

VARMS (2018)

Rules and Procedures VARMS Glider Field

- 1 These Rules and Procedures are in immediate effect and may be amended as situations, or conditions, change. They apply to all VARMS members and to flying visitors**
- 1.1 All flying operations on the VARMS Glider Field site shall be conducted under the provisions of the MAAA Manual of Procedures (MOP) and CASA Civil Aviation Safety Regulations and these Rules and Procedures.
- 1.2 The VARMS Glider Field is an approved model flying area which has been granted a Permanent Extended Height Clearance by CASA. The VARMS club has set an absolute maximum operating height level of 1000 feet AGL (above ground level).
- 1.3 All pilots must give absolute right-of-way to, and avoid flying in the proximity of, ALL full size aircraft. In accordance with the provisions detailed in General Safety Matters below, an observer shall be utilized to supervise flying so as to avoid such situations
- 2 General**
- 2.1 It is a condition of membership that all members read, understand and comply with these Rules and Procedures. Failure to comply with these Rules and Procedures could result in the member being brought before a club disciplinary sub committee
- 2.2 All persons/members, who by neglect, carelessness, or breach of these Rules and Procedures, causes another member's model to crash, property or equipment to be damaged, are expected to come to an amicable and mutually satisfactory resolution with the person/party concerned.
- 2.3 No model shall be flown, nor any transmitter operated, whilst under the influence of alcohol, or any other drug or medication that could affect your reactions, eyesight or judgment. MOP 055 refers.
- 3 Standard Operating Times**
- 3.1 Sunday – Glider and Electric Glider, Dawn till Dusk.
Monday, Wednesday, Friday and Saturday* – Power 8 till 12 noon, then Glider till Dusk. *
See Aerotow Note below.
Tuesday and Thursday, Glider Dawn till 12 Noon, then Power till 5.00 pm AEST, 8.00pm AESDT.
Aerotow: Generally the second Saturday each month, 12.00 Noon till 5.00 pm
- 3.2 Clubrooms: All days -7.00 am till 11.00 pm
- 3.3 If the allocated discipline is not using the field, the alternative discipline may either continue or commence flying early. When power operations are underway an electric glider may be flown at the same time providing the pilot follows all normal operating procedures and talks to the other flyers before take-off and landing
- 3.4 When Glider competitions are being conducted, the competition group will have exclusive use of the site between the hours of 10.00am and 4.30pm (or as otherwise advised in advance).

3.5 Sport glider flying can be conducted, outside the nominated times.

Obviously, any sport flying which employs a winch or bungee, must not cause any obstruction for the competition group.

4 Definition of a glider.

4.1 VARMS considers a glider as a model which is designed and flown for the purpose of soaring. If it has a motor fitted, this is simply a launch system, which is then turned off. Fast flying gliders such as “hot liners” which are flown primarily with the motor on, should be flown in power allocated times

5 Tenancy

5.1 The entrance gate to the VARMS Glider Field must be closed and padlocked at all times when member access to the field is no longer required.

5.2 The key to VARMS Glider Field is available to all members on the express condition that it is not lent or copied to provide non-members unauthorized entry.

5.3 Take Special Note: When padlocking gate, the VARMS padlock should be linked in series with other padlocks such that opening any padlock will allow entry.

5.4 Vehicles should not enter or be parked inside the fenced area of VARMS Glider field. Exceptions: Vehicles needing access to storage containers shall enter the field and drive north along the eastern fence to the northern fence before turning west. Absolutely no vehicles are to drive across the landing strip.

5.5 All vehicles should be parked in the designated main car park, south or north of the clubhouse.

6 Pilot Certification

6.1 All pilots flying at the VARMS Glider Field must be rated at least Bronze Wings Certificate issued by VMAA/MAAA., currently VMAA/MAAA affiliated, and insured for the type of R/C Model Aircraft they are flying.

6.2 All Visitors must also meet these criteria or be constantly under the supervision of an appropriately rated club member. Visiting spectators should be under supervision at all times.

