



VARMS Club Rules and Operating Procedures **for: Briggs Field (High Street Road), South Wantirna**

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All flying operations on the Briggs Field site shall be conducted under the provisions of the MAAA's Manual of Procedures (MOP) and CASA CAR (1998) Part 101 (Civil Aviation Safety Regulations) and these Rules and Operating Procedures.

Briggs Field is an approved model flying area which has been granted a Permanent Extended Height Clearance from CASA. The VARMS club has set an absolute maximum operating height level of 1000 feet above ground level.

All pilots must give absolute right-of-way to, and avoid flying in the proximity of, full scale aircraft. In accordance with the provisions detailed in General Safety Matters below, an observer shall be utilized to supervise flying so as to avoid having models fly in the proximity of full scale aircraft.

General

It is a condition of membership that all members read, understand and comply with these rules and operating disciplines. Failure to comply with these rules could result in the offender being brought before a club disciplinary sub committee. Some of the MAAA's MOP advisories are listed at the end of this document.

All persons/members, who by neglect, carelessness or breach of these Rules and Procedures, causes another member's model to crash, property to be damaged or equipment to be damaged, are expected to come to an amicable resolution with the person concerned.

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.

Operating Times

Aero tow Glider Operations. Aero tow activities at Briggs Field are scheduled on the first Saturday of each month unless advised in *Aspectivity* or by agreement with power flyers on a specific day. There must be a nominated safety officer in charge before flight operations commence. The safety officer has full responsibility for all flying operations on the site between 12.00noon and 5.00pm.

Electric Power-assisted Scale Gliders may be operated at this time in conjunction with aerotow.

Sunday's – Glider/Electric Glider all day. When Glider competitions are being conducted, as scheduled on front cover of the most recent *Aspectivity* and/or on the VARMS website, the competition group will have exclusive use of the site between the hours of 10.00am and 4.30pm (or otherwise as advised in advance). It is expected that Open Competitions at Briggs Field will be limited

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to one Sunday per month. Sport glider flying can be conducted, outside the nominated times, providing they use the same frequency keyboard which is in use by the competition group. The 20 minute frequency hold rule applies here. Obviously, any sport flying which employs a winch, or bungee, must not cause any obstruction for the competition group.

Monday, Wednesday, Friday and Saturday (Except for Saturday aero tow days) - Power till 12 noon, then Glider.

Tuesday and Thursday – Glider till 12 noon, then Power.

Experience tells us that, on weekdays, the field is underutilized by Glider members. It would seem reasonable for the alternative discipline to either continue, or commence early, should the field not be in use. Similarly, if normal power operations are underway and a member arrives, wanting to fly Electric Glider, then it may be acceptable for this member to operate from the power area providing he/she follows all normal power operating procedures.

Tenancy

The gate to Briggs Field. can be left open at all times while a member is present at the field.

The last member to leave is to lock the gate, after ensuring all visitors/spectators have departed.

The key to Briggs Field, and other VARMS sites, is issued to all members on the express condition that it is not lent or copied to provide non-members unauthorized entry into these areas.

Vehicles should not be left on the Glider field (no exclusions for whatever reason) or in close proximity to the Power field pits. All vehicles should be parked in the designated main car park near the Shelter or in the designated parking area near the pits. Vehicles not parked in the defined parking areas are left at the owner's risk!

Pilot Certification

All persons flying at Briggs Field must be currently VMAA/MAAA affiliated, and therefore Insured.

All unassisted users of Briggs Field must be rated at least Solo, or Bronze Wings, for any category of R/C Model Aircraft that they wish to use at this site. This Solo/Bronze Wings rating is achieved either by prior acknowledgement from the Committee, proof of same from another Club, or Wings Certificate issued by VMAA/MAAA.

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

Visitors may use Briggs 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 Solo/Bronze Wings (or be accompanied/supervised by a VARMS club member certified Solo/Bronze Wings, in the appropriate discipline), abide by the rules for visiting club members, and fill-in and sign the Visitor's Book. Without full committee approval, a Visitor is only allowed **2** visits per year.

Radio Equipment and Usage

Only 27 MHz (see note 1 below) 29 MHz, 36 MHz or 40 MHz AM or FM and MAAA approved 2.4 GHz radio equipment may be used at Briggs Field.

The use of “even” numbered frequencies on 36 MHz is NOT permitted.

Note 1: 27MHz Channels 1 to 5 are reserved for “Toy” and “Park” flyers ONLY.

All radio equipment must have current (24 months or less from date of issue) MAAA certification of bandwidth or MAAA recognised 2.4 GHz approval.

Frequency keys must comply with the MAAA certification sticker on the transmitter. Only the correct (commercial) type of plastic frequency key is acceptable (20 KHz – 50mm). NO 10 KHz keys – 12.5mm or 25mm keys are permitted.

The Pilot’s full name and frequency number MUST be clearly indicated on the key.

A frequency control board and key system must be used at all times, and only one keyboard is to be in operation for all activities.

