

BY-LAWS AND SAFETY RULES

(Amended by ordinary resolution September 3rd 2016).

THESE BY-LAWS ARE TO BE READ IN CONJUNCTION WITH THE CLUB CONSTITUTION.

COLOURS

The colours of the Club shall be as determined, from time to time, at a General Meeting of the members.
At the present time the colours are Navy Blue and White, with Navy Blue predominant.

QUALIFICATION FOR MEMBERSHIP.

To be eligible for membership to the club, a person must be:-

- a) Interested in constructing and/or flying Radio Controlled model aeroplanes
- b) Of good repute and character, and compatible with other members
- c) Free from indebtedness to any other aero modeling club or flying organization with which he/she may have previously been a member
- d) Not a full member of another aero modeling club but may be an Associate member of other clubs.

ASSOCIATE MEMBERSHIP

An Associate member may be any person who is not a member of another club located within the Sunshine Coast Council region and wishes to use the club facilities or otherwise associate with the Club; provided that such person is a fully paid up member of the MAAA. The Management Committee may, at its discretion, inquire into the validity of such evidence. Associate membership is limited to 30% of the total number of full Club members. It is a condition of membership that all General and Safety Rules are understood; and that members agree to be bound by these rules and the provisions of the Constitution

FEES

The membership fee consists of two parts; the Club fee, which is determined, from time to time, by the Management Committee and recommended for adoption at a General Meeting; and the MAAQ Inc. fee, which includes an affiliation fee and insurance. The Club is affiliated to the MAAQ (Model Aeronautical Association of Queensland Incorporated), which is the Governing body for Incorporated Model Aeronautical Association for Queensland. A onetime Joining Fee is payable by first time applicants for membership. The fee shall be determined, from time to time, by the Management Committee and recommended for adoption at a General meeting.

DUTIES

EVENTS COORDINATOR

Shall be an elected member of the Management Committee charged with the responsibility for all Club events and competitions.

To plan, organize, and supervise, the running of such events and competitions.

To see that the rules of the competition are adhered to; and that such competitions are held in an equitable and fair manner.

To report to the Management Committee and/or General Meeting when required, on any matter relating to his/her office;

The Rules of competition adopted from time to time by the Queensland body shall be the **Rules** in force in all club events, except when otherwise provided for by the Management Committee and/or General Meeting.

All prizes presented to or offered by the club for competitions shall be competed for under such regulations as the management committee may from time to time determine.

PUBLICITY OFFICER (When appointed)

Be responsible for all club publicity. He/she shall submit any suggestions and ideas to the Management Committee for the furtherance of aero modeling and/or the Club.

FIELD OFFICER

Shall be an elected member of the Management Committee charged with the responsibility of ensuring that the club field and grounds are maintained in proper order, the toilets and other facilities are kept in an acceptable condition; and present a report at meetings of the Management Committee. Have the authority to recruit and direct any volunteer member for such duty as is necessary to maintain the field and Club grounds in good order.

SAFETY OFFICER

Shall be an elected member of the Management Committee charged with the stewardship of the Association's (Club's) SAFETY POLICY and to facilitate the Club's safety activities.

MEMBERS IN GENERAL

Every member has agreed to be bound by the Club's rules as a condition of membership. It is every member's responsibility to assume the role of a SAFETY AMBASSADOR and undertake to observe, each and every Rule, as well as every By-Law, Management Committee and/or General Meeting decision; and at all times conduct him/herself with propriety. This requirement includes supervision of junior members and visitors to the Club's field. Every member shall keep the Secretary informed of his/her correct address and any other changes which affect the Secretary's ability to communicate.

VISITORS

Friends and relatives are welcome to the flying field to enjoy the Club's facilities, attend Club meetings and participate in Club social activities, but are not allowed to compete in Club competitions, take part in any business conducted, nor have any voting rights at Club meetings.

No visitor is allowed in the Pit area or within 30 metres of the pilot pound unless actively engaged in the operation of a radio controlled model aircraft as a caller for aerobatic flying, or a judge of skills, or any other similar activity where their presence is required. A visitor to the field for the purpose of receiving instruction in the operation of a model aircraft is covered for insurance by the MAAA Third Party Public Liability Policy provided they are:

- a) Properly signed in by a Club member in a permanent Club Visitors book entering their Name, Address and Date and the name of the Club member being responsible for ensuring that they are aware of, and monitor their compliance with, MAAA and Club rules.
- b) Abide by MAAA and Government regulations and c) Only sign in on a maximum of four (4) occasions, if during any visit they fly a model either independently, or under instruction.

