



NOARLUNGA MODEL AERO SPORTS Inc.

Flying field and club rooms.
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NEW MEMBER SUPPORT AND GUIDE SHEET

MOP NUMBER 34

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Table of Contents

1. Purpose 1
2. Definition 1
3. Policy 1
4. Responsibility 1
5. The Document 2

PURPOSE

To ensure that a new member is fully informed and aware of the process employed and to confirm they assimilate into the NMAS environment.

DEFINITION

A new member is a person who is joining NMAS for the first time and intends to partake in the flying training scheme.

CASA: Civil Aviation Safety Authority

MOP: Manual of Procedure

MAAA: Model Aeronautical Association of Australia

MASA: Model Aero Sports S.A.

POLICY

The following document will be provided to all new members once their application has been approved by the committee.

RESPONSIBILITY

It is the responsibility of the Chief Flying Instructor and all members to ensure these procedures are adhered to.

NEW TRAINEE MEMBER - SUPPORT AND GUIDE SHEET

Welcome to Noarlunga Model Aero Sports. This handbook is to provide you with information about the club and its procedures.

Noarlunga Model Aero Sports (NMAS) maintains a website viewable at www.nmas.info where significant club information is viewable including the contact numbers of committee members, the Club Constitution along with the rule book and MOPS. Printed copies are also available in the club rooms.

NMAS is affiliated with the MAAA and its' state body MASA. Members are bound by the Policies and rules of both organisations. Each have their own website (www.maaa.asn.au and www.masa.org.au).

Bronze wing pilots (and above) receive an access code to the club locks which are on the club room, toilets and gates, this access code is changed each new financial year.

Hours of operation are as follows:
Monday to Saturday 9.00am to Dusk
Sunday 10.00am to Dusk

Free tea / coffee making equipment is provided and milk stored in the fridge. Cans of drinks can be purchased by payment of an honour system; a change / money tin is in the door of the fridge

Chairs and model restraints are in the club room and must be returned on completion of use.

The names and contact details of the club executive are on the fridge and notice board situated outside the club rooms. Any committee member will try to help you with any problems you may have.

A photo board is in the club room, which helps all members to be identified. All members are encouraged to submit a photograph for the photo board. Please have a look at this board as it will help you identify the committee, instructors along with fellow members.

Apart from regular flying we hold other events from time to time such as indoor flying, night flying and social nights. Notifications of these are normally in the club newsletter which is emailed to all members.

A Webcam which is accessible via mobile phone app, this allows you to check on the wind condition and to see if anyone else is at the field. Please ask a committee member about getting this setup on your mobile phone. For safety reasons it is recommended that you do not fly at the field when no other member (person) is present.

As a member of NMAS we encourage all members to contribute back to the club in some form, for example assisting with the weekly BBQ's, chores around the club house and assisting with our yearly major fund raiser "Military and Civil Day" and other events.

Which mode?

Radio Transmitters are sold in a few modes, the main two being Mode 1 and Mode 2. (Mode refers to which aircraft controls are on which transmitter stick)

The question arises occasionally: should newcomers learn to fly using Mode 1 or Mode 2? Ignoring the merits of either, it's a fact that most Australian model fliers use Mode 1. (That is, the transmitter left stick controls rudder and elevator while the right stick controls aileron and throttle). There are many suitable radios available which will adequately serve you for a long time; the radio selected should have at least four channels and be buddy box capable.

It is the preference at NMAS that mode 1 is used. Should you choose mode 2 there will be limited members / instructors that can assist you to fly your model.

Recommended First Model

Many beginners have preconceived ideas of what model they wish to fly, which is fine but as flying a model aircraft is reliant on hand eye coordination, experience has shown starting with a trainer model achieves the best results.

Advice to beginners: don't buy a model aircraft before talking to other members and Instructors. NMAS recommend a proven trainer along the lines of a Boomerang .46 or similar which has a symmetrical high wing and is suited for IC or electric power.

Training and assistance for beginners

As with any new activity, expect to start at the beginning. Aeromodelling as previously mentioned is reliant on hand eye coordination and takes a while to master but with guidance from an instructor, results are achievable and rewarding.

Grasping the concept of flying a model aircraft can also be gained from using a model flight simulator. Most pilots agree that the price of the simulator is much less than the cost of replacing damaged models.

