CODE OF CONDUCT

CONTENTS

EDITION 1 CHANGE HISTORY

Change No.	Date	Part Changed	Description of Change
1-2	Jan 03	All	Original – re-write
1-3	9 Jun 05		Updates
1-4	13 Jan 10	Para 16.1	Badge wearing
1-5	31 Mar 10	Para 19	No animals in clubhouse

EDITION 2 CHANGE DETAILS

Change No.	Date of Change	Part Changed	Description of Change	Document File Name
2-0	Jun 11	All	Changed site layout, updates to guidance documents plus new material	

INTRODUCTION

SCOPE

1. This Code of Conduct informs GMAC members about the flying side of our Club, whereas the Statement of Rules relates to the Club's membership and its management.
2. All GMAC members are expected to comply with the Code and also to encourage other members to observe it. Any infringement of this Code may be referred to the Committee for investigation and action.

PURPOSE

3. The purpose or objective of the Code is to foster a safe and convivial environment for enjoying flying at the Club's flying field at Yarrambat.

BACKGROUND

4. Material in the Code incorporates rules and guidance from external regulations and recommendations published by bodies responsible for model aircraft activities. There is an overriding focus on safety and reducing the risk to you and others.

FORMAT AND STRUCTURE

5. This Code is written with brevity as a goal, specifically avoiding a legalistic style of expression. The saying that 'Rules are for the blind obedience of fools or the guidance of wise men' conveys the idea. In some instances, the text will express ideas or concepts, rather than every possible combination of events or circumstances. Diagrams and checklists are also useful in communicating information. Above all, common sense, and the advice of senior club members, should be used in determining how this Code is interpreted and applied.
6. The Code is broken down into six parts as shown in Table 1. Annexes are used to include supplementary information and checklists.

Section	Subject
1 - Introduction	what the Code is about
2 - Personal Behaviour	how we behave towards each other
3 - Flight Equipment	dealing with critical equipment, apart from your aircraft
4 - Aircraft	things pertaining to your model aircraft
5 - Flying Operations	how and where you fly your aircraft and interact with other pilots
6 - Site and Building	care for our property and surroundings

Table 1 Focus

APPLICABLE DOCUMENTS

7. Significant documents used to compile the Code are listed in Table 2. Where parts of the Code are based on these documents the text will indicate the source. These references are current at the date this edition of the Code was created (June 2011).

Agency	Document Identification	Title
AEFA	http://www.aefa.dreamhosters.com/index.php?option=com_content&task=view&id=67&Itemid=103	AEFA - Know How - Best Practice
CASA	AC 101-3(0) Jul 02 http://casa.gov.au/wcmswr/_assets/main/rules/1998casr/101/101c03.pdf	Advisory Circular Unmanned Aircraft and Rockets, Model Aircraft
FAI	http://www.fai.org/aeromodelling/system/files/RC_Safety_Rules_Recommendations.pdf CIAM/12/04/2010	Safety Rules For Radio Controlled Model Aircraft
MAAA	http://www.maaa.asn.au/maaa/mop.html	Manual of Procedures
Shire of Nillumbik	License Number: 170/Lease 19 April 2011	Lease Agreement
VMAA	http://www.vmaa.com.au/site/index.php?option=com_content&view=article&id=72&Itemid=35	Statement of Purpose

Table 2 References

DEFINITIONS

8. Some terms or words are used in the Code that have a particular or important meaning. These are listed in Table 3.

Title	***Definition***
Flying Site	The same meaning as 'the Field'.
Guest	Any person at the Field, at the invitation of, or in the company of, a Club member.
Member	A person in good financial standing with the Club.
Pilot's Box	The area where flyers (fixed or rotary wing) will operate from when their aircraft are airborne (not applicable to control line).
Pits	The area assigned for aircraft pre and post flight activity - assembly, refuelling, start-up etc (see Figure 2).

