

Yarra Valley Aeromodellers' (YVA) Club Rules

www.yarravalleyaeromodellers.com.au

Version 9-3 Aug 2026

Club Location

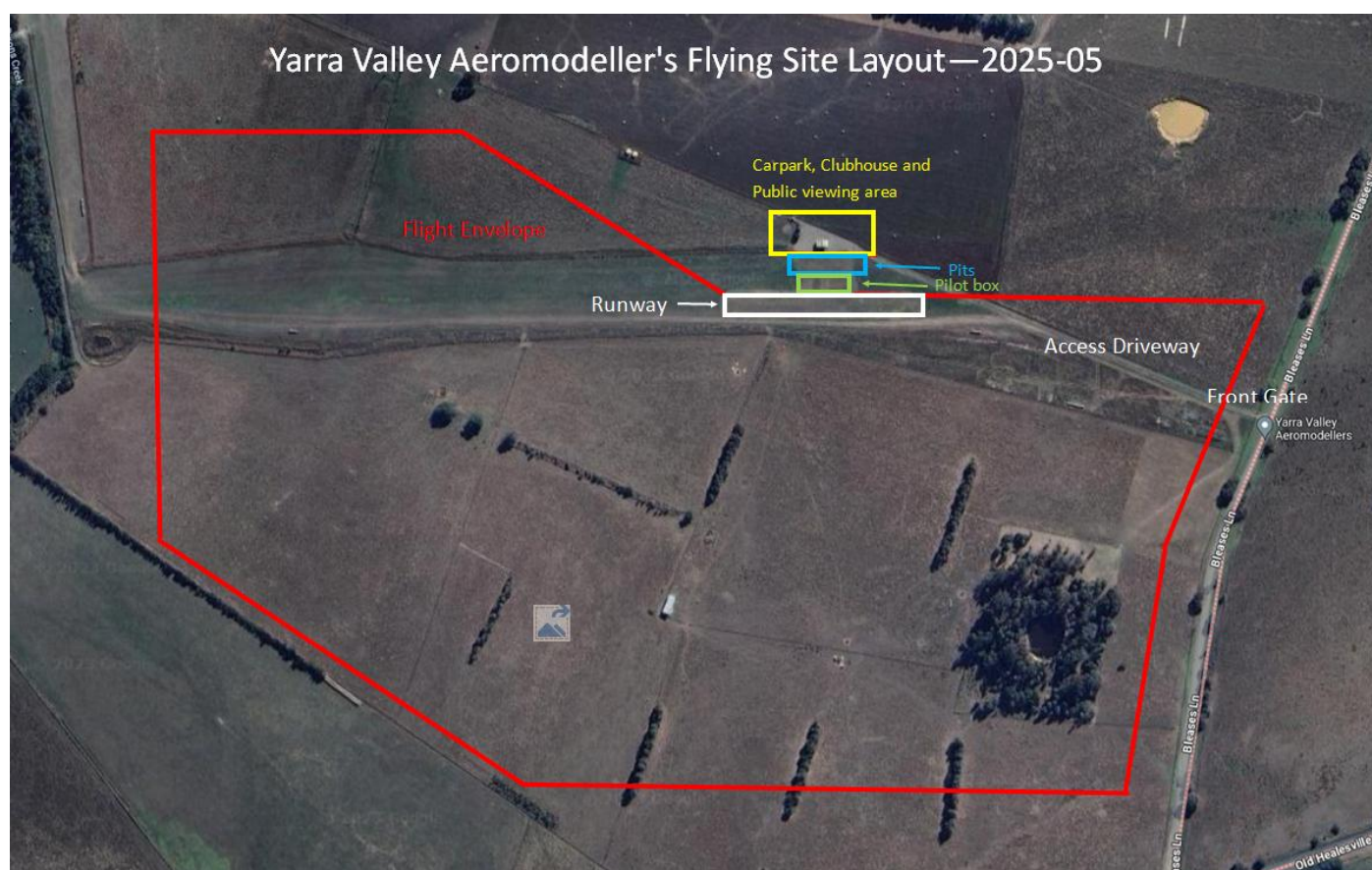
Bleases Lane
Dixon's Creek VIC 3775

GPS

- 37 38 07.8 S (-37.635500)
- 145 25 14.5 E (145.420694)

Approved Height: 1,500 ft AGL

Flying Field Layout



Flying Height Limits

- 1,000 ft AGL – Heavy Models
- 1,500 ft AGL – Other Models

Flying at any height subject to these YVA Club Rules

Any existing or new member, and any visitor flying at the YVA field acknowledges they have read and understood, and will comply with these rules and the associated documents listed in item 21

VERSION CONTROL

Date	Version	Changes
2025 - 05	9-2	CASA Area Approval – Major Update
2026 – 08	9-3	August 24, 2026 Club Meeting advice • Clause 9 added – model identification • Clause 10 added – loss of sight, control • Clause 11 added – safety officer • Clause 20 added – probationary pilots • Clause 21 changed – Risk Management document