6.3 Visitors may use the VARMS Glider Field after showing a current MAAA card to a committee member indicating that they are financial members of the VMAA/MAAA and are certified to fly Bronze Wings standard (or be accompanied/supervised by a VARMS club member certified Bronze Wings, in the appropriate discipline (or VARMS Electric Glider Solo), abide by the rules for visiting club members, and fill-in and sign the Visitors' Book. Without committee approval, a Visitor is only allowed 2 flying visits per year.

7 Radio Equipment and Usage

7.1 Only MAAA approved radio equipment may be used at the VARMS Glider Field.

7.2 Where Frequency keys are used they must comply with the MAAA certification sticker on the transmitter. Only the correct (commercial) type of plastic frequency key is acceptable. The full name of the Pilot and frequency number MUST be clearly indicated on all keys.

- 7.3 Because of possible interference to Computer Radios, the use of Mobile phones on the flight line is PROHIBITED. MOP 045 Refers

8 General Safety Matters

- 8.1 Every member shall accept responsibility for flying safety and is obliged to request other members and visitors to abide by these rules when dangerous and/or unsafe practices are observed. Failure to abide by such a request is to be reported to the committee
- 8.2 All aircraft must be in safe flying condition. Any aircraft considered unsafe by a suitably qualified member will not be permitted to fly until its operational condition has been remedied.
- 8.3 Flying within 30 metres of other people, the car park, spectator areas, the club room, any pit areas and incoming vehicles is STRICTLY prohibited. MOP 014 Refers.
- 8.4 No aircraft is to be flown over 1000 feet AGL (above ground level). Aircraft may be flown between 400 and 1000 feet AGL provided that an observer is present close by the pilot and the model is continuously clearly visible by the pilot and observer. It is strongly recommended that an observer be present close by the pilot when flying below 400 feet.
- 8.5 Observers, and all pilots, are to warn of intrusion into “our” airspace by full size aircraft and helicopters. If in any doubt regarding clearance, reduce height, take appropriate avoiding action and/or land as soon as possible.
- 8.6 No aircraft is to take-off or be launched within a distance of 30 metres from any car park, club room and spectator area.
- 8.7 Heavy Models, those with a dry mass (less fuel) between 7 Kg and 25 Kg, may be flown at VARMS Glider Field providing all operations are strictly to MAAA MOP 015. VARMS recommends pilots operating heavy models attain a Gold Wings rating for the type of aircraft being flown
- 8.8 The VARMS Glider Field is deemed unsuitable for Flying giant model aircraft. A Giant model is defined as having a take-off mass greater than 25 kilograms.
- 8.9 No person, either club member or member of the public, shall be allowed on the field without having been informed of these General Safety Matters i.e. calls to be made informing pilots of actions. Also, when on strip, or field, a proper lookout must be kept for approaching planes whether on take-off, launch or landing.

9 Flying during slashing and mowing operations

- 9.1 All flying will cease when the runway is being mowed. When slashing or mowing is going on in other areas flying is ONLY permitted AFTER talking to the person doing the mowing or slashing and then ONLY with their agreement.
- 9.2 Aircraft will NEVER be flown above or within 50m of the person on the mower or tractor at any time.

10 General Flight Operations

- 10.1 Members must wear their membership badge at all times when flying
- 10.2 Power gives way to gliders at all times