Title	*Definition*
Spectator	A member, visiting flyer, guest, or member of the general public, not directly associated with the operation of model aircraft.
Starting Bay	An area designated for starting IC aircraft.
The Club	Greensborough Model Aircraft Club (Incorporated).
The Committee	The Committee of the Club.
The Council	Nillumbik Shire Council
The Field	The Club's Flying Site at Yarrambat (see Figure 1 and 2).
Visiting Flyer	Any non-member present at the Club's Flying Site for the purpose of flying a model.

Table 3 Definitions

ABBREVIATIONS

9. A number of abbreviations and acronyms are used throughout the Code and important ones are listed in Table 4. Common abbreviations used in the hobby have been excluded.

Abbreviations	*Meaning*
AEFA	Australian Electric Flight Association
CASA	Civil Aviation Safety Authority
FAI	Fédération Aéronautique Internationale
GMAC	Greensborough Model Aircraft Club (Incorporated)
MAAA	Model Aeronautical Association of Australia (Incorporated)
VMAA	Victorian Model Aeronautical Association

Table 4 Abbreviations

PERSONAL BEHAVIOUR

10. Items in this section of the Code relate to how the Club expects you, as a member, to behave when at the Club site or when representing the Club.
11. Try to promote, protect, organise and encourage model aircraft building, flying and development.
12. Try to promote, develop and encourage an interest and involvement in aviation
13. Extend courtesy to each other, visitors or guests, and encourage appropriate behaviour from other club members. If requests for cooperation are ignored, you may advise the committee of the matter. The Secretary or President are appropriate points of contact.
14. Attempt to attend club meetings, working bees and promotional events.
15. Try to make visiting flyers or spectators welcome at the Field, and assist by providing information or promotional literature (if appropriate and the material is available).
16. When at the Field, have evidence to confirm your credentials and authorisation to fly. Display your GMAC name tag to assist interaction with other members, visiting flyers, guests and spectators.
17. Refrain from consuming alcohol before flying.
18. Discourage unescorted spectators from entering the Pits area and especially the Pilot's Box. Ensure that any guests or helpers in the Pits observe safety measures.
19. Restrain your dogs on a leash within the bounds of the Field and keep them out of the Pits area. Encourage visitors or spectators at the Field to observe the same arrangements. Keep animals outside the clubhouse.

20. If you have a guest who intends being a visiting flyer, ensure they enter their details in the club sign-in/visitors book. If you are the host member, ensure that a visiting flyer's credentials are in order (i.e. pilot's competency, insurance coverage, transmitter certification and heavy aircraft Permit to Fly if applicable). A valid MAAA Membership card meets that requirement.
21. Attempt to ensure that any visiting flyer without a host member, also possess a valid MAAA Membership card. If credentials cannot be established then request the visitor to refrain from flying and refer the matter to a Committee member.
22. If involved in any accidents or safety incidents at the Field, regardless of their severity or the type of damage (either to people and property), report the event. The Secretary is an appropriate point of contact and will advise of the details to be supplied and the form that the report should take. If you observe any accidents or safety incidents at the Field, volunteer to make a report, to confirm or collaborate the incident details, if needed.
23. From time to time, the Committee will authorise signs to be placed at the Field, to advise about new or revised ways that flying related operations are to be carried out. Comply with any authorised signs at the site and ensure that any of your guests, or visiting flyers, also comply. Encourage members of the public to observe them as well – if applicable.

