



The following safety rules must be observed when operating Radio Controlled models at a BRMFC flying field. Where appropriate these rules also apply to control line, free flight and model vehicles.

1. All flyers are expected to use common sense at all times.
2. All transmitters, when not in use, shall be switched off.
3. All transmitters operating on the legacy system (i.e. 36MHz, 29MHz etc.) must be certified at least once with each crystal or synthesized frequency and therefore does not apply to 2.4GHz radios.
4. All flyers operating legacy radios (i.e. 36MHz, 29MHz etc.) are responsible for the proper use and understanding of the **frequency key** system. The Key Board is to be used at all times. Whilst at the field, your **frequency key** **MUST** be in one of two places: (Note: This does not apply to 2.4GHz radios.)
 - a. **On your transmitter which is turned OFF**, or
 - b. **In the correct slot in the frequency board.**
Storing the key on your transmitter is intended to prompt you to put the key in the frequency board before switching on. This then reduces the chances of inadvertently turning on without your key in the board and possibly 'shooting down' another model on the same frequency. Do NOT put the key in your pocket.
5. No flying over the pit area, car park, roads, buildings or any area behind the recognized flight lines.
6. When not in use, models and associated equipment are to be kept in the **pit** area and not on the Flight Line.
7. Motor running in the pit area is to be kept to an absolute minimum.
8. All motors designed to take mufflers are to be fitted with a suitable muffler.
9. All pilots must use the predetermined flight line when flying.
10. No more than **six** (6) models are to be in the air at any one time.
11. No flying is to take place whilst there is maintenance being done to the flying field.
12. No flying or entry to the flying field is to take place on days of **Total Fire Ban** unless under special circumstances.
13. All persons responsible for the operation of a model aircraft must be a financial member of a club affiliated with the MAAA to ensure that they are covered by the MAAA public liability insurance policy.
14. All MAAA policies governing the operation of model aircraft must be adhered to at all times. (i.e. MAAA heavy model rules.)
15. Smoking, as per the Pyrenees Shire Planning Permit, is **NOT** permitted in Trawalla Estate. Smoking areas will be defined and marked at the Burrumbeet field, but there will be no smoking inside of the outer rail of the racetrack.
16. A fire extinguisher must be available in the pits area at all times flying activities are taking place. This rule to apply to all BRMFC flying fields.
17. Running up of engines to full throttle will not routinely take place in the pits area. However this may occur if the permission of all members within the pits at the time is obtained. This rule to apply to all BRMFC flying fields.
18. Aircraft must be restrained at all times in the pits when being armed, started and whilst running. This may be by mechanical means or with the help of an assistant. This rule to apply to all BRMFC flying fields.
19. When in the pit area fixed wing aircraft being armed, started or running must be facing out from the pits and away from any person. This rule to apply to all BRMFC flying fields.
20. All animals are to be kept on a lead at all times
21. Visitors must be signed into the Visitors' Book at our fields (where a record of visitors is maintained) to ensure compliance with the provisions of the MAAA public liability insurance.

Appendix A: Site-Specific Safety Rules – TRAWALLA ESTATE

Additional site-specific safety rules to be observed in conjunction with the Safety Rules.

1. Flying of models outside the boundaries of Trawalla Estate is prohibited.
2. Pilots to ensure that their models do not exceed the CASA regulated 400' ceiling.
3. All car parking shall be in the designated car parking area.
4. The gate must be closed and locked when the last BRMFC person leaves. A solo flier must close the gate while using the BRMFC facilities, and lock up on leaving.
5. The Pyrenees Shire issued our planning permit on 17th September 2015, with the following conditions and hours of operation: (Members/visitors **must** observe these times.)