Note:

Former members of the Suncoast Model Flyers cannot be signed in as a visitor covered by the MAAA Insurance Policy if their membership has lapsed for no less than 5 years. Visiting Association pilots are welcome to fly on an occasional basis and must be able to produce a current MAAA license upon request. Visitors not known to the club must have their first flight accompanied by a qualified or approved Club instructor. When there is no qualified or approved instructor available, a senior member with Gold Wing rating may supervise the flight.

Visiting MAAA members will be required to join the club as an Associate member if they have made more than three visits to the field. If in the opinion of the Management Committee, any visitor is found abusing the club privileges, the Management Committee shall have the power to remove the visitor(s) from the flying field and/or premises.

Children must be under parental control at all times.

Animals must not be allowed to roam free and must be effectively constrained at all times. Any fouling by animals must be cleaned up by the owner.

PILOT QUALIFICATIONS

Four levels of pilot qualification apply: Bronze, Silver, Gold and Instructor.

Wings and a Certificate are awarded to pilots who have successfully demonstrated their knowledge and application of the Club safety rules and their ability to control a model through a series of prescribed maneuvers set down by the MAAA in MOP027 (Manual of Procedures No 27).

BRONZE WINGS* with Certificate are awarded free to pilots who successfully demonstrate to a MAAA qualified Club Instructor their ability to fly a model of 2kg and under to the standard set out in the Bronze Wings procedures.

SILVER WINGS* with Certificate are awarded free to pilots who successfully demonstrate to a MAAA qualified Club Instructor their ability to fly a model greater than 2kg to the standard set out in the Silver Wings procedures.

GOLD WINGS* with Certificate are awarded free to any pilot who successfully demonstrates to a MAAA qualified Club Instructor their ability to fly a model to the standard set out in the Gold Wings procedures.

*** A member must fly under the supervision of an MAAA qualified Instructor until they have passed the required test for Bronze or Silver Wings by an MAAA qualified Instructor/Examiner.**

INSTRUCTOR / EXAMINER WINGS with Certificate are awarded to members who complete the Instructor's course under the auspices of the MAAQ Chief Flying Instructor.

GENERAL

1. No engines are to be run before 7.00am Monday to Saturday or before 8.00am Sundays, Christmas Day, Good Friday and Anzac Day.
2. The height limit set by CASA (Civil Aviation Safety Authority) is 400ft. Flying above this limit is a cause for official complaint by CASA and/or Air Traffic Controllers in the Maroochydore Airport control tower. Full size aircraft are permitted to fly over the field at 500ft. Airspace must be cleared for any full size aircraft seen to be flying, or suspected to be flying, below an altitude of 500ft in the vicinity of the field.
3. Non-members are not allowed to operate a radio controlled model aircraft of any description at the field, unless they are a visitor to the field for the purpose of receiving instruction.
4. No usage of mobile phones is permitted in the pit area or the pilot pound.
5. The shed and shelter area is for the use of members, patrons and protection of models. It is **NOT** to be used for vehicle access.
6. Camping at the field is open to club and MAAA affiliated members only.

SAFETY RULES

The flying of Radio Controlled models is potentially dangerous and these rules are formulated to afford the maximum safety of members and non-members alike; they must be observed at all times. The rules are a code of conduct between members operating their models. If you are solo in the pound then only the rules pertaining to operating in the pit area, boundary restrictions and good airmanship apply.

1. Procedure on Arrival

2.4Ghz transmitters can remain with the pilot at all times.

Other transmitters must be placed in the pound on arrival, and when removed for flying, the correct frequency key (50mm, displaying name and frequency) must be inserted in the appropriate keyboard slot on the transmitter board. These radios must be returned to the pound and key removed when not in use. A current band width test label must be available.

2. A range check must be performed on every model's first flight of the day.

3. Before every flight, check that the correct model has been selected in the transmitter and the controls are working in the correct sense.

4. No aircraft to be fuelled or started behind the Pit fence.

5. Models must be effectively restrained using suitable personal restraints or those provided by the Club. Throttling to full power and fine-tuning of the engine must be done away from the pit area and facing into the main area of the field (not facing towards anybody).

Heavy models and gas turbine powered models must be started on the starting pads situated on the taxiways leading to the main runway and using the restraints provided. These restraints are stored in the transmitter pound.

6. Pilots must carry or wheel their aircraft directly from the Pit area to the main taxiway. Taxiing to the flight line must be on taxiway only, at walking pace, with the pilot as close as practical to the aircraft.

No taxiing from main taxiway into the pits. No taxiing in the Pits.

7. All Pilots must be positioned inside the Pilot Pound when flying a fixed wing model aircraft or helicopter not being flown in the area allotted for hovering practice.