FLIGHT EQUIPMENT

24. Items in the Flight Equipment section relate to things other than aircraft and flying. Flight Equipment includes objects such as your transmitter, starter, refuelling equipment, flight box, charger or battery.
25. Ensure that your transmitter's characteristics (frequency, bandwidth and power) conform to the regulations for control of model aircraft. For 2.4 GHz equipment, the radio control technology must be on the MAAA Accepted Systems list.
26. For other than 2.4GHz equipment, ensure that transmitters carry current certification labels, issued by an MAAA approved inspector. For transmitters manufactured before 1990, certification needs to be carried out every two years. New transmitters are to be certified at least once, when new, or when its frequency is changed. Units with replaceable frequency modules are to have each frequency certified. Uncertified transmitters must not be used at the site by members or visitors.
27. For other than 2.4GHz transmitters, display the transmitter's frequency prominently on the equipment.
28. Label your transmitter with your name and phone number in case you leave it behind at the field.
29. Only use transmitter battery packs that have been assembled as a single unit, typically as a soldered pack. Transmitters that use individual cells which are retained mechanically (with springs or clips) are prohibited at the site until modified to accept a soldered pack.
30. The Club operates a 'self-managed' Transmitter Pound for transmitters that are not on 2.4GHz. On arrival at the Field, place your transmitters in the Transmitter Pound, with the antenna collapsed. Verify that the transmitter is turned off. Leave your transmitters in the pound when not in use. 2.4Ghz transmitters are exempt these processes.
31. The club operates a 2.4Ghz Frequency Board and a Silvertone Frequency Board with 50mm (2") keys for 36MHz, 29MHz/40Mhz channels. You need to supply your own correctly sized key, marked with your name and your transmitter's frequency.
32. A transmitter can only be operated at the site when its key is placed in the corresponding slot in the Frequency Board. Your transmitter must remain off until your key is in the keyboard and your transmitter must be turned off before you remove your key from the board. Only the transmitter owner should move their key.
33. Keep flight equipment and models that are being prepared for flight within the Pits Area.
34. If other flyers have transmitters on your frequency, you will need to limit the time you occupy the shared channel, preferably by agreement with the other users. As a rule of thumb, 20 minutes is a

reasonable limit. However, the time may need to be reduced to 15 minutes if there are several users of the shared channel.

35. Operators of Gas Turbine aircraft need to comply with specific safety precautions as described in the MAAA Manual of Procedures.

AIRCRAFT

ALL AIRCRAFT

36. Models flown at the Field need to be of sound construction with internal equipment installed so that they are fit for their intended purposes. A checklist at Annex A describes the aspects that should be inspected prior to a maiden flight.
37. Only use receiver battery packs that have been assembled as a single unit, typically as a soldered pack. Receivers that use individual cells which are retained mechanically (with springs or clips) are not to be used at the site until modified to operate with a soldered pack.
38. Radio equipment should be proofed against shock and vibration.
39. Metal-bladed propellers, or propellers that have been repaired, cannot be used at the site.
40. Knife edged leading edges on wing or tail are prohibited.
41. Use either a spinner or safety nut to attach your model's propeller.
42. Identify your models with your name, address and phone number. A sticker attached to the inside of the fuselage is recommended.
43. Ensure that your model's engine is properly fixed.
44. Engines noise should not be excessive. The Committee will determine and publish appropriate maximum aircraft noise levels for the GMAC site. Keep model noise below these thresholds.
45. Models weighing between 7 Kg and 25 Kg (heavy), and models weighing over 25 Kg (Giant) are subject to additional constraints. Refer to the MAAA Manual of Procedures for details.

HELICOPTERS

46. Rotor blades should be carefully balanced before use. Damaged or out of balance rotor blades are not to be used. Blades, especially wooden ones, should be reinforced at the root with hardwood, glass-fibre or some other suitable material.
47. Metal rotor blades are not allowed.
48. Knife-sharp leading edges on main or tail rotors are not permitted.

ELECTRICS

49. When fast charging Ni-Cad, Ni-Mh, or Li-Po, batteries, ensure your battery charger is equipped with either a timer or a voltage or temperature controlled cut-off.
50. If charging Li-Po batteries ensure the charger is suitable for the cell chemistry and charging rates.
51. Check that motor operation does not interfere with the radio control equipment in the model. A range check with motor on and off should be carried out with all new installations.
52. Make sure that all motor and battery cables and connectors are in good order and are robust enough to perform without significant overheating.
53. Take great care when handling any electro-flight model that has its batteries fitted.
54. Always treat an electric model as if it were about to burst into full power. Keep the propeller clear at all times.
55. If possible use a speed controller that incorporates a 'safety circuit' that will not allow the motor to start unless the throttle has been brought back to the 'stop' position.

FLYING OPERATIONS

GENERAL

56. Flying times are between 0900 and 2000 hrs (or dusk if earlier) for IC powered aircraft, seven days a week. Electric powered aircraft may operate during daylight hours.

