these aircraft to keep abreast of Statutory, MAAA (MOP 066) and specific Club rules (if any) to assure compliance and the maintenance of insurance cover.
- Pilots must observe the usual etiquette for the aircraft type when using the same flying area as other as other pilots.

Member Responsibility

Members remain responsible at all times for the safe and cordial conduct of the Club and to this end will ensure that where appropriate visitors to the Club are appraised of the site requirements.

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Flying Area - All Aircraft

Our flying field is located within a 44 ha property which is perfectly adequate for our flying activity. Permission has not been sought from the adjoining property owners to overfly their land and pilots are required not to do so as a matter of course.

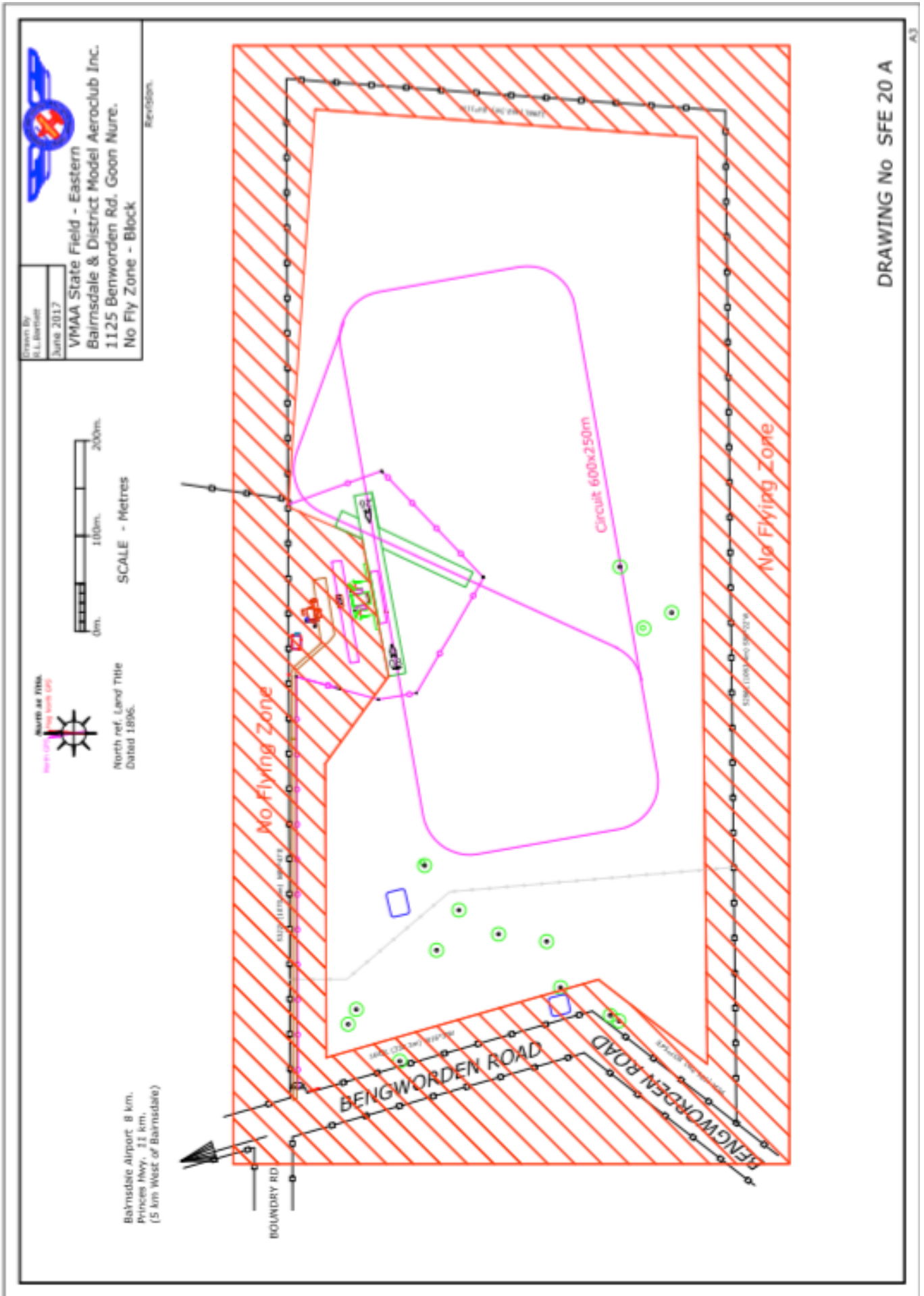
Prohibited Flying Area - All Aircraft

The area north of that bounded by the quadrant/triangle from the pilot standing area, to the extremity of the pits area(s) and beyond is a prohibited flying area. (refer Layout Section 4)

Rules Additional To

The forgoing rules are additional to the mandatory regulations applied by the V.M.A.A, the M.A.A.A, and other governing bodies.

