



Dardanup
Aeromodellers
Society (Inc.)



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<http://dams.org.au/>

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2011/12 Committee:

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Safety: Ron Fahlbusch P.R./Website: Jason Fletcher*

From now on the newsletter will be as and when required rather than monthly, as material needs to pile up to fill the pages.

There are some issues of safety which regularly need revisiting. Old hands please excuse the re-hash, but we have a few new members who may not be aware. There is a list of safety rules and other info in the club house, please take the time to browse them.

If safety requirements are not met, please note that retrospective allowance will not be made if an incident occurs.

There are other issues relating to field protocol which also need a review.

An enclosed safe area is set aside for members of the public to view models in the pits and when models are flying.

The pit area and start up areas are meant for the use of registered flyers or signed in visitors only.

Generally, flying is carried out with the leg in front of the pilots' box into the wind, and if more than two planes are in the air a pilot can call for this to be observed, which means no aerobatics if other pilots are not comfortable with it.

Also it is not a good idea to mix fast and slow models. If a slow model is up and potentially at risk, an inexperienced pilot can request that the fast model be held until the air is clear.

President Noel advises that the next general meeting will be on Sunday 7th February at 10 AM.

Following which there will a Balloon Burst competition for all flyers. The rules will be posted on the Sunday, so dust up your skills and bring out your trainers or hot shot balloon busting aircraft.

There are still some \$25.00 certificates available from DL Engines for any flyer gaining Bronze wings.

Take the test and get your wings to fly solo at other fields, and prove that you are more than a casual flyer.



Jack Fenn receiving his Bronze wings from Larry. Ty Jones has submitted some very useful information regarding 2.4. Although it is directed at helicopter flyers, there are good points too for the plank flyers.

<http://www.archeli.com.au/forums/showthread.php?t=136223>

Welcome to new members, John Coleman, Rowan Wilson, Antony Herring, and Peter Hill, happy flying.



Les Fenn's PC9 which suffered a tailplane failure at recent Swarms Scale Rally. Nice model, sad end.

Taken from the MAAA Newsletter.

Am I insured in all cases?

Answer: The short reply is: We can't answer the question.

The reason for the seemingly unhelpful answer is that you have asked for a categorical position and unfortunately that is not possible.

The liabilities under an insurance contract are legal matters and in the event of any dispute on either coverage, or an attempted recovery of any payout by an insurance company, this would ultimately be determined by a Court of Law.

The MAAA is not a qualified legal firm and therefore it cannot provide legal advice. Even if it were, in any court case the final decision depends on the details of the case and any generalised theoretical situation is not likely to totally apply to a specific set of circumstances. That is why Judges are employed and lawyers make a lot of money giving differing advice to their clients depending on which side of the case they represent.

In the end, the Judge decides, based on the evidence presented to him.

As an example, under 'Just Culture' which MAAA is committed to, and also to illustrate the problem of stating a categorical position, consider the case of someone flying at a club without being an MAAA Member or properly signing the visitor book. This seemingly obvious situation might have factors that affect how it would be viewed.

Assuming that this circumstance was relevant to a particular case, there could be a range of overall reasons leading to it which are not limited to those listed below:

The person presented the club with a forged MAAA Card.

The person was well known at the club as an MAAA Member but his MAAA Membership had lapsed.

The club had a clearly displayed notice on visitor policy and the person ignored it.

The person was signed in as a visitor but it was not noticed that it was the fifth time over a number of months.

The person was signed in as a visitor but it was not noticed that it was the fifth time in five days.

The person was not signed in but it was intended to do it when the club member finished another task.

The person was not signed in but the club has a visitor's policy which is normally followed.

The person was not signed in but the club has a visitor's policy which is followed only if a committee member is present.

The person was not signed in but the club has a visitor's policy which is followed occasionally.

The person was not signed in and the club does not have a visitor's policy.

The person was not signed in and the club policy is knowingly to let anyone fly.

The person was not signed in and it is generally known locally, and promoted at Hobby Shops, that anyone can just turn up and fly.

It is important that you do not fly if your dues are not current.

It is important visitors are signed if they wish to fly.

It is important that non member flying visits are restricted to two.

It is important that heavy models are inspected and the pilot signed off to fly them in an approved flight envelope. It is a requirement that *all* pilots of heavy models must be signed off.

An observer is required if models are flown by video. It is not a question of pilot competence, it is an insurance requirement.

If you reach over a propeller to remove the glow-driver or adjust the throttle needle and injure yourself, you might just have a hard time receiving any insurance cover.

End of the Legal Stuff

DON'T JEOPARDIZE INSURANCE, YOU MIGHT NEVER RECOVER FROM THE OUTCOME.



Dark Discussions. Helicopters are mysterious things.



Larry's latest electric ducted fan