57. Every pilot's proficiency must be established before they fly. For new pilots, the MAAA's Bronze Wing level, is the minimum acceptable level for a solo pilot. Pilots (fixed wing and helicopter) who have not reached the solo standard must fly under the supervision of an approved instructor.

58. Flights for Solo/Bronze or Gold Wings rating are to be completed to the satisfaction of an approved MAAA qualified examiner.

59. Conduct a ground check radio before each day's flying. With the majority of radio equipment look for a minimum ground range of around 50 metres with the transmitter aerial down and the model's controls still functioning correctly with no 'jittering'. If the radio system is 2.4Ghz., the ground check must be in accord with the manufacturer's instructions.

60. When fuelling an IC aircraft, using an overflow bottle to catch excess fuel is recommended,

61. Prior to engine start, position yourself, your aircraft and your flight equipment so that you have clearance from other aircraft and potential hazards. Using the designated Start Up Bays is recommended.

62. When starting IC aircraft or arming electric ones, move clear of the shaded pit area.

63. Restrain your aircraft on start up.

64. Start your engine at idling speed. Ensure that propeller wash and engine exhaust is directed away from other models and spectators.

65. Carry out engine adjustments from behind your aircraft.

66. Ensure any helpers are not in line with the propeller arc.

67. If you become aware that a spinning propeller may present a danger (e.g. to someone not paying attention to their surroundings, or an uncontrolled child or animal), shutdown the engine or motor immediately.

68. If extended engine run or tuning is needed , move your model away from other aircraft or spectators. An area at the north end of the Pits is provided for this purpose.

69. Before leaving the start-up area, check that your aircraft is ready for flight. Ensure proper operation of the radio and the movable surfaces as well as trim settings. Pre-flight Checklists are provided at Annex B.

70. Before flight, carry or push your aircraft away from the Pits or Start-up Bay to a taxiway or the strip in preparation for takeoff. After landing, engines should be stopped before re-entering the Pits.

71. Specific rules apply to start-up of gas turbines. Refer to the MAAA Procedures.

72. Fly within the authorised flying space. The approved ceiling at the Field is 400 feet. No go areas are shown on the diagram of the Club site. Avoid flying over residential areas, spectators, the Pits, the parking area or Club buildings.

73. Some approved equestrian activity may take place around the jumps adjacent to the Club's southern boundary. A sign near the Frequency Board will advise when the 'jumps are active'. When the sign is displayed flyers are to consider the potential presence of horses and riders in the area. and fly accordingly.

74. Fly from the Pilot's Box, unless you have the agreement of other pilots that are flying. Make sure there are no pilots' in front' of your aircraft when it takes off.

75. Check that the area is safe for take off, and for landing.

76. Maintain good pilot to pilot communications. Call “taking off”, “landing”, “dead stick”,“on the strip” and “strip clear” as appropriate.
77. Give priority to a flyer who has called “dead stick” or declared an emergency. Allow any pilot “landing” to complete the manoeuvre before taxiing onto the strip.
78. Turn away from the Pits and spectators, conforming to the prevailing ‘circuit’.
79. When there are two or more aircraft operating, all aircraft should fly in the same direction around the circuit, unless there is agreement from the pilots to vary the arrangement.
80. Ensure that your aircraft is always visible in flight.
81. If you observe any malfunction while flying, reduce throttle and land immediately.
82. Should you need to retrieve an aircraft from on or across the runway, call “on the strip” and wait for acknowledgement from all pilots flying before proceeding. Pilots should avoid low level manoeuvres and landing, until the call “strip clear”.
83. Always fly in a manner that is not careless, reckless or dangerous. Consider the middle of the runway as a safety line and fly on the far side of it unless landing or taking off.
84. When flying 3D maneuvers, unless the aircraft wing span is one metres or less, maintain separation of at least 9 metres from all pilots operating at the time.
85. If you are at the Field alone, exercise caution before flying – consider the risks and means of informing others should an emergency arise.