Before any Transmitter is switched on, anywhere on or near the site, the appropriate frequency key must be in the correct position in the keyboard. This rule applies to all types of Transmitters.

MAXIMUM time to hold a frequency channel is 20 minutes, and only ONE channel at a time.

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

2.4 GHz radio equipment

Only MAAA approved 2.4GHZ equipment may be operated at Briggs field (refer MOP 058). A 2.4 GHz hook has been installed on the keyboard where users must place a regular key marked with “2.4 GHz” and the operators name. This is to indicate to other 2.4 GHz users that there are one or more sets in operation. As 2.4 GHz equipment is relatively new to Australia, any abnormal operational issues must be advised to the committee who will review the ongoing use of this equipment based on operational experience.

General Safety Matters

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.

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.

Flying at low level (within 30 metres) over, or away from, other people, the car park, spectator areas, the power field pits and incoming vehicles is STRICTLY prohibited. MOP 014 Refers

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. 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.

No aircraft is to take-off or be launched within a distance of 30 metres from the power field pits, car park, shelter/containers and spectator areas.

Heavy Models, those with a dry mass (less fuel) between 7 Kg and 25 Kg, may be flown at Briggs Field providing all operations are strictly to MAAA’s MOP 015. VARMS advises pilots operating heavy models to attain a Gold Wings rating

The Briggs Field is deemed unsuitable for flying “giant model aircraft”. A Giant model is defined as having a take-off mass of more than 25 kilograms.

No Night flying without a permit.

No person, either club member or member of the public, shall be allowed on the power or glider field without having been informed of the correct safety procedures. 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 takeoff, launch or landing. Give way to any person/s working on the field or surrounds, ie. Mowing or maintenance.

Powered Flight Operations

Power (I/C motors) models will be permitted to operate at Brigg’s Field as per the Operating Times listed above.

No I/C motor shall be started before 7.00 a.m. on weekdays, 9.00 a.m. Saturday and shall not operate after 8.00 p.m. on any night. This is in line with the Government Noise Abatement Act.

All aircraft using Glow, Diesel and Petrol motors and Electric powered aircraft (excluding electric power assisted gliders and “park flyers”) are to be operated from the power field area only.

All Internal combustion motors are to be fitted with an effective muffler.

All powered models must not exceed a noise level above 92 Decibels(dba). 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 Shelter areas.

Aircraft must not be taxied in the pit areas.

All Pilots are to stand in the agreed designated area beside the runway and behind the safety barrier, when flying powered aircraft.

Power flight operations must be conducted such that no model should be flown East of the alignment of the North/South access road to the power area. All circuits, either North (right) or South (left) must be to the West of the landing strip. No model should be flown further North than the Large Tree next to the entry road (approx 250 meters from flight line). Under no circumstances are powered aircraft to intrude into airspace outside our boundary fences to the South and West.

Powered aircraft must give way to gliders, (Unless tugs are in use for aero tow launching).

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"Take-off", "Landing", "Dead Stick" and "On-the-field" calls are to be clearly announced by the pilot.

Helicopters must be operated only from the power field and fly circuits with other aircraft, they are not to take off or land in the power pit area or the old helicopter training area near the shelter.

I/C and Electric aircraft which are being started and run up in the pits should use effective restraints..

Glider Operations

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.

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.

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.

Regardless of launch direction, no glider shall be flown, at any height, further East than the alignment of the North/South access road and further North than the large tree near bend in entry access road. Practically, this means that winch turn-a-rounds, and bungee anchors, are positioned approximately 50 metres South of the Briggs Field entrance gate when operating to the North. This aligns with the "large tree".

No glider shall be flown from the glider area while the power field is in operation.

Incident Reporting

Any incident that did, or could reasonably have caused, injury to people, damage to property, models or equipment must be reported to the committee and recorded in an Incident Book. This includes:

- Any incident that causes actual damage to property, models or equipment (including single model incidents)
- Any landing that is outside the confines of the nominated field boundaries, even if it did not cause damage.
- Any flight path considered close to people or property. Any dangerous, reckless or out of control flying must be reported and recorded.
- Loss of control, for any reason which causes a breach of any Club Rules or Operating Disciplines.

It is the responsibility of all members present or knowing of an incident to ensure details are reported and recorded in the Incident Book.

The MAAA Manual of Procedure documents can all be downloaded from the MAAA website. A full listing is on www.maaa.asn.au and all members should be aware of the information available on/from this website.

- MOP 014** General Model Rules (05 May 2005)
- MOP 015** Heavy Models (22 April 2005)
- MOP 045** Mobile Phones (05 Sept. 2004)
- MOP 055** Alcohol, Drugs and Illness (31 Jan.2005)
- MOP 056** Safe Flying Code (05 May 2005) - Attached to your MAAA card, when received.
- MOP 057** Insurance Conditions (20 Mar.2006)
- MOP 058** 2.4 GHz Equipment Policy (08 July 2007)