

Proposed changes to HMAc By laws

Section 1 General Safety

We have been advised by DEWNR that they may close the park and hence our field on days of extreme fire danger. The proposed changes to section one allow for that possibility.

Existing section 1

1 General Safety

Holdfast Model Aero Club (HMAc) has a duty of care to ensure that the flying of model aircraft is undertaken in a safe manner. This duty of care extends not only to Club Members but also to visitors to the site as well as other people and property (including motor vehicles) in proximity to the field.

Proposed section 1

1 General Safety

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Fire Safety

There is a potential for fires to be started by crashed model aircraft. Members should take extreme care at all times and especially during the fire danger season. On days of Extreme Fire Danger the O'Halloran Hill Recreation Park including the HMAc field may be closed. Access to the field is prohibited when the "Field Closed" sign is displayed on the gate.

Section 6 Flying Standards

The MAAA is introducing a new Silver wings category on July first. The proposed changes to section 6 bring the bylaws into line with the new wings system.

Existing section 6

6 Flying Standards

- 6.1 The Club promotes the highest standards of safety for the operation of model aircraft. The MAAA Safe Flying Code must be followed at all times. (MOP056)
- 6.2 The Club follows the MAAA Guidelines for the Award of Wings (MOP027), with the addition of a unique 'Solo Standard' prior to Bronze Wings.
- 6.3 Members must have achieved Solo Standard as assessed by two MAAA Instructors in accordance with the HMAc Logbook before flying without an Instructor.
- 6.4 Members of Solo Standard are only permitted to fly those models authorised in their Club Logbook. When progressing onto other models, Solo Standard Members must fly with an Instructor to prove their abilities with the new model, and have this model endorsed in their Club Logbook. It is recommended that a Solo Standard pilot should practice for several months to gain experience before taking the Bronze Wings Test.

- 6.5 On obtaining Bronze Wings standard there is no restriction on models flown, except for normal MAAA weight categories. Members with low experience are advised to seek assistance with test flights. It is recommended that a Bronze Wings pilot should gain experience over twelve months before taking the Gold Wings test.
- 6.6 It is recommended that the Gold Wings standard should be held for at least 12 months before taking the MAAA Instructor Course.
- 6.7 Models requiring a Heavy Model Permit to Fly must only be flown by persons holding MAAA Gold Wings.

Proposed section 6

6 Flying Standards

- 6.1 The Club promotes the highest standards of safety for the operation of model aircraft. The MAAA Safe Flying Code must be followed at all times. (MOP056)
- 6.2 The Club follows the MAAA Guidelines for the Award of Wings (MOP027), with the addition of a unique 'Solo Standard' prior to Bronze or Silver Wings.
- 6.3 Members must have achieved Solo Standard as assessed by two MAAA Instructors in accordance with the HMAC Logbook before flying without an Instructor.
- 6.4 Members of Solo Standard are only permitted to fly those models authorised in their Club Logbook. When progressing onto other models, Solo Standard Members must fly with an Instructor to prove their abilities with the new model, and have this model endorsed in their Club Logbook. It is recommended that a Solo Standard pilot should practice for several months to gain experience before taking the Bronze or Silver Wings Test.
- 6.5 On obtaining Bronze or Silver Wings standard there is no restriction on models flown, except for normal MAAA weight restrictions for the particular Wings award. Members with low experience are advised to seek assistance with test flights. It is recommended that a Silver Wings pilot should gain experience over twelve months before taking the Gold Wings test.
- 6.6 It is recommended that the Gold Wings standard should be held for at least 12 months before taking the MAAA Instructor Course.
- 6.7 Models requiring a Heavy Model Permit to Fly must only be flown by persons holding MAAA Gold Wings.

Section 13 Incidents and Crashes

In recent times there have been a number of crashes in out of zones areas over or in the vicinity of the major roads to our North and East. These crashes have potentially more serious consequences than crashes on the field or in the fly over areas. Consequently it is prudent for the committee to be notified of such crashes so that they may be investigated. The changes to section 13 make it compulsory to notify the committee of any such crashes.

Existing section 13

13 Incidents and Crashes

- 13.1 All incidents involving damage to property (other than the model itself) or injury to persons shall be reported to the Club Secretary or to a Committee person, and the MAAA forms completed. (MOP070 and 071)
- 13.2 When you crash an aircraft please remove all of the debris from the field. The Club has only a limited rubbish collection service.

Proposed section 13

13 Incidents and Crashes

- 13.1 All incidents involving damage to property (other than the model itself) or injury to persons shall be reported to a Committee member, and the MAAA forms completed. (MOP070 and 071)
- 13.2 All incidents which result in the crash of a model in any part of the defined No-Fly Zones depicted in paragraph 9 shall be notified to a committee member as soon as practical.
- 13.3 When you crash an aircraft please remove all of the debris from the field. The Club has only a limited rubbish collection service.

Proposed new section 12

There has been an increase in the number of multirotor models being flown at the field. The committee recommends that the MAAA mops on the operation of these models (MOP066 and MOP067) be adopted by the club. In addition there is a safety issue with models that have Return to Home capability if Home is programmed to be near the flight line or the pits. The committee recommends that a Home spot be clearly marked to the South of the pits and that the Home spot for such models be set at that spot.

Add section 12 and renumber subsequent sections.

12 First Person View (FPV) and Self Guided Model Aircraft (SGMA)

Any pilot flying aircraft of this type must comply with MAAA MOP066 FPVs or MOP067 SGMA.

A specific implementation of SGMA is a Return to Home capability whereby if selected the aircraft will automatically fly back safely to a predetermined location. Pilots of multi rotor SGMA aircraft must program as the 'home' spot the position that has been marked to the south of the pits area about 100 m from the pits. This 'home' spot is in clear view of the pilot and sufficiently far from spectators and other club members and facilities that this operation does not pose a safety risk.