

VARMS (2022)

Amendment 19 February 2019	1.4 Flying on Total Fire Ban days.
Amendment 12 April 2019	3.1 Change in operating times.
Amendment 1 August 2019	12.5 Procedure when bungees/winches are in use.
Amendment 13 April 2021	12.5 Removal of background information
Amendment 1 Sept 2021	update for Rowville operations
Amendment 22 Sept 2021	1.1 and 1.2 Refer to CASA instrument
Amendment 9 th Sept 2022	Preamble, 1.2, 3.2, 3.4, 5.1, 5.2, 5.3, 5.4, 5.5, 5.6, 7.2, 7.3, 8.2, 8.8, 10.3, 10.5, 10.8, 10.12, 10.13, 10.14, 10.15, 12.4, updates for Rowville operations

Rules and Procedures VARMS Glider Field

VARMS has been relocated from Wantirna to a site at Rowville that has significant cultural, environmental, and ecologically sensitive areas. We continue with our sensitivity and respect for Australian Flora & Fauna with which we have co-existed for over 40years.

VARMS acknowledges the traditional custodians of the area, the Wurundjeri and Bunurong people of the Kulin Nation.

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), the CASA Civil Aviation Safety Regulations, the CASA Extended Height Instrument, these Rules and Procedures, and in accordance with the conditions set out in the “permission to fly” from DEWLP

1.2 The VARMS Glider Field is an approved model flying area which has been granted an Extended Height Clearance by instrument from CASA. To create a conservative safety buffer,

VARMS have set a maximum operating height of 1000 feet AGL for normal activities, with an upper limit of 2000ft AGL for special events.

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 to avoid such situations.

1.4 Flying is not permitted on declared days of Total Fire Ban in the Central District, or other district as appropriate.

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 subcommittee.

- 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 Flying Field:
Sunday – Glider Dawn until Dusk.

Monday, Wednesday, Friday, and Saturday* – Power 8am until 1.00pm, then Glider until Dusk.

* See Aerotow Note below.

Tuesday and Thursday – Glider Dawn until 1.00pm, then Power until 5.00 pm AEST, 8.00pm AESDT.

Aerotow: Generally, the second Saturday each month, 12.00 Noon until 5.00 pm

- 3.2 Clubrooms: Sunday to Friday – 08.00 am until 10.30pm –Saturday 08.00am to Midnight
- 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 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. 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 proper must be closed and always padlocked when member access to the field is no longer required.
- 5.2 The entrance gate from Stud Rd must be closed and padlocked by the last member leaving the site

- 5.3 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.
- 5.4 Take Special Note: When padlocking the gates, the VARMS padlock should be linked in series with other padlocks such that opening any padlock will allow entry.
- 5.5 Vehicles should not enter or be parked inside the fenced area of VARMS Glider field.

Absolutely no vehicles are to drive across the landing strip.
- 5.6 All vehicles should be parked in the designated main car park,
- 5.7 Yet to be determined clubhouse procedures to cover entry, security procedures, alteration to building, hanging of models, use of shed and clubrooms etc etc etc

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, 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 The use of mobile phones on or near the flightline must comply with the conditions set out in MOP45.

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 No aircraft is to be flown over 2000 feet AGL (above ground level).

Aircraft may be flown between 400 and 1000 feet AGL provided that an observer is present, the model is continuously clearly visible to the pilot and observer and the relevant aviation frequency is monitored

Aircraft may be flown between 1000 feet AGL and 2000 feet AGL for nominated events provided that a dedicated observer is present close by the pilot and the model is continuously clearly visible to the pilot and observer and the relevant aviation frequency is monitored.

It is recommended that all aircraft intended for operations over 1000ft AGL be fitted with telemetry to provide live feedback to the pilot as to his altitude

8.3 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.

8.4 No aircraft is to take-off or be launched within 30 metres of any car park, club room or spectator area.

8.5 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.

8.6 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.

8.7 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.

8.8 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. The field is also considered to be unsuitable for aircraft powered by fuel type Jets and Turbines due to the potential fire risk and effect on local wildlife

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 always wear their membership badge when flying.

10.2 Power always gives way to gliders.

10.3 Power (I/C motors) models will be permitted to operate at VARMS Glider Field as per the Operating Times specified in 3.1

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 5.00 p.m. AEST. This is in line with the KNOX CITY COUNCIL bylaws and our site agreement.

10.5 All I/C motors are to be fitted with an effective muffler and conform to the MAAA MOP 062 Noise Policy and Guidelines. 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.

Irrespective of compliance with MOP062, all aircraft, IC and/or Electric, will be operated in a such a manner as to minimize the generation of avoidable noise.

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 fixed wing model is flown west of a line defined by the western edge of the runway, or over flight box areas. All circuits must be to the East of the landing strip.

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.

10.12 To minimize any disturbance to wildlife, pilots flying circuits, and or performing 3D aerobatic maneuvers shall contain operations to within 200m of the eastern edge of the runway. Low level flying is only to take place over, or in the immediate vicinity of, the runway

- 10.13 Models on approach or departure from the runway must climb or descend in a manner to maximize the distance from fauna.
- 10.14 When raptors are observed, pilots must take avoiding action by flying in the opposite direction and commence descending to a lower altitude or landing as appropriate
- 10.15 Flying directly at, or flying in any other manner deemed to be to deliberately antagonise wild life on the ground or in the air is strictly forbidden

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 12.00 noon 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 fixed wing aircraft shall not be flown west of a line defined by the western edge of the runway, or over flight box areas.
- 12.5 When a pilot wants to set up an alternative flight line outside the flight box for winch or bungee launching or practice/training for competition thermaling and spot landings, the following procedure will be observed:
 - (a) Choose a time for winch or bungee launching or practice/training for competition thermaling and spot landings which is not usually busy. e.g. avoid Sunday mornings and Wednesday afternoons.
 - (b) Tell other flyers in the pilot box area what you intend to do.
 - (c) Obtain the plastic chain and sign from the club house.

- (d) Locate your launch area and set up your winch/bungee or identify the location you'll be practice/training for competition thermaling and spot landings. Call "On the strip" if necessary. Mark launch point with a witch's hat.
- (e) Ask the other pilots to join you at the new flight line and install the chain and sign across the flight box entry.
- (f) When finished, return chain, and sign to the clubhouse and thank the other pilots for their co-operation.

13 Incident Reporting

- 13.1 Any incident that causes or could possibly have caused (a '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 mailbox 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.

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

Victorian Association of Radio Model Soaring Incorporated Registration Number A0001504U

Updated and rewritten 14 December 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)

Original accepted by vote at the general meeting held 14 December 2018.