

VRF Club Rules

The following rules are established by the VRF to ensure the safety of all club members and visitors. These location rules are designed to be used in conjunction with the MOP's from the MAAA. The club requires all pilots make themselves aware of the rules in the MOP's, specifically MOP014.

General Club rules:

A pilot flying at the VRF must be one of the following:

1. A current financial member of the VRF.
2. A guest pilot who is a member of another club and carrying a current MAAA membership card and be of at least Bronze Wing standard.
They must sign the Guest Book and make themselves known to a VRF member prior to flying. A guest may sign the guest book a maximum of three (3) times before it is expected they become a member of the club.
3. A Beginner pilot may have four (4) days of flying under supervision of an VRF member or instructor. On each day the beginner must enter their name in the Guest Book.
4. Jet engine powered, electric, petrol or glow fuel aircraft are not to be flown on days declared total fire ban.
5. MAAA heavy/Giant model rules apply.
6. All engines over must be muffled.
7. Dogs must be kept on a lead in all areas and are not allowed in the pit or strip area during flight operations.
8. No Smoking within the club boundaries.
9. Any items left by members at the field or in the club house are not covered by the club's insurance policy, and are there at the owner's risk.

Frequency control procedures:

1. Any pilots operating a frequency other than 2.4 MHz, must use the frequency keyboard.
2. A separate key must be used for each channel with the pilot's name and frequency clearly marked.
3. Under no circumstances is a key to be removed from the board by anyone other than the owner.

Flight operations:

1. No motors are to be started within the undercover area.
2. All aircraft must be suitably restrained when being started.
3. Fixed wing aircraft must be flown from the strip. All pilots must control their aircraft from inside the pilot's box (also known as flight box).
4. Gliders are to be launched from the strip where suitable conditions permit but always flown from the pilot's box. Make sure your intentions are known to all pilots prior to walking on the strip.
5. During normal fixed wing operations, helicopters must be flown with good communication with other pilots flying the same circuits
6. When there are no fixed wing operations, helicopters wishing to perform aerobatic manoeuvres may do so. A helicopter should not come closer than 15 meters to the pilot's box or the pits area during any part of their flight on the main strip.
7. No aircraft of any type may be flown from the pits area.
8. There should never be any aircraft in the pilot's box.

Take off & landing:

1. Fixed wing aircraft may be taxied out to the strip keeping clear of the pilot's box but must be carried or wheeled back into the pits. No taxiing into the pits.
2. Prior to taxiing on to the strip the pilot must check for aircraft landing and call, "clear for take-off?" and only proceed when acknowledged.
3. The pilot may move to the strip and control the model on take-off but then must move promptly to the pilot's box.
4. Take-offs are along the strip, except by prior arrangement with other pilots.
5. Prior to landing, the pilot must call "landing" and will be given right of way. A landing glider calling "glider landing" has right of way over any other aircraft.
6. If you experience an engine cut or dead-stick you will announce "dead-stick" and that pilot will have priority over all others to land (including gliders if the circumstances require it).
7. Clear the strip as soon as possible. Repairs, changes or engine tuning on the strip are prohibited. Remove the model to the apron or pit area before doing any work on your aircraft.

Flying:

1. There is to be no flying over the pit area or the club house/car park.
2. General flying is to be in rectangular circuit, LH or RH as determined by the wind direction for into-the-wind take off. Pilots must not fly against general traffic. The direction may be determined by the pilots if there is no wind or a cross wind. Pilots must communicate any change to the pattern before enabling it.
3. Pilots performing aerobatics should call their intentions prior to starting their manoeuvres, actioning their manoeuvres near the center of the circuit, not any closer than the far side of the strip and have due regard for all other aircraft.
4. Pilots wishing to practice touch and go's, slow passes over the strip etc, must call their intentions prior to starting and get acknowledgement from other pilots.
5. Pilots wishing to fly aircraft having a substantially different performance (for example pylon racers, slow or hovering types) from the models already in the circuit must seek clearance from other pilots.

NOTE; ALL TYPES OF AIRCRAFT CAN FLY TOGETHER, PLEASE USE COMMON SENSE AND PRACTICE SAFETY.