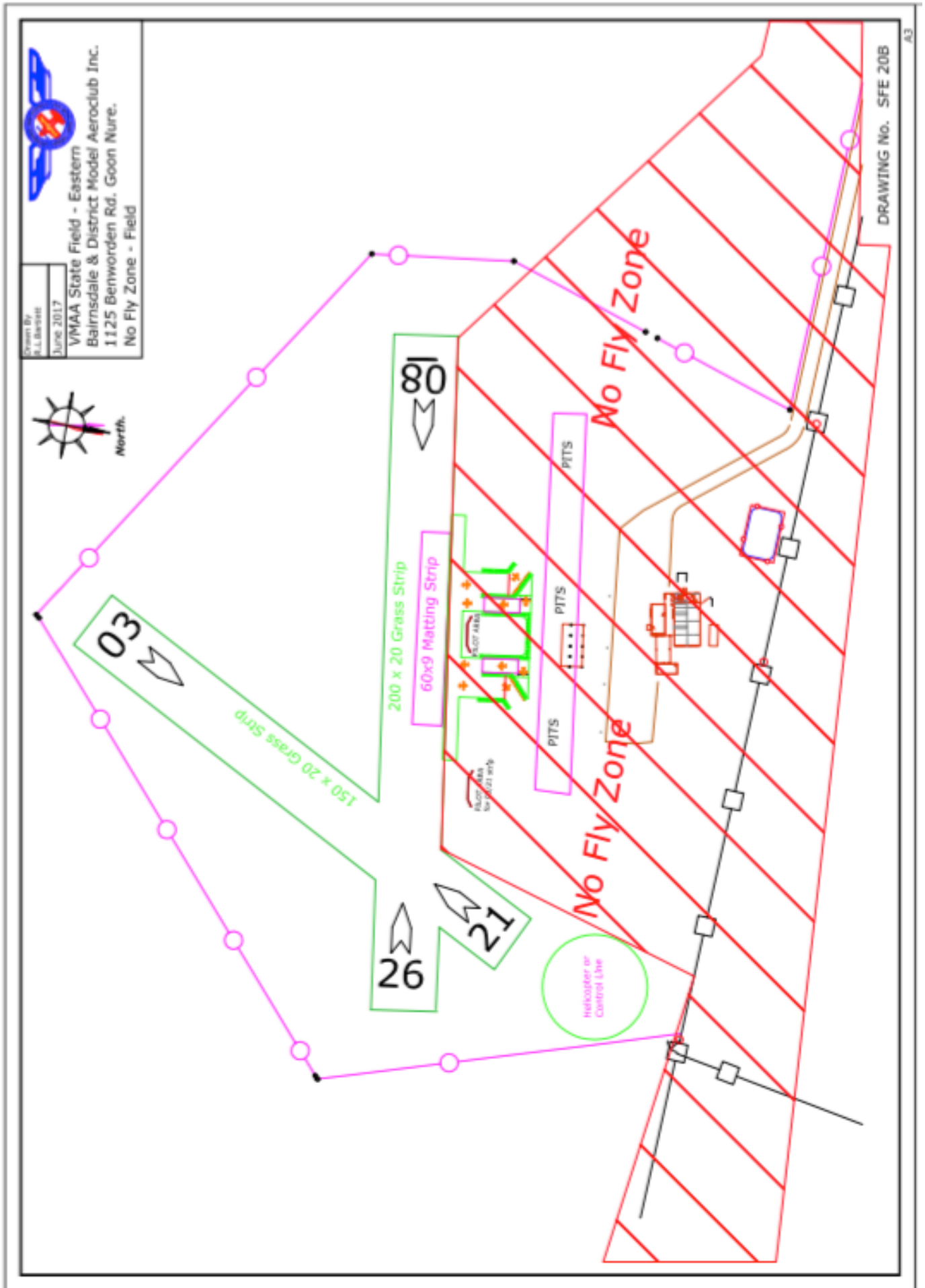
Bairnsdale & District Model Aero Club Inc.