- 10.3 Power (I/C motors) models will be permitted to operate at VARMS Glider Field as per the Operating Times listed above.
- 10.4 No I/C motor shall be started before 8.00 a.m. Monday to Saturday and shall not operate after 8.00 p.m. AESDT or 5.00p.m. AEST. This is in line with the KNOX CITY COUNCIL bylaws and our site agreement.
- 10.5 All Internal combustion motors are to be fitted with an effective muffler that limits noise level to 92 Decibels(dba) and below. Test: Model at full power, readings taken when model is held 1 metre above ground, 2 metres from front, back and both sides.
I/C Engines must not be run for extended periods in the pits and never to be run in Car Parks or Club Room areas.
- 10.6 Aircraft must not be taxied in the pit areas
- 10.7 All Pilots are to stand in the agreed designated area beside the runway and behind the safety barrier, when flying powered aircraft.
- 10.8 Flight operations must be conducted such that no model should be flown, further East than the eastern fence line, further north than the northern fence line and over the pits and flight box areas. . All circuits must be to the West of the landing strip. There are no limits to South and West.
- 10.9 “Take-off” (Launching), “Landing”, “Dead Stick” and “On-the-field” calls are to be clearly announced by the pilot.
- 10.10 Helicopters and any other rotary wing aircraft are to be flown in the designated area. Helicopters are not to take-off or land in the pits. Helicopters and any other rotary wing aircraft may only fly in other areas by arrangement with other flyers using the field.
- 10.11 I/C and Electric aircraft which are being started and run up in the pits should use effective restraints.

11 Aerotow glider operations

- 11.1 When organised Aerotow activities being undertaken there must be a nominated safety officer in charge before flight operations commence and for the duration of the activity. The safety officer has full responsibility for all flying operations on the site between 12.00noon and 5.00pm.
- 11.2 Electric Power-assisted Scale Gliders may be operated at this time in conjunction with aerotow after consultation and with the agreement of the nominated safety officer.

12 Glider Operations – Bungee and Winch Launching

- 12.1 Any person/s proceeding upwind of the flight line must ensure that the pilots on the flight line are advised of this movement. A clear announcement of “On Field” or similar is required.
- 12.2 Winches and bungees must not be mixed on the flight line. Bungees must be on one end of the flight line such that a drifting line and parachute does not fall across winch lines. It is strongly recommended that a landing corridor be left between winches and bungees. Winches, where practicable, should be wound down after launch.
- 12.3 Landings, wherever possible, must be in clear areas i.e. behind the flight line or in a landing corridor. If a landing over winch or bungee lines cannot be avoided, the pilot must land as soon as possible and must not attempt to fly past any person on the field.

- 12.4 Regardless of launch direction, no glider shall be flown, at any height, further East than the eastern fence line, further north than the northern fence line and over the pits and flight box areas.

13 Incident Reporting

- 13.1 Any incident that causes, or could possibly have caused ('near miss'), injury to people, damage to property, models or equipment or other adverse outcome must be reported to the committee and recorded in an Incident Form (Available from the website). This includes: -
- (a) Any incident that causes actual damage to property, models or equipment (including single model incidents)
 - (b) Any landing that is outside the confines of the nominated field boundaries, even if it did not cause damage.
 - (c) Any flight path considered close to people or property. Any dangerous, reckless or out of control flying must be reported and recorded.
 - (d) Loss of control, for any reason, which causes a breach of any Club Rules or Operating Disciplines.
 - (e) Incidents also include events at the field not involving flying or aircraft
- 13.2 An Incident Form should be completed by the person or persons involved in an incident. Instructions for completing and submitting the Form are on the Form
- 13.3 In addition to completing and submitting an Incident Form the President or Secretary should be contacted ASAP when a serious incident occurs.
- 13.4 Completed forms should be handed to the Secretary, President or placed in the mail box at the clubrooms

14 Child Safe Policy

- 14.1 When working with or around children, the requirements of the VARMS Child Safe Policy (separate document) shall be adhered to.

15 MAAA – Manual of Procedure

The MAAA Manual of Procedure documents can all be downloaded from the MAAA website.

www.maaa.asn.au

A full listing is on www.maaa.asn.au and all members should be aware of the information available on/from this website.

MAAA010 – Incident Report

MOP 014 General Model Rules

MOP 015 Heavy Models

MOP 045 Mobile Phones

MOP 055 Alcohol, Drugs and Illness

MOP 056 Safe Flying Code – Attached to your MAAA card, when received.

MOP 057 Insurance Conditions

MOP 058 2.4 GHz Equipment Policy

updated and rewritten 14/12/2018 (Updated and rewritten mainly to include operating times and to “refer” to external documentation rather than reprint it and to make changes as suggested by submissions from members)

Accepted by vote at the general meeting held 14/12/2018