8. No more than 5 aircraft are to be in the air at any one time on main flight line.

9. No more than Two helicopters, or multi rotor aircraft, are to be in the air at any one time in each of the allocated Helicopter / 3D areas, or as determined by Committee from time to time.

10. Rotary wing aircraft (auto gyros), which rely on forward motion generated by a propeller to sustain flight, are regarded as fixed wing aircraft for the purpose of these rules.

11. Take-off and landing must be made from the runway. Majority rules on the circuit direction.

12. Aircraft taking off or landing **MUST GIVEWAY** to aircraft under no power or requiring an emergency landing.

13. Crosswind takeoffs will be permitted, but must have permission of pilots in the pilot pound. Take-off is allowed 3 metres out from the upwind end of the pilot pound.

14. Low flying towards the flight line, pits, sheds or car park is forbidden at any time and all aerobatics, including those involving 3D style maneuvers and low level propeller “hanging”, must be executed on the south or west sides of the pilot pound and not less than 20 metres from the pilot pound.

15. COMMUNICATION and ACKNOWLEDGEMENT BY ALL PILOTS.

Pilots must:

a) Obtain clearance from other pilots in the pilot pound before entering the runway, for any reason and taking off.

b) Communicate and obtain acknowledgement by all pilots, of their flight intentions.

c) Announce their intention to land prior to turning onto base leg.

c) Advise other pilots when clear of runway.

16. Large models and models powered by gas turbine(s) are regulated by MOP015 and MOP030 respectively, of the MAAA Manual of Procedures. It is the responsibility of the owner of a model covered by these procedures to be aware of the provisions contained within them.

17. High speed pylon racing models must be flown on Southern side of general flying area in an east/west circuit direction only and no closer than 50 metres to the flight line.

18. Helicopters are to practice hovering maneuvers in the allotted area.

19. Aircraft without an undercarriage that can take off unassisted are to use the runway. Crosswind takeoffs are permitted (see rule 13).

20. Pilots with aircraft needing hand launch should preferably use an assistant and launch on the runway with the approval of other pilots in the pound. Alternatively from within the pound ensuring a 2 ½ metre clearance between the launch position and the other pilots must be observed. Aircraft **MUST NOT** be launched from behind other pilots. The launch trajectory **MUST BE** divergent from the other pilots' position.

ALL ACTIONS OF HAND LAUNCHING SHOULD BE DONE IN A SAFE MANNER.

21. Lightweight models, usually electric powered and primarily designed and built for 3D aerobatics must be flown in the area allocated to helicopters

22. Models of very different performance are not to be flown in the same airspace at the same time (eg. foam, quadcopters, helicopters and fast heavy models).

23. Pilots are not to infringe the restricted flying areas as delineated on the field layout maps displayed at the field.

24. **Any model considered to be unsafe by the Safety Officer, or the majority of members present shall be grounded.**

BREACHING OF RULES

Members in breach of any Club or Safety Rule will be advised of the rule without penalty or may be subject to an enquiry by the club Incident Investigation Committee.

Members in breach of rule 23 or are deemed to be flying dangerously will be immediately grounded until the incident has been investigated by the club Incident Investigation Committee.

Blatant and/or persistent disregard of the rules will result in the member being disciplined under Section 8.4- Disciplinary Procedure, of the Rules of Incorporated Association.

AMENDMENTS TO BY-LAWS (September 2016)

Safety Officer Position. Safety is everyone's responsibility and not just for the Safety Officer. It's the adherence to the safety policy by all, which sets the safety culture of the Club

SMF SAFETY POLICY

Safety is our core objective. As members of Suncoast Model Flyers Club, we are committed to engage in our sport in such a manner as to promote enjoyment, camaraderie, a healthy safety culture and to mitigate risk or injury to ourselves and others.

In so doing, all levels of the Club membership are accountable for the delivery of the highest level of safety performance.

The Safety Officer is the steward of the safety function and the nominated reporting conduit for safety related issues.

In achieving this objective, the Club will:-

- Support the management of safety through the provision of all appropriate resources that will result in a Club culture that fosters safe practices, encourages effective safety reporting and communication amongst members.
- Ensure that all members are provided with adequate and appropriate safety information and training, and are competent in safety matters. This is to be achieved via initial welcome and induction to new members, and through the Bronze and Silver Wing training syllabi.

Promote safety awareness through “Tail Spin” magazine, “Safety Tips” notice board or members speaking up (with respect) when they see a safety issue (danger or rules not being followed).

Investigate any serious incident through the “Incident Investigation Committee”

- Continually strive to improve our safety performance through continuous monitoring, and regular review of safety objectives.
- Ensure that externally supplied services to support our operations are delivered meeting our hazard mitigation standards.