Training – Things you need to know

NMAS Instructors use a dual control system ('buddy cable' or "wireless Buddy") to get you started. If you don't have a model, or if yours isn't suitable, the club has a high-wing trainer and all radio equipment to teach newcomers for a limited time. Apart from membership fees there is no additional cost for tuition flights.

Club Rules do not permit you to attempt to fly without an instructor prior to achieving Bronze or Silver Wings. Unauthorised flying can lead to safety risk/insurance issues and potential loss of your model. This will be seen as a serious breach of club rules; any non-compliance will result in an investigation and membership consequences.

Training for bronze or silver wings (solo) level can take time, directly dependent on your commitment and effort. Some members adapt to the process quicker than others. Occasional flying with long breaks between sessions can be counterproductive to advancement.

Once bronze or silver wings have been achieved there is a Gold Wings award for those who wish to improve their skills. The Club's MAAA rated instructor can test you for all wings.

As a new member there are NMAS MOPS which you should make yourself familiar with:

1. Electrically Powered Model Aircraft – Safety – MOP 14.1
2. Pilots Recommended Safety Procedures – Electric – MOP 14.2
3. Pilots Recommended Safety Procedures – Internal Combustion (IC) – MOP 14.3
4. LiPo Charging Policy – MOP25.
5. Model Noise Policy – MOP10.
6. Noise Testing – MOP11.
7. Reporting of Model Aircraft Accidents and Safety Incidents – MOP22.

Your instructor will explain these to you as you progress through your training sessions.

The following advice is for you on your journey to achieve Bronze or Silver Wings status.

1. Training sessions are held on Sundays from 10 a.m. to 1 p.m. (weather permitting). As Instructors are voluntary, the ratio of students to instructors on the day will determine how many flights you may get. Also, by arrangement, an instructor may be available weekdays and on Saturday mornings from 9 a.m. to 12 noon for flight training and model setup.
2. Prior to your first training flight, you will be given an induction to the club by one of the Instructors or Committee members. This induction will include information about club rules, policies, protocols, events, and expectations.
3. Your training will include advice which will help you to understand the fundamentals of flight and assist the instructor to determine your level of knowledge. It will also include an explanation of model flying regulations, safety rules, the Clubs Area Approval, club rules and MOPs.
4. The onus is on the learner to be available and prepared for instruction. It is up to the learner to advise the duty Instructor of his/her presence.
5. Means of learning to fly are:
 - a. Buddy Box (or no buddy box) with Instructor.
 - b. Computer based flight simulators can assist in the learning process (i.e., hand eye coordination) due to time on sticks (at home). The Club Simulator is also available at the field (for between flying sessions).
6. Due to the limited number of available Instructors, time is precious, they are there to instruct not to remedy problems with your aircraft. If you do have a problem or need

help setting up your plane, please feel free to seek help from other experienced club members, your Instructor can advise you on this.

7. Help your instructor to help you. If you have adjusted your model or transmitter settings since the last training session, always advise your instructor. A quick check prior to take-off may save your model should there be an issue.
8. Instructors take all care but accept no responsibility for your model. You agree to accept the risk should you incur damage or loss as the result of a crash or heavy landing.
9. Your membership includes insurance cover for people, buildings, cars etc. but not for your model.

Procedures for first in and last out – Locks and Gates

If you're the first to arrive, leave all gates unlocked but re-lock the padlocks so they cannot be lost or stolen as each lock forms a link in the chain for different users as per the photograph. Next unlock the clubhouse and before flying sign the NMAS Attendance Register located on the table and collect a model restraint.

Each member is expected to return any chairs and model restraints that they have used to the club house and sign out in the NMAS Attendance register. It is not up to the last person to leave to clean up after you.

If you're the last to leave please be certain to lock the clubhouse, toilets, and the gates. If the gate is locked to the full-size airfield, please also lock the top gate near the train depot. Make sure to pull on the locks once you have closed them to confirm that it did indeed lock and make sure the locks are daisy chained correctly as per the photograph.



Safety issues

The Multicopter (drones) / Helicopter area.

This is intended for learning to fly helicopters and multicopters. If you are going to fly faster than walking pace you need to be on the main flight line and fly in the current circuit direction, hovering is not permitted whilst other models are flying.

No Fly Zone - see NMAS MOP20.

Pit Area

The pit area is the fenced area between the clubhouse and the flight line. This is the only area to be used for storing and preparing models.