		<u>AEST</u>	<u>AEDT (Daylight Saving)</u>	
a.	<i>Glider/Electric</i>	Monday to Friday Saturday to Sunday	7.30am – 6.00pm 9.00am – 6.00pm	7.30am – 8.00pm 9.00am – 8.00pm
b.	<i>I.C. Powered</i>	Monday to Friday Saturday to Sunday	8.30am – 6.00pm 9.00am – 6.00pm	8.30am – 6.00pm (same) 9.00am – 6.00pm (same)
- c. No flying on Christmas Day.
6. The following visitors must be signed into the Visitors' Book located in the kitchen by a club member to ensure compliance with the provisions of the MAAA public liability insurance.
 - a. MAAA Affiliate Members so that they are traceable in the event that either lost or forgotten property needs to be returned or in the event of an incident.
 - b. A person who is not or has not previously been an Affiliate Member of the MAAA and is attending the club for the purpose of seeking information and advice in respect to the club, aeromodelling and has the intention of becoming a prospective member.
 - c. Any person who would come under the guidelines set out in the MAAA document: **MOP042 - Visitor Insurance** found at <http://www.maaa.asn.au/documents-manual-of-procedures> (<http://www.maaa.asn.au/images/pdfs/mops/MOP042-Policy-VISITOR-INSURANCE.pdf>) Also see the insurance flow charts in **MOP057 – Insurance Conditions** (<http://www.maaa.asn.au/images/pdfs/mops/MOP057-Policy-Insurance-Conditions-15-May-2016.pdf>) to gain an understanding of the MAAA insurance coverage. *Note: Direct links to the PDF files may be broken if the URL's are changed by the MAAA.*

Appendix B: Site-Specific safety rules – TRAWALLA ESTATE

Additional site-specific safety rules to be observed in conjunction with the Safety Rules including Appendix A.

Rotary wing/multi rotor aircraft use

The flying of model aircraft of all types remains one of the overall guiding purposes of BRMFC and it is vital all members remain flexible in allowing and supporting fellow members to enjoy their particular area of interest. To ensure the safety of pilots and their aircraft BRMFC has developed the following rules to be used at the Trawalla flying site.

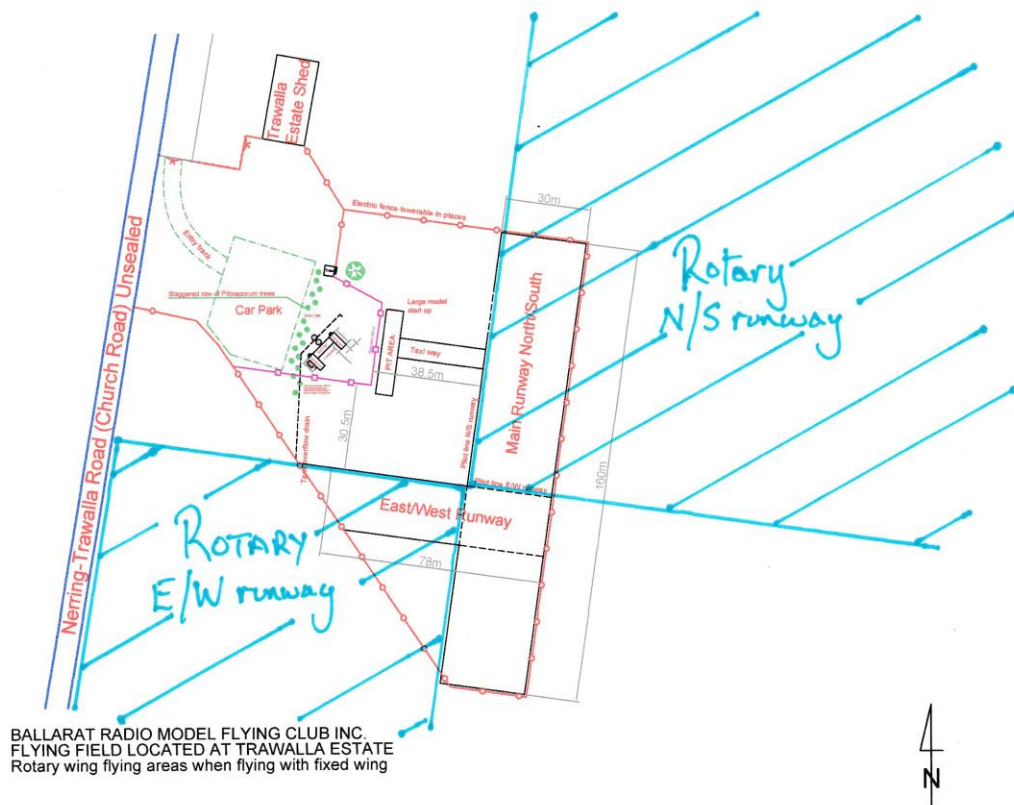
For the purposes of these safety rules;

- “**Fixed wing**” refers to conventional aircraft (powered or otherwise), which rely on lift from non-moveable flying surfaces. Tilt rotor aircraft which transition to fixed wing format for forward flight are included.
- “**Rotary wing**” aircraft includes helicopters and all types of multi rotors.

