

# TOOWOOMBA AEROMODELERS ASSOCIATION INC

## BY-LAWS

### 1.0 ADMINISTRATION

#### 1.1 Membership

Membership to the association is open to anyone who is willing to abide by the conditions as stated on the nomination form and amendments to the nomination form as they occur, a membership form is required by all members who wish to rejoin the association at the beginning of each financial year; classes of membership and fee structure are as follows:

**Senior Member**

**Junior Member**

**Pensioner Member**

**Associate Member**

**Life Member**

**Honorary Member**

A **Senior Member** is classified as such if they are eighteen years old or older prior to the beginning of the financial year in which they joined the association. A senior member is required to pay 100% of the fees that are determined by the association at the beginning of the financial year.

A **Junior Member** is classified as such if they are less than eighteen years old prior to the beginning of the financial year in which they joined the association.

A **Pensioner Member** must be in receipt of the old-age pension. A pensioner member is to pay 75% of the set fees.

An **Associate Member** is a financial member of another MAAA affiliated club who wishes to join the association for the purposes of using the facilities. In this case the associate member is required to pay the club component of the set fees.

A **Life Member** is a member who for various reasons in the opinion of the general membership has provided the association over a period of time with an outstanding contribution. The club component only of the fee structure is waived in this case.

An **Honorary Member** may be awarded membership of the association in recognition of assistance to the association. As an honorary member may not necessarily be a financial member of an MAAA affiliated club this will be assessed on a case-by-case basis as determined by the membership.

## 1.2 Committee Responsibilities

All duly elected committee members are appointed to their relevant position by the association's membership, accordingly should any association member have cause to require input with any aspect of club management they are to consult the appropriate committee member before proceeding; this includes contacting or writing to any company, media organisation, individual or the purchase of goods that is normally the responsibility of the appropriate committee member.

As a reference the following is provided:

*All media release being via TV, radio, print / newspaper or internet must have the written permission of the elected public relation / publicity officer in relation to TAA events, general business and all club matters. Where a TAA member is responsible for media releases for another model flying association it is their responsibility to ensure that any published article clearly carry's the title or designation of the association they are representing if the intention is not to represent TAA.*

## 2.0 SECURITY CONDITIONS OF FIELD ACCESS

**The land where the association's field is located belongs to the Queensland Department of Corrective Services, as such we are bound by the laws that govern the use of the land as decreed by the Department Of Corrective Services and as amended by them from time to time. All financial members of the association and visiting fliers, guests or spectators are to be made aware of and acknowledge the department's restrictions governing entry to the field.**

### 2.1 Field Location

Access to the field is via the Westbrook/Wyreema road approximately 1Km South of the Gore Highway.

### 2.2 Method of Access

Entry to the field is restricted to financial members of the association, as such the lock combination will be provided to all members upon receipt of appropriate monies.

### 2.3 Change of Lock Combination

The combination lock's access numbers will be amended on or as near as possible to the beginning of the new financial year. Only financial members are to be given the new combination. The committee may change the combination should it be found that the access combination has been compromised.

### 2.4 Security Considerations

All members of the association are responsible for ensuring that **ALL** gates, locks and facilities are secured on leaving the field and that no non-financial member of the association is left to secure the field and facilities.

### 3.0 FIELD AND FACILITIES MAINTENANCE

**The association is a not for profit organization, and as such the facilities have been provided by the members through generous assistance (both financial and labour). Accordingly, the association has facilities that are second to none within the aero modeling fraternity in Australia; these facilities are therefore required to be maintained to a high standard. To do this the association will seek assistance from time to time through voluntary working bees, should there not be sufficient support for the working bees i.e. members who are unwilling to assist, action may be taken by the membership to seek reasons for those members to show cause why their membership should be renewed.**

#### 3.1 Mowing

Association mowing equipment is of high value, there are designated members who have volunteered their time to complete this task. Accordingly, no other member is to utilize the association's equipment for any purpose unless authorized to do so by the membership.

#### 3.2 Working Bees

The participation of all members is encouraged to maintain the facilities to a high standard. To do this the committee will request assistance via email or a notice on the notice board of upcoming working bees and the work required. The committee will appoint an association member as the coordinator of work who will register attendance at the working bees.