HELICOPTERS

86. When starting your model in the Pits, hold the rotor head firmly. When the engine is running carry the model a sensible distance from other people before running up or flying.
87. Keep hold of the rotor of the model until you are sure that it is safe to release it.
88. Never hold the model overhead to run up the engine or run the engine with no rotor blades fitted.
89. Except as part of a manoeuvre well away from other people, avoid flying helicopters directly towards the Pits area or any spectators.
90. Helicopters flying outdoors are to be flown no closer than 9 metres from all pilots operating at the time.

GLIDERS

91. If using a towline or bungee ensure that no other model is endangered by checking above and behind before releasing the model. Models landing always have priority over models launching.
92. Ensure that any spectators are standing behind the launch point so that if the model veers to either side, the spectators are not at risk.
93. When setting out the bungee or towline, make sure that when it disengages from the model, it will fall safely and not across the strip, adjacent roads or pathways.

ELECTRICS

94. Arming sequence is transmitter on, receiver on (if switched), then connect motor battery. Make sure that the throttle is set to its minimum (off) position before turning on the transmitter. Some 2.4GHz systems require the receiver be turned on before the transmitter. Proceed with extreme caution and restrain the aircraft during start up sequence.
95. Plan on only using 70% of the motor battery’s capacity. Restrict flight times to that duration by using a talking timer or transmitter function to warn when the time has elapsed.
96. Disconnect your power pack as soon as possible after you have finished flying.
97. Make sure your model is not ‘live’ if unattended.

98. After a flight, helpers or spectators may need to be reminded that the only time an electric motor can be considered safe is when it is not connected to a battery pack.

99. If a LiPo pack is involved in a crash or is damaged, remove the pack from the model. Inspect the pack for damage to the cells, wiring or connections. Safely dispose of damaged batteries. (AEFA Best Practice)

CONTROL LINE

100. Wait to fly until you have ensured that any spectators are well clear of the intended flight path of the model.

101. Before each flying session check that all controls, control lines, linkages etc. are in good condition and safe to use.

102. Before each flight, re-check control lines for damage.

103. If someone strays into the circle while you are flying, fly high to avoid them and stay high until the circle has been cleared.

SITE AND BUILDING

104. Figure 1 illustrates where the Field is located at Yarrambat. Figure 2 shows the area around the clubhouse in more detail.

105. Ensure the Park Gate is locked after you enter or leave the area.

106. Observe the speed limit on the roads in the Park area and the Club Site.

107. If you are the first to arrive at the Field, the Club Gate can be left open. However if you are the 'last-out' the gate must be locked.

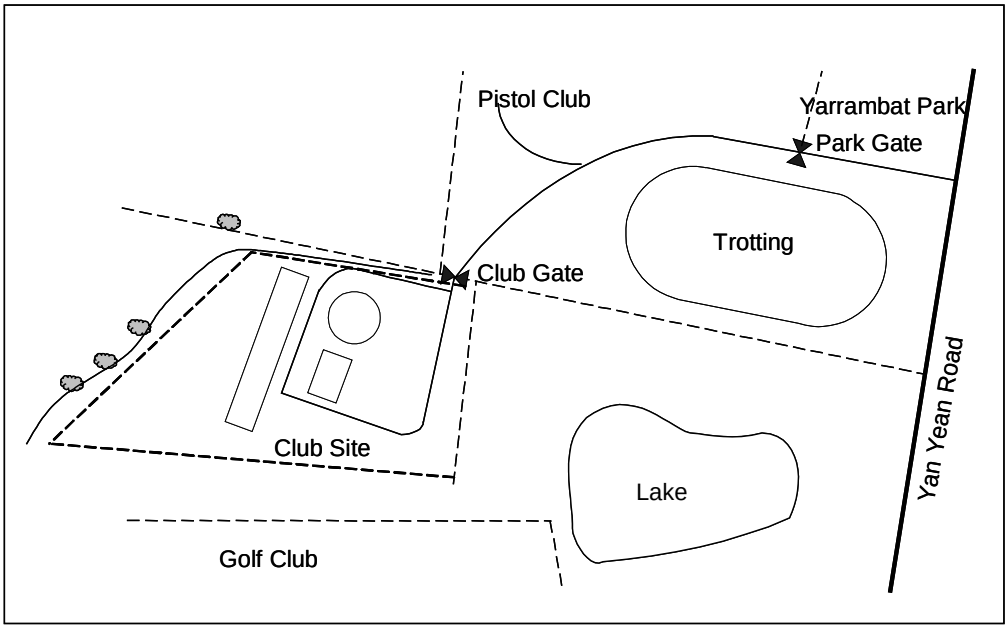

Figure 1 Club Location

108. If you are the first to arrive at the Club House, the building can be unlocked and left open. The alarm should be de-activated and the water pump switched on. Iif you are the 'last-out' the water pump must be switched off, the alarm activated and the building locked.