DRAWING No SFE 20 A

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Drawn By:
R.L. Baxstett
June 2017
VMMA State Field - Eastern
Bairnsdale & District Model Aero Club Inc.
1125 Benworden Rd. Goon Nure.
No Fly Zone - Field

DRAWING No. SFE 20B

A3

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Section 5. Transmitters and Frequency Control

2.4 GHz Transmitters

The MAAA requires that for Affiliated Members to operate on 2.4 GHz, all equipment shall comply with Australian legislation. The radio control technology employed within it shall be on the MAAA accepted list. The accepted list covers only genuine products from the manufacturers stated. The details are expanded in the MAAA Manual of Procedures MOP 058

The operation of equipment that does not conform to the requirements of this Policy may result in the Affiliate Member having a liability in the event of a claim on the M.A.A.A. insurance policies.

Users should be aware that atmospheric conditions such as high humidity, fog or cloud can significantly reduce the range of 2.4 GHz equipment due to the increase in the attenuation between the transmitter and the receiver. In addition users should ensure that neither they nor other people get between their transmitter and the model being controlled. This is due to the human body attenuating a 2.4 GHz signal much more than in the lower frequency bands.

Frequency Control - Transmitters other than 2.4 GHz

No transmitter/receiver unit will be acceptable or allowed to be used unless it has been frequency certified by an independent authority, and displays the appropriate certification sticker. The Club adopts the MAAA recommendation that Transmitters need to be certified at least once. The tester will attach a sticker on the rear of the transmitter verifying the band width as tested, and the date of the test. No transmitter shall be used unless it has such a sticker attached. (The foregoing applies to transmitters operating on bands 29, 36 and 40 only – refer 13.2 for 2.4 GHz transmitters.)

The Club prefers that odd numbered frequencies within the 36MHz band are used and has accepted a 20 KHz spacing. To give effect to this the frequency board is marked up for the preferred frequencies and requires that a 2" or 50mm key be used. The exceptions are for the frequencies 36.010, 36.040 and 36.590 where 1" or 25mm keys are required and sanctioned.

- Transmitters are to be clearly identified with the pilot's name and channel number
- No transmitter shall be switched on anywhere except in the pits and where otherwise indicated by these rules.
- Transmitters are not to be shut down until the model is restrained or engine stopped.
- Transmitters must be impounded at all times other than when in actual use flying.
- The transmitter frequency keyboard must be used at all times to control and safeguard the flying.
- Every Pilot shall have a frequency key in respect of each of his transmitters. It is the pilot's responsibility to ensure that the width of each of his frequency keys is compatible with the band width of its corresponding transmitter.
- The pilot's frequency key must be clearly marked and identified by the name of the pilot and the band or channel number and the frequency being used. Where a pilot uses a transmitter with synthesised frequencies the key must show the pilots name and the code SYNTH in addition to the usual fixed frequency indicator. (This may necessitate the need for more than one frequency key).
- The key shall be inserted in the keyboard before removing the transmitter from the pound and switching on and removed after the switched off transmitter is returned to the pound and when the pilot leaves the field.
- The pilot key is to be stored with the transmitter when not in use.

Note: Some Clubs' require radio transmitters to be certified on a regular basis. It is common for Contest Controllers to require transmitters to have been certified within the previous 24 months.

When a model has been crashed, the radio receiver should be checked before installing in another model.

Where one or more other members share frequency the time of use should be limited to 20 minutes to ensure equitable access.

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Synthesised Transmitters

In addition to the need to have the frequency key show that the pilot is operating a synthesised transmitter there are special requirements stipulated in the MAAA Manual of Procedures – the following is extracted from MOP053 and must apply.

Mandatory Requirements

Transmitters shall only transmit radio signals after the operator has identified the frequency on which transmission will occur and after he/she has then complied with frequency control system in use at the field of operation. The operator shall ensure that there is no other operator using or intending to use that frequency.

Different models of transmitters will select their operating frequency in different ways and it is not possible to give step by step instructions for each type. However, these will broadly fall into two types. The frequency is either set up mechanically, such as by switches, or it is selected within the software of the transmitter.