Electric powered models in the pits must be disarmed (that is, set up so that an accidental bump of the throttle won't make the motor start up.) There should be a green ribbon attached to show that models are disarmed. All models need to be restrained before being started / armed.

Members using the model benches should leave the bench clean (oil free) once finished.

Restrictions

Legal requirements

Some of Part 101 of the Civil Aviation Safety Regulations 1998 relates to model aircraft.

Under that Part, it's an offence to fly a model aircraft:

- to create a hazard to aircraft, people or property,
- closer than 30 metres of a person not involved in the flying of that aircraft.
- every member needs to know the details of our area approval, which is located on the inside of the door to the club rooms. CASA may ask for details at any time if an inspection is carried out, so please make sure you know these details.

You will receive more information during your training and before achieving solo status.

Penalties apply.

Other restrictions

The management committee may close the club for access in the event of an Extreme (or higher) fire danger rating in the fire district in which the NMAS club is located.

A model weighing over 7kg must be inspected by a heavy model inspector and a certificate issued before its first flight.

Model Aeronautical Association of Australia

MAAA PROVIDES PUBLIC LIABILITY

The MAAA is the national body in Australia, representing over 300 model aero clubs. It's recognized by the Civil Aviation Safety Authority and can speak for our interests relating to the Regulations. The MAAA provides public liability and personal accident insurance, this insurance applies when you are flying from MAAA approved fields. NMAS is affiliated with the MAAA through MASA and provides a delegate to the MASA meetings to represent our interests. The MAAA has compiled a Manual of Procedures ('MOP') setting out rules and procedures for all kinds of model aeronautical activities. These are published on the MAAA website, <http://www.maaa.asn.au/> and you are encouraged to make yourself familiar with them.

Emergencies – Our Access Gate location is S34.068

If someone is seriously injured or ill, phone 000 and ask for an ambulance. Describe the location of the field using the instructions in the clubhouse.

If someone is bitten by a snake, the bitten area should not be washed, just bound by wide bandages. The person should not be moved.

If there's a sizeable grass fire, phone 000 and ask for the fire brigade. It doesn't cost anything for the Brigade to attend, so don't hesitate! For a small grass fire there is firefighting equipment in the club room. A fire evacuation plan is also contained in our MOPs.

For small injuries, there is a first aid kit in the clubhouse. All injuries must be reported to the Chief Safety Officer who will give advice in respect to reporting for insurance purposes.

A Defibrillator unit is in the club room, once opened it will give the direction on use.

If you managed to crash a plane in the railway authority area, please give them a call using the contact numbers in the club room and explain what has happened. This should also be reported to the Chief Safety Officer.

Reporting of Model Aircraft Accidents and Safety Incidents

All accidents and incidents having the potential to result in an insurance claim are reported to MAAA in accordance with MAAA MOP 001. Incidents at the NMAS field NOT having the potential of an insurance claim that may identify a safety issue are reported to the Chief Safety Officer. NMAS MOP-22 has the full details about what needs to be reported and how to make a report.

Communication

The club has a website: www.nmas.info and Facebook page <https://www.facebook.com/NoarlungaModelAeroSports> where information is posted.

A club newsletter is produced and sent out at least once a month. The committee also on occasions use SMS messages.

A MASA newsletter is produced monthly and published on the MASA webpage (www.masa.org.au). This newsletter is produced to advise of other clubs' activities and other aeromodelling interests. NMAS contributes articles.

Club activities and events

If the weather is good, you will often find members flying most days of the week. You can check the webcam to see who is there.

Apart from individual flying, events are conducted throughout the year, to celebrate special occasions, as fund raising displays, to recruit members, promote member sociability and to encourage members to expand their flying skills and knowledge.

On these days, all members are encouraged, if necessary, to assist with various tasks from preparing the field prior to the event, preparing food, selling raffle tickets and other tasks. A club consists of members engaging in a common cause.

Notice of such events are circulated well before the day, speak to a committee member if you require further details.

The Club has for the last 40 years, conducted a yearly public Military and Civil Scale Fun fly. This event is traditionally held on the last Sunday in November and is our major fund-raising event. All members are encouraged to assist in the running of the event. Tasks may include selling raffle tickets, helping with car parking, cooking, and serving food and more. Money raised assist in the future development of the field and helps to keep club fees from rising. The more who help, the easier it is on everyone.

Finally, a Christmas dinner, usually at a local Hotel, Club members' wives, friends and family are welcome.

“Ask not what your club can do for you—ask what you can do for your club”