109. If AC power is required in the clubhouse, the portable generator can be started using the controls adjacent to the alarm panel.

110. The Drop-off Areas are intended for use only when setting down and picking up models and flight equipment. Vehicles should be left in the area for as short a time as possible. Parking is available in the area shown in Figure 2.

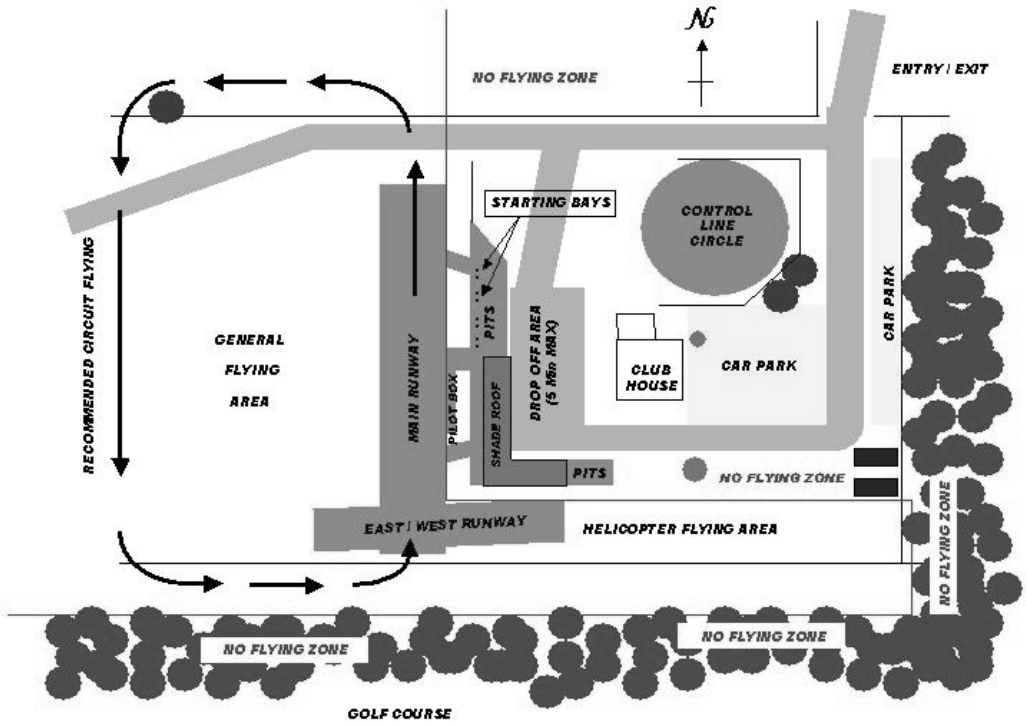

Figure 2 Flying Site, Clubhouse and Pits Area

111. Smoking in or near the Pits is prohibited.

112. Mobile phones are to be kept out of the Pits and flight line areas. (MAAA MOP045)

113. The BBQ is available for use by members. Users are responsible for clean up afterwards.

114. Remove litter from the site.

115. A First Aid kit is stored in the Clubhouse.

116. Fire extinguishers are available in the clubhouse, utility room and shipping container. Take time to learn how to use them.

117. In the event of an emergency at the GMAC field and evacuation is necessary, follow the steps described in the GMAC Evacuation Plan displayed in the Clubhouse.