- (a) Where the frequency is set mechanically then the operator must physically check, and if necessary select, the frequency that the transmitter will operate on prior to being switched on.
- (b) Where the frequency is set within the software there shall be a two stage switch on process. The first stage is that the transmitter is switched to activate the software but it shall not transmit on any frequency. The operator shall then check, and if necessary select, the frequency that the set will ultimately transmit on.
- (c) Other variations may be available and the operator shall adapt the principles to that transmitter. In the event of any doubt the operator shall consult a technical authority for guidance prior to use.

Section 6. Visitors and Spectators

Visitors

All visitors (other than spectators) to the club will be required to sign a visitor book prior to flying.

Spectators

We all know how fragile our models are, and how clumsy and unkind spectators can be when wandering amongst our models.

You were once yourself a spectator, and you can appreciate the fascination our models create. You must also realise the innocence and ignorance these spectators have of our models and equipment, and the potential danger. This is especially true with regard to children spectators, and it is your duty therefore to help maintain our good safety record thus far, by taking any action required with regard to these spectators, to prevent a potential accident. Take friendly but firm control of their proximity to our models – particularly models with running engines. At the same time, help yourself and your fellow club members to retain an un-mauled and undamaged model.

Visitors – Affiliated - Wishing to Fly

Members of other Clubs affiliated with the VMAA may fly from the Club's facilities and flying field on a maximum of four occasions (excluding contests)

The visitor will be referred to the most senior Club member in attendance who will verify that the visitor:

- Is a member of a club affiliated with the MAAA.
- Can provide proof of membership by way of a current MAAA card.
- If no proficiency classification is shown on the membership card then an accredited club instructor will accompany the visitor to the flight-line and witness a flight to be satisfied that the visitor can adequately control the aircraft. The club instructor will ensure that the visitor is made aware of the relevant club rules before granting permission to fly unaccompanied. The assessing member will counter sign attesting that the relevant club rules have been explained and acknowledged by the visitor.

Visitors – Non Affiliated

An accredited club instructor will mentor potential members.

The instructor will:

- Explain that the Clubs insurance will provide third party insurance for a maximum of 4 visits to the facility – beyond this point the potential member will be required to immediately take out the appropriate membership.
- Explain the operation of the frequency board.
- Explain the where aircraft may be flown and any restrictions that are in force.
- Check the aircraft for airworthiness – where applicable pointing out corrections to be made prior to the introductory or test flight.
- Before undertaking any tuition ensure that the visitors book is signed
- Where the potential member claims prior experience accompany the visitor to the flight line, and witness a flight to be satisfied that the visitor can adequately control the aircraft. The club instructor will ensure that the prospective member is made aware of the relevant club rules before granting permission to fly unaccompanied.

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Section 7. Miscellaneous

Club House Rules

It must be understood that this facility is primarily for catering and food preparation.
The following must be observed

- No animals are allowed in the Club House.
- No modelling paraphernalia is to be left within the building.
- All children must be accompanied by a responsible adult.
- Members are requested to treat the Club house as if they are guests, not hosts.
- Take rubbish home with you
- Clean the facilities after use.
- Refreshments are provided for members on a honour system. The price list(s) are displayed in the area.

Mowing

When the strips are in the process of being mowed,

- No takeoffs shall be made from the strip being mowed.
- If the aircraft cannot take off from the un-mown strip, the pilot must wait until mowing has been completed.
- No pilot shall fly close to the area above the mower.
- Pilots shall obey the directions of the person mowing.

Leaving the Premises

The last person on the Club premises shall not leave unless:

- There is no equipment in the open which may be damaged by weather or stolen.
- All buildings and finally the front gate are locked.

Bairnsdale & District Model Aero Club Inc.

Amendments

Date	Section	Amendment
March 2015	2. General	1. Changed Location of Flying Field
Sept 2015	2. General	1. Changed timing of Club Meetings
June 2017	2. General	1. Changed requirements for visitors wanting to fly. 2. Deleted fixed venue for meeting. 3. Added reference to Drones and FPV aircraft. 4. Replaced Newsletter reference with information on badmac.org.au and the Blog site.
June 2017	3. Field Rules	1. Clause added for general flying area 2. Clause added restricting access on Fire Ban Days 3. Added clause in respect Emergency Action Plan 4. Clause added respect height limitation and full size aircraft.
June 2017	4. Field Plan	1. Additional Map Inserted 2. Emergency Assembly area shown
June 2017	5. Transmitters/Freq Cntl	1. Removed Frequency Board requirement for 2.4 GHz Transmitters 2. Removed 10 model limitation
June 2017	7. Miscellaneous	1. Club house rules expanded