



OFFICIAL MAAA MODEL AIRCRAFT SAFETY CODE

Model Flying MUST be in accordance with this Code, unless otherwise prohibited by law, in order for MAAA Liability Protection to apply. In the event of conflict between this and the MAAA Manual of Procedures, the latter shall apply.

GENERAL

- 1) I shall make myself aware of and abide by the requirements of the MAAA Manual of Procedures (MOP), CASA regulations and MAAA and Club rules. The MOP is on the MAAA web site at www.maaa.asn.au
- 2) I will not fly my model higher than 400 feet unless allowed under Civil Aviation regulations.
- 3) I will give right-of-way and avoid flying in the proximity of full-scale aircraft. Where necessary, an observer shall be utilised to supervise flying to avoid having models fly in the proximity of full-scale aircraft.
- 4) In addition, where established, I will abide by the safety rules for the flying site I use, and I will not willfully and deliberately fly my models in a careless, reckless and/or dangerous manner.
- 5) Flying over the pits, spectator areas or buildings is prohibited, unless beyond the control of the pilot(s).
- 6) I will only operate radio controlled model aircraft on frequencies that have been approved by the MAAA.
- 7) I will not fly my model aircraft in events, displays, air shows, or model flying demonstrations until it has been proven to be airworthy by having been previously and successfully flight-tested.
- 8) I will not operate a model aircraft with a mass greater than 7kg without a valid Permit to Fly. In any case, the maximum permissible mass of a model, without fuel, allowed to operate under MAAA rules is 50kg.
- 9) I will not operate any gas turbine powered model aircraft unless I have obtained a Permit to Fly for a Gas Turbine Powered model aircraft and complied with the MAAA GT Rules. (Note: This does not apply to ducted fan models using piston engines or electric motors.)
- 10) I will not operate models with metal-bladed propellers or with gaseous boosts, in which gases other than air enter their internal combustion engine(s): nor will I operate models with extremely hazardous fuels such as those containing tetra-nitro-methane or hydrazine.
- 11) I will not operate models carrying pyrotechnics (any device that explodes, burns, or propels a projectile of any kind) including, but not limited to, rockets, explosive bombs dropped from models, smoke bombs, all explosive gases (such as hydrogen-filled balloons) and ground mounted devices launching a projectile.
- 12) I will be aware of and follow the MAAA Alcohol, Drugs & Illness Policy. Therefore I will not consume alcoholic beverages or illegal drugs prior to, or during, participation in any model operations.
- 13) I will not taxi my aircraft without restraint close to or where it may be a danger to other people.
- 14) I will not fly my model any nearer to powerlines than 15 meters or any greater distance if specified in State Legislation.

RADIO CONTROL

- 1) I will have completed a successful radio equipment ground range check before the first flight of a new or repaired model.
- 2) I will perform my initial turn after takeoff away from the pit and spectator areas.
- 3) I will not knowingly operate an R/C system within 4 kilometres of a pre-existing model club flying site unless in accordance with the MAAA Manual of Procedures.

ELECTRIC

- 1) I will make sure the receiver is switched off or if it is on, make sure the transmitter is also on with the throttle set low, before connecting the main flight batteries to the speed controller.
- 2) I will always check the direction of rotation of the propeller before launching an electric glider.

FREE FLIGHT

- 1) I will not launch my model aircraft unless at least 30 metres downwind of spectators and automobile parking.
- 2) I will not fly my model unless the launch area is clear of all persons except my mechanic, timekeepers and officials.
- 3) Use of fuse De-Thermalisers is not permitted in Australia.

CONTROL LINE

- 1) I will subject my complete control system (including safety thong, where applicable) to an inspection and pull test prior to flying. Pull test will be in accordance with the current Competition Regulations for the applicable model category. Models not fitting a specific category, as detailed, shall use those pull test requirements for Control Line Precision Aerobatics.
- 2) I will ensure that my flying area is safely clear of all utility wires or poles.
- 3) I will ensure that my flying area is safely clear of all non-essential participants and spectators before permitting my engine to be started.