118. If Emergency assistance is required, the contacts in Table 5 are recommended

Service	*Phone*	*Location*
Emergency Assistance Fire, Ambulance, Police	000	
First Aid/Medical	9436 4222	SOUTH MORANG MEDICAL CENTRE 31 Gorge Rd South Morang

Table 5 Emergency Contacts

119. Permitted Hours of Operation for the Clubhouse are 0700 to 2300hrs. Usage outside these hours requires that a request be made in writing to the Council.

ANNEXURE A

FIXED WING AIRCRAFT

MAIDEN FLIGHT CHECKLIST

General and Overall Appearance	Check covering for adhesion and holes	
	Wheel size	
	Wing and tail alignment	
	CG – fore/aft, and lateral balance	
	All nuts self-locking "aviation" type or Locking fluid	
	Name and address in plane	
	Rubber bands (when used) in good condition with proper number used	
Structural	All hinges secure: ailerons, flaps, rudder and elevator	
	All glued joints solid	
	Landing gear secure	
Servos and Control Surfaces	All clevises have fuel tubing or other type retainer	
	"Quick Connects" (where used) are secure and locked	
	Check ailerons for proper direction	
	Check right and left ailerons for binding and proper throw (dual rates?)	
	Check rudder for proper direction	
	Check rudder for binding and proper throw (dual rates?)	
	Check elevator for proper direction	
	Check elevator for binding and proper throw (dual rates?)	
	Nose or tail wheel works properly	
	Check all other channels for proper operation	
	All servos securely mounted, and pushrods and arms are free from wires and other obstructions	
	All control horns secure	
Engine and Tank	Engine mount secure to firewall	
	Engine secure on mount	
	Safe access to carburettor needle valve	
	Propeller secure and free from nicks and cracks	
	Spinner secure and edges NOT in contact with propeller	
	Engine has been "broken in" with at least two tanks of fuel	
	Engine runs properly, and throttle trim or kill switch shuts engine off	
	Tank proper size and secure with clunk free	
Radio and Battery	Radio and battery wrapped in foam	
	Radio and battery secured in fuselage	
	Antennae properly extended and secured	
	RX and TX batteries charged and reading proper voltage	
	Radio "range checked"	
	Radio trims and control surfaces centred	

ANNEXURE B

PRE & POST FLIGHT CHECKLIST

FIXED WING

On arrival at the flying site, **CHECK:**

- the airframe for any transit damage.
- that servos and linkages are secure.
- the undercarriage for secure fixing and correct alignment.
- the propeller for damage and secure fixing
- control surfaces are secure and move freely.
- engine is securely attached to airframe.

CHECK BEFORE EACH FLIGHT

- Place transmitter key in keyboard.
- Switch transmitter ON then receiver ON. Check that all controls operate freely and in the correct sense. Check that all control surfaces are in their correct positions with the transmitter trims at neutral.
- Look for any minor radio malfunctions such as slow or 'jittery' servos, glitches etc. If in doubt, do not fly.
- After starting the engine and allowing it to warm up, check that the pick-up from idle to full power is satisfactory. Hold the model with its nose pointing upwards at a steep climbing angle for ten or fifteen seconds and check engine operation at full power. If the engine falters or cuts it is usually set too lean and must be retuned. Repeat the test until the engine runs correctly in the nose-up attitude.
- With the aircraft held securely on the ground, open up again to full power and recheck all flying controls again.
- Double check that all transmitter trims, rate switches, mixers etc. are in their correct positions and that the transmitter meter is 'in the green'.

BEFORE FLYING

Be S.M.A.R.T. with your transmitter;

- **S**witch on
- **M**eter in the green
- **A**erial secure and extended
- **R**ate switches in all correct positions
- **T**rims all in correct positions

CHECKS AFTER EACH FLIGHT

- Receiver OFF then transmitter OFF
- Place transmitter in Pound and remove key from keyboard.
- Check propeller, airframe, undercarriage, wing fixing etc. for security of fastening and for possible flight or landing damage

HELICOPTER

- Check all ball links for slop and change as necessary.
- Check that all rotor blades are in good condition with no damage.
- Check for loose or missing nuts and bolts.
- Check that there is no backlash in the drive system apart from gear backlash which should not be excessive.
- Check that servos are secure and free from oil
- Check that the fuel tank and all piping is secure
- Check that the receiver aerial is secure and in good condition with no chafing or damage.