1. OPERATING PROCEDURES

- a) All pilots operating at the Field shall conform to the YVA rules documented below.
- b) All pilots operating at the field shall conform to Model Aeronautical Association of Australia (MAAA) Manual of Procedures (MOP) requirements. This specifically includes:
 - MOP001 – Incident and Accident Reporting
 - MOP004 – Model Aircraft Operations above 400ft AGL
 - MOP014 – General Model Rules
 - MOP019 – Model Flying Display
 - MOP056 – Safe Flying Code
- c) Large Models also to comply with:
 - MOP015 – Heavy Model Inspection and Operation
 - MOP006 – Appointment and Reappointment of Inspectors
- d) Gas Turbine Models also to comply with MOP030
- e) Field operations shall comply with Part 101 of the Civil Aviation Safety regulations and CASA Directive 22/22
- f) Any model >25kg requires written permission from the Club Committee to fly at the YVA field

2. INSURANCE

- a) All pilots must have MAAA insurance cover
- b) Members claiming on the MAAA insurance shall be liable for any applicable excess

3. TRANSMITTERS AND FREQUENCY MANAGEMENT

- a) All 36 MHz transmitters must be checked and approved every two years by an approved testing station and carry the appropriate MAAA sticker
- b) The keyboard system controls use of 36 MHz transmitters at all times. A 36 MHz 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, 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. All 2.4GHz radio equipment used at YVA must conform to the requirements of the MAAA MOP058. Frequencies in the 433MHz or 900MHz band can also be used for model aircraft control or telemetry/video feeds

4. MEMBERSHIP

- a) All members flying at the YVA field must display their membership cards or produce them when asked and ensure that everyone flying at the field does likewise.
No Card No Flying
- b) All Members flying at the YVA field must sign in and sign out in the Attendance Book noting arrival and departure time, and type of models flown.
- c) All members are to volunteer to help with club activities.

5. 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 these Club Rules and record the visitor's name and MAAA card number in the Attendance 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

- e) apply for membership of the Club
- e) YVA members have priority over visitors regarding flying, but members are expected to extend courteous consideration

6. NEW PILOTS UNDER INSTRUCTION

- a) Pilots under instruction without VMAA/MAAA membership are covered by MAAA insurance for a total of 3 separate visits to any club. The instructor is responsible for insurance for the pilot under instruction during these 3 occasions

7. FLYING

- a) All pilots flying solo must have their MAAA assessed Silver Wings.
- b) All flying must be carried out at least 30 meters from the Pit Area.
- c) Pilots should be aware the flying ceiling height is **1,500 FT AGL for all** models except those > 25kg where the ceiling height is **1,000 FT AGL**.
- d) When flying above **400 ft AGL** it is recommended there is a flightline / safety observer on watch within clear verbal communication distance of the Pilot Box. The pilots and the flightline / safety observer are to be familiar with the Full Size / GA operating procedures in these rules and associated Risk Management protocols document.
- e) When flying above **1,000 ft AGL** a flightline / safety observer is mandatory, as is height verification technology.
- f) Models must not be flown over pits, spectators, public roads or the car park and must be kept well away from private dwellings.
- g) Pilots must fly from the designated pilot area as soon as they have taken off.
- h) Aircraft must not be taxied into, on, or taken off from, the pit area.
- i) Model restraints are mandatory while engines are being started or run-up, or an assistant used to restrain the model.
- j) Airborne pilots always have right of way. The 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.
- k) A **"Dead Stick"** model has right of way over all other models. Pilots should announce loudly and clearly **"Dead Stick"** and land as soon as is practical.
- l) Pilots must remain in the designated flying area as displayed in the Clubhouse
- m) A maximum of **four** models in the air at any one time unless approved by the Committee for a specific purpose or event.
- n) **NO FLYING** models > 60kg MTOW

8. HOURS OF OPERATION

- a) **NO FLYING** before 9AM.
- b) **NO FLYING** after SUNSET during Day Light Savings time, or after the earlier of SUNSET or 6PM outside Daylight Savings Time
- c) **NO FLYING** is permitted on days of **TOTAL FIRE BAN (TOBAN)**
- d) **NO FLYING** on the last Sunday of the month.
- e) **NO FLYING** on Easter Sunday, Good Friday or Boxing Day.

9. MODEL IDENTIFICATION

All models flown from the YVA field will display a sticker that includes, as a minimum:

- a) The www.yarravalleyaeromodellers.com.au website address
- b) The pilots AUS number

10. LOSS OF SIGHT OR CONTROL OF MODEL

Loss of sight or control of a model aircraft is a serious event and all steps must be taken to prevent the model breaching our CASA approved flight envelope. Safety include:

- a) Mandatory setting of fail safe, and check before first flight every day. Fail safe to put model zero throttle and spin conditions.
- b) On loss of sight or control the pilot is to immediately move **transmitter sticks to bottom corners** and keep them there until sight and control of the model can be regained (or a reasonable time until the model can no longer be airborne).

