

Yarra Valley Aero-modellers Club Rules - 2012 onward

1. INSURANCE

- a) All pilots must have M.A.A.A. insurance cover.
- b) Members claiming on the M.A.A.A. insurance shall be liable for any excess (at present the first \$250.00.)

2. TRANSMITTERS AND FREQUENCY MANAGEMENT

- a) All 36 megHz transmitters must be checked and approved every two years by an approved testing station, and carry the appropriate M.A.A.A. sticker.
- b) The keyboard system controls at all times. A transmitter must NOT be turned on until the appropriate key, marked with your name and frequency, is placed in the respective position on the keyboard. Upon flight completion, and when the transmitter is turned off, the key should be removed to indicate the availability of that frequency to waiting pilots.
- c) The testing and certification requirements are not required for 2.4 GHz Transmitters, however, the use of Transmitter that have not been tested and approved by the M.A.A.A. is not allowed.
- d) Pilots using approved 2.4 GHz Radio gear are requested to use a frequency key to indicate the fact.

3. VISITING PILOTS

- a) All visiting pilots to our field must be accompanied by a hosting YVA member at all times.
- b) The hosting member shall ensure that the visitor is aware of our club rules and record the visitor's name and M.A.A.A. card number in the Visitor's Book. The hosting member shall also ensure that the visiting pilot exhibits correct flying protocol at all times
- c) No visitor shall remain at our field when no hosting YVA member is present.
- d) A visitor who has flown at our field on three separate days shall be expected to apply for membership to the Club.
- e) YVA members have priority over visitors regarding flying, but members are expected to extend courteous consideration.

4. New Pilots Under Instruction

- a) Pilots under instruction without VMAA/MAAA membership are covered by MAAA insurance for a total of 4 separate visits to any club. The instructor is responsible for insurance for the pilot under instruction during these 4 occasions.

5. FLYING

- a) All flying must be carried out at least 30 meters from the Pit Area.
- b) Models must not be flown over pits, spectators, public roads or the car park and must be kept WELL AWAY from private dwellings.
- c) Pilots must fly from the designated pilot area as soon as having confidently taken off.

- d) Aircraft must not be taxied into, on, or taken off from, the pit area.
- e) Model restraints are mandatory while engines are being started or run-up, or an assistant used to restrain the model.
- f) Airborne pilots always have right of way. Intention to take off or land must be clearly announced and permission granted from all pilots flying. Permission must also be similarly granted when wishing to enter or cross the strip, to retrieve a model.
- g) A "deadstick" model has right of way over all other models. Pilots should announce loudly and clearly "DEAD STICK" and land as soon as is practical.
- h) Pilots should be aware the flying ceiling height is 4,500 FEET. This is a privilege granted by C.A.S.A. but one that should be treated with extreme caution.
- i) A maximum of FOUR models in the air at any one time is permitted.
- j) NO FLYING is permitted on days of TOTAL FIRE BAN.

8. Cars and Vehicles

Driving of vehicles is not permitted on the runway. Parking will be in the designated area.

9. Children/Minors

At all times in the environs of the field, children/minors are to be accompanied by an adult YVA member. Such adult is to be responsible for that child's behavior.

10. Alcohol and Drugs of Dependence

No person shall fly any plane, or operate any transmitter whilst under the influence of alcohol or any other drug. Any consumption of alcohol shall be after the person has ceased all flying activities for the day.

11. Damage to Property

Any person (YVA Member, visitor, etc.) who, through stupidity, neglect or carelessness causes another members model to crash or property or equipment to be damaged shall be expected to come to an amicable resolution of the matter with the person or persons concerned.

12. Rubbish Disposal

All debris and rubbish is a personal responsibility and must be removed from the property when you leave the airfield.

13. Gate Protocol

The front gate must be closed at all times.

14. General Behavior

All members should aim to be safe, considerate of others and to promote the pleasure of the hobby and the goodwill of the club.

15. Dispute Resolution

- a) Where any dispute arises involving a member, or members, and such a dispute remains unresolved, to the extent whereby other members of the club, or club as a whole, is being adversely effected, the committee may at its discretion, intervene and

take whatever action it deems necessary to maintain the goodwill of the club and the well-being of its members.

- b) Any member or visitor, in breach of the safety rules, or creating a dangerous incident, will be required to explain to the committee why their membership or visiting privileges should continue.

16. Full Size/GA Aircraft

Full size aircraft have absolute right of way over any model. When full size planes indicate their take-off or landing intentions, or it appears reasonable to expect such a plane may intend to take off or land, you must ensure that airspace and ground space are clear of all models, personnel, equipment etc.

17. Field Maintenance

Members of the club involved in field maintenance, mowing etc, or performing in a working bee, shall be given precedence over members wishing to fly, and must be given full co-operation.

19. Early Morning Flying

No Internal Combustion or Jet Turbine engines are to be started before 9:00am on any day throughout the year'

20. All models must be physically restrained while in the pit area. Simply put no taxiing in or out of the pits. All models must be either carried or manhandled to and from the flight line. (*Double up – See part 5, Flying, clauses d and e*)

Authorized by the YVA Inc. Committee

Jan 2012