ANNEXURE C
TEACHING PROTOCOL

Guiding principles

GMAC recognises that many new club members join the club without the necessary skills to fly aircraft safely let alone in the company of other flyers. The club's code of practice is that no one is to fly 'solo' until assessed as competent to do so. GMAC wants to assist new members gain the required level of flying competency without cost to the new member, through the help of individuals in the club who volunteer their services.

GMAC has developed this teaching protocol to assist club members, instructors and pupils understand how initial training arrangements are expected to operate. The document described the framework for educating new pilots and records expectations and responsibilities for the club, the instructor and the student. Curriculum and success criteria, based on MAAA standards, are documented separately.

When the Club or Club members invite non-members or prospective members to experience the hobby, either informally or as part of a group, the requirements of MAAA MOP042 are applicable.

Working With Children

GMAC members and Instructors may be involved in programs at the Field aimed to give children under 18 years of age an experience of model flying. Examples are scouting and school groups. GMAC requires these individuals or groups to be accompanied by a supervising adult, responsible for the child or children at all times while they are at the Field. GMAC volunteers participating in these activities are not required to have a Working With Children Check.

Club

GMAC will:

- Maintain and publish a register of club members who have been accredited by the MAAA or GMAC as instructors, and are currently available,
- encourage and support members who accept the role of an instructor,
- contribute to the training of instructors,
- demonstrate tolerance and encourage learners, and
- supply a badge or certificate of success after students meet the required flying standard.

Instructors

Instructors are volunteer club members who;

- are capable individuals that consistently demonstrate safety by example and attitude,
- hold Gold Wings rating or demonstrate a comparable standard of airmanship, and
- hold MAAA Instructor rating or have been specially approved by GMAC.

Instructors are not required to be test pilots. However, they may be required to take student's aircraft for their maiden flight. Instructors may consider enlisting other 'expert' club members to assist or conduct the test flight. Nevertheless, Instructors are responsible for ensuring the following:

- that radio certification and battery configurations conform to the club's Code Of Conduct,

- that the aircraft is safe to fly,
- the student has appropriate membership, and
- pit activities (start-up and taxi) are conducted safely.

Instructors are to follow MAAA recommendations in terms of content and sequence of instruction.
While instructors are responsible for safe conduct of teaching sorties they are not liable for any damage that may result to a student's aircraft, regardless of who was in control of the transmitter/aircraft at the time damage occurred.

As flight supervisors, Instructors have an obligation to communicate with other pilot during a training sortie and make them aware of any potential matters that may affect normal flight operations.

Being volunteers, Instructors must be free to pursue their own flying interests. Therefore, they can individually determine how they manage their teaching load. Options include limiting the students they accept for training and how much time they allocate to instructional duties when they go to the flying site. Instructors must be permitted to say "no" or "not now" without criticism. However, Instructors should try to make sure that any student who arrives at the field does not leave without at least one flight, if flying conditions allow.

Instructors who are asked for recommendations on equipment and their sources should provide an impartial and balanced response.

Students

Students are unqualified pilots under training who agree to:

- be paid up members of GMAC;
- provide, prepare and maintain all their own equipment for their training activities (aircraft, radio, fuel etc);
- comply with all GMAC, VMAA and MAAA safety rules; and
- act courteously towards instructors at all times.

Students should not expect Instructors to repair or replace aircraft (or equipment) that is damaged during training. Responsibility and liability for any accidents (that cause loss or damage to property, personal injury, as consequence of, the operation of the model), regardless of whether the student or an instructor was operating the model at the time of accident rests with the student (recognizing MAAA insurance applies to financial club members).

Student are free to select any Instructor who is suited to their availability and learning style. Preferably, times for training sessions should be agreed with the Instructor of their choice beforehand. Students may go to the field without any pre-arrangement but must accept the risk that Instructors may not be present or available.

Training may interfere with normal flight operations for other Club members. Students should be alert for their impact on other flyers and try to minimize disruption where possible.