Preventing the model leaving our designated flying area overrides any efforts to prevent damage to the model.

11. SAFETY OFFICER

Given the diverse and fragmented use of the field the Committee, Certified Instructors and most senior pilots in attendance (in that order of priority) will assume the role of YVA Safety Officer for any flying session.

12. NOISE

Models that are considered noisy must be checked against a noise meter held by the club before flight. Models must be below 96db(A) when measured at a distance of 3 meters from the model on all sides – in front, behind and from both sides

13. EMERGENCY RESPONSE PLAN

In the event of an Emergency (injury or health issue for individual, fire, property damage) the members' present will enact the Emergency Response Plan on display on the Clubhouse external noticeboard.

14. CARS AND VEHICLES

- a) Driving of vehicles is not permitted on the runway.
- b) Parking will be in the designated area only
- c) On entering or exiting along the driveway, all vehicles are to stop and check for any operating aircraft (model or GA) and only enter / exit when safe to do so

15. Children/Minors

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

16. Pets

At all times in the environs of the field, dogs or other pets are to be restrained away from the pits and under an adults supervision.. Such adults are to be responsible for that pet's behaviour

17. Alcohol and Drugs

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

18. Damage to Property

Any person (YVA Member, visitor, etc.) who, through stupidity, neglect or carelessness causes another member 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

19. Rubbish Disposal

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

20. Gate Protocol

The front gate must be closed at all times that livestock are present in the flying field area

21. 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.

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 intent, approach or enter into the designated YVA airspace, or it appears reasonable to expect such a plane may do so, all pilots must ensure that airspace and ground space are cleared as necessary. Specifically:

- a) On observing a manned aircraft approaching the YVA designated airspace pilots are to fly their models in the opposite direction, remain below 400 FT AGL and avoid any interactions or crossing of path with the manned aircraft;
- b) If the manned aircraft indicates any intent to land, do a precautionary search or otherwise descend to a level where model aircraft flight below 400 FT could cause any risk, pilots are to land immediately.

If the full-size plane owners who use the YVA strip advise their intent to use the strip (departure or expected arrival) they will be given absolute priority, and a member nominated to stand watch.

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 cooperation.

18. Clubhouse

- a) The Clubhouse is to be kept clean and tidy at all times.
- b) Shade awnings are provided if required and must be returned after use
- c) **First Aid** kit and **Defibrillator** are in the Clubhouse. If used or deficient please notify the Committee
- d) **Firefighting** equipment is also located in the Clubhouse please ensure that you are familiar with its operation and location. If used or deficient please notify the Committee

19. Incident Reporting

Any accidents or incidents that occur at the YVA flying field must be immediately reported to the YVA Safety Officer or any other YVA Committee member if the Safety Officer is unavailable. (Initial phone call with email follow up) including but not limited to:

- a) Any incident involving a model landing or crashing outside the YVA Operational Area.
- b) Any incident involving a model landing or crashing inside the YVA Operational Area where all the equipment is not found and recovered
- c) Any incidents involving physical injury to a person (including any "near miss" that could have resulted in a physical injury to a person – this includes models crashing within 30 meters of people or near the pits, Clubhouse, or carpark)
- d) Any incidents involving damage to property (but not including damage to the model aircraft being flown)
- e) Any incident that results in attendance of emergency services at the YVA field

- f) Any incidents of models failing to maintain appropriate separation or yielding to full size manned aircraft in the vicinity of YVA (including any instances that may be reported to CASA or other authorities)
- g) The occurrence of any fire at the field
- h) Any incidents of models flying within designated “no fly” zones
- i) Any other matter or incident that may create a reputational risk for the club or potentially damage our relationship with surrounding property owners, CASA or any other statutory authority. This includes model “fly aways” where the crash site of the model is unknown

The YVA Safety Officer will keep a record (copy to Secretary) of all accidents and incidents reported by Members. The YVA Committee will determine any further action necessary in respect of any reported accident or incident including obligations under MOP001. The YVA Committee has power to do all things necessary to minimise the risk of any accident or incident being repeated (subject to ratification at the next YVA General Meeting).

20. Probationary Pilots

The YVA Committee reserves the right to place any pilot in Probationary status if formal risk management restrictions are deemed necessary. This can be for new or existing pilots and will come with clear risk management steps required for the Probationary Pilot.

21. Associated Documents:

- a) YVA Risk Management Protocols v9-3
- b) YVA Emergency Response Plan v9-2

Yarra Valley Aeromodeller's Flying Site Layout—2025-05

