

WERRIBEE MODEL AIRCRAFT ASSOCIATION INC.

Registration Number A3000370WE
 APPLICATION FORM (Please Print)
 STANDARD OPERATING PROCEDURES (Please Print)

Name		
Address		Postcode
Email		
Home Phone		
Mobile Phone		
Date of Birth		
AUS number		

Renewal

I wish to renew my membership for the year 2022 from July 1st to June 30th 2023. In applying, I hereby acknowledge and agree to be bound by and abide by the Rules of the Association. I also agree to be bound by any amendments or changes that may come into force from time to time including local and field rules.

Please Sign And Date

Signed

Dated

*** Electronic Transfers Only Accepted ***

Category and fee	Senior \$ 220.00 + Working Bee Levy \$30.00	\$ 250.00	\$
	Junior up to 17yrs	\$72.00	\$
	Associate Member \$ 80.00 + Working Bee Levy \$30.00	\$ 110.00	\$
	Main Club: _____ Date Renewed: _____		
	Social Member Donation	\$	\$
E-mail this form to: membership@wmaa.org.au		Total	\$
Electronic Transfer Details Bank: ANZ BSB: 013915 Account No: 400690485 Include Name with Your Transfer			

Have you previously been a member of any other club

Do you possess any of the following grades

	Silver wings	Bronze Wings	Gold Wings	Instructor?
Plane /Glider	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Helicopter	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Committee Use only

Application Approved

Application Rejected

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Please Print And Familiarize

Standard Operating Procedures

These procedures supersede all previously published club safety and field rules and are to read in conjunction with MAAA manual of procedures

1. **Wind sock.** To be put out preferably by first person to arrive regardless of wind velocity. To make everyone in the vicinity aware that the airfield is in operation and to be vigilant. It's also a council initiative.
2. **Competition and Special Event Days.** The director of the day may lay down additional temporary rules for the period of the event. They are to be read in conjunction with these operating procedures but shall not override them.
3. **Safety.** The club safety officer has the authority to ground for the day anyone considered having knowingly and deliberately breached the safety standards and operating procedures of the club.
 - b) Models must not be flown closer to the flight line than the eastern edge of the north-south runway with the same distance margin to be maintained around the perimeter of the entire pits area.
 - c) Flying over Populous areas is deemed a no-fly zone, this includes flying over private property or roads. No flying closer than 30 meters to the field's southern boundary perimeter fence.
 - d) Drones or FPV's must always be flown within line of sight, be able to be flown to the limit of line of sight without the aid of goggles, screens or other electronic visual aids, with a spotter next to him/her
4. **Car Parking.** Cars are to be parked in main carpark. Disabled parking area for disabled only. Cars unloading heavy/large models from the heavy drop off area must move their car to main carpark afterwards.
5. **Crossing and Entering the Field.** Permission must be given by pilots on the flight line before entering the active field. The person must call out "**ok to go on field**". This is to make them aware you are retrieving an aircraft, placing an aircraft for takeoff or any other reason. Ok is then given by pilots on flight line, either by saying "**ok**" or simply **raising their radio**. All pilots must respond to call out. Pilots calling out "**dead stick**" or "**landing**" have priority before proceeding to enter. Aircraft in the air must **not** fly over person on field till he/she returns to the pits and calls out "**field clear**". Only then normal circuit flying is resumed. A pilot must call out "**Taking Off**" before they start rolling to get airborne. A Person retrieving his/her plane from the field must do so in a manner to clear the field as quickly as possible for his/her own safety, also incase a pilot needs to land unexpectedly such as having a dead stick or low on fuel/battery
6. **Use of Radios.** Aircraft must have fail-safe enabled. All craft will be randomly checked by either by the safety officer or a committee member. Aircraft found not to have fail safe activated will not be allowed to fly till fail-safe is activated.
7. **Engine Starting and Model Set-up:** Benches are primarily used for starting immediately before flying, however aircraft may be set up on them. When finished you must vacate bench and all accessories, leaving bench and close surrounds clear for others to use. Prolonged tuning or running-in engines is not permitted on these benches. This can only be done in designated area container side.
 - b) Models that are not going to be flown immediately must not be stored in the vicinity or anywhere in front of benches. The area in the pits adjacent to or behind the log barriers should be used for storing aircraft till ready for flying.
8. **Hand held launching.** Launches are to be executed at the end of the flight line upwind end **i.e.** If wind direction is from South launching must be from south/left side of flight line. If wind direction is from North launching must be from north/right side of flight line.
9. **Visitors.** Visiting VMAA members may fly as a visitor for up to four times per year. They must be signed into the visitor's book by a senior club member who is to check for current VMAA membership. Non- member visitors are to be accompanied at all times by a club member, who is to be responsible for their behavior, when inside the bounds of the club's field.
 - b) A club member may invite up to two flying visitors on one particular day, however any more than two requires the approval of the committee.

Chris Berry
President

Dated: November 2022