The overall guiding principal is to maintain air space separation of fixed wing and rotary wing aircraft by using separate runways and airspace.

1. If during the course of the days flying there are members in attendance wishing to fly both types of aircraft (fixed wing and rotary wing) an understanding must be reached on which runway (north-south or east-west) will be used by those flying fixed wing. Those flying fixed wing will make this decision.
 - a. If conditions should change, i.e. a shift in wind direction, which is sufficient to cause difficulty in taking off and landing of fixed wing aircraft then the runways in use may be swapped at the discretion of the fixed wing pilots after alerting the rotary wing pilots. This is in view of the fact rotary wing flying is not significantly affected by wind direction.
 - b. Either of the aircraft types experiencing a “dead stick” situation has right of way to land on either runway. This must first be preceded by a call of “**dead stick, your runway**” loudly and clearly given.
2. Areas (refer diagram);
 - a. Fixed wing pilots using;
 - i. North-South runway – fixed wing pilots may fly in the area to the east of the N/S runway pilot line.
 - ii. East-West runway – fixed wing pilots may fly in the area to the south of the E/W runway pilot line. At no time to fly beyond the western boundary fence.
 - b. Rotary wing pilots using;
 - i. North-South runway – rotary wing pilots may fly in the area to the east of the N/S runway pilot line but north of the E/W pilot line.
 - ii. East-West runway – rotary wing pilots to fly south of the E/W runway pilot line and west of the N/S runway pilot line. At no time to fly beyond the western boundary fence.
3. Pilots of both disciplines should position themselves where verbal communication between them is easily achieved.

Appendix B: Site-Specific safety rules – TRAWALLA ESTATE



BALLARAT RADIO MODEL FLYING CLUB INC.
FLYING FIELD LOCATED AT TRAWALLA ESTATE
Rotary wing flying areas when flying with fixed wing

Appendix C: Site-Specific Safety Rules – BURRUMBEET RACE COURSE

Additional site-specific safety rules to be observed in conjunction with the Safety Rules.

1. BRMFC is devoted to promoting all forms of model flying. Equal importance is given to fixed wing/rotary wing/multi-rotor. There are no exclusions to flying rotary and fixed wing together. If a rotary wing pilot wishes to participate in hover training/testing then they shall inform all other pilots and the defined hover training area will be used.
2. No flying any time when the course is being used for equine activities. (The Course is defined as the area within the boundary fence of the Burrumbeet Racecourse). Flying activities will cease immediately until such time as horses are clear of the racecourse boundaries. Any breach to this rule will be notified to the committee and disciplinary action may be taken.
3. If any other event, e.g. for a social or sporting club, etc., is arranged to take place on the course, flying may only occur after liaising with the organisers to ensure there would be no safety issues.
4. No vehicles to be driven across the track at any time. If there is a need to gain vehicle access to the centre of the track for reasons of strip maintenance, permission must be gained from the Trustees Committee of management. This rule does not apply to the Club's ride on mower.
5. Cars may be parked in the Mounting Yard. Access will be optimised if vehicles could be parked nose in to the fence.
6. Flying times – Aircraft with internal combustion engines may be flown between the hours of 10.00AM through to 6.00PM. Aircraft with electric power and gliders may be flown from 10.00AM through to anytime the light remains sufficient to safely control the aircraft.
7. To ensure the amenity of the Burrumbeet Field, IC glow engines greater than .60 2-cycle and .90 4-cycle and all petrol engines are prohibited. It is the responsibility of the pilot that noise is not generated in excess of 90db at 3 meters in any direction from a model at full throttle. The club has a meter for this purpose.
8. No flying west of the line of the strip or outside the boundary of the centre of the track (refer to site map).
9. No taxiing to take place other than on the surface of the strip. All aircraft must be carried or wheeled to the flight line.
10. Pilots must stand in the "Pilot's Box" on the west side of the strip.
11. No rubbish of any description to be left at the course.
12. Pilots to ensure that their models do not exceed the CASA approved 1500' ceiling.
13. If the access gate is locked, the first BRMFC arrival is to obtain the key from the Shop, after signing the BRMFC Burrumbeet Key Register. The gate is to be kept closed when members or visitors are not entering or leaving. **The last person to leave must lock the gate and return the key to the shop.**