#### 3.2 Non Participation in Working Bees

Should financial members of the association not avail themselves for working bees at least **FOUR** times per financial year they will be requested to show cause why their membership should be renewed. The member concerned may present their case for renewal to the committee where upon the committee will decide on the circumstances whether the member is to remain in the association and what if any penalty is to be applied. Should the member concerned not be satisfied with the decision of the committee they may put their case to the general membership where a secret ballot is to be held. The decision of the general membership is binding and therefore no further avenue of appeal is available.

### 4.0 FIELD PROTOCOL

**From time to time the committee in partnership with the general membership will decree certain rules that are to be adhered to by the membership. These rules will cover the area of safety and what is termed field etiquette. These rules are for the benefit for all members and should be followed so as to make our pastime as safe and enjoyable as possible.**

#### 4.1 Speed Limits

Due to the nature of the access road being dirt there is a requirement for all drivers not to exceed the posted 10km/hr speed limit; this will keep dust to a minimum.

- 4.2 Parking**  
Park in the designated parking areas only, parking on the field is not permitted under any circumstances unless permission is received from the committee.
- 4.3 Walkways**  
The walkways are to be kept clear at all times to allow safe passage of association members and spectators.
- 4.4 Rubbish**  
All rubbish is to be placed in the bins provided with soft drink cans to be deposited in the container provided for that purpose. Damaged airframes are to be removed by the unfortunate owner and not placed in the rubbish bins.
- 4.5 Smoking**  
Smoking is permitted on the field only; the buildings are a designated no smoking area. Please remove all cigarette butts from the field confines and deposit in the bins provided once extinguished.
- 4.6 Reporting of Damage/Failures**  
Please advise a committee member of damage or failures of equipment, however please ensure that damage will not increase should maintenance not be able to be carried out immediately (temporary repairs to be affected ASAP).
- 4.7 Fuelling of Aircraft**  
Please confine fuelling and de-fuelling of aircraft to the concrete slabs provided, carrying out these procedures on the grass may prevent further growth.
- 4.8 Pets**  
Dogs and other pets are discouraged from being at the association's facilities; however, they are not permitted in the vicinity of the pits and must remain tethered away from possible injury that they may sustain.
- 4.9 Children**  
Children are welcome whilst accompanied by an adult but are not to be allowed to roam free through the pits or any other facility.
- 4.9.1 Mobile Phones**  
Mobile phones are not permitted within the vicinity of the operation of model aircraft.

## **5.0 RULES THAT GOVERN THE SAFE FLYING OF MODEL AIRCRAFT**

**By their very nature radio controlled model aircraft are considered by our insurers to be guided missiles, accordingly certain rules and regulations have been agreed upon that cover their use. The MAAA in conjunction with the Civil Aviation Safety Authority (CASA) has the authority under CAO 95.21 to provide for safe activities that are associated with our hobby. The association is required by law to abide by CASA regulations and as such will introduce and amend rules for the safe operation of model aircraft.**

### **5.1 Caution**

Model aircraft are not toys and as such they have the potential to cause serious injury or even death; always fly safe and be methodical and careful in your activities.

### **5.2 Flying Area**

Flying activities are to be carried out within the boundaries of the flying field where possible, under no circumstances is it permitted to fly behind or over the clubhouse and adjacent housing.

### **5.3 Visitor Flying**

Any one who wishes to fly at the association's field must be a paid up financial member of the MAAA, or may be permitted to fly if a beginner in accordance with the MAAA's policy governing such cases. All visitors are to be accompanied by an association member.

A visitor is to be made aware of the association's requirements with regard to current safe flying rules and is to be shown a copy of the relevant By-Laws. All visitors are required to enter their details in the visitor book provided for that purpose.

In the case of visitors who are current members of a financially affiliated club are to record their membership number their wings status (Bronze/Gold) and are to have them sighted by a member of the association. All visitors are to be given the opportunity to demonstrate their prowess with their aircraft and if found to be satisfactory they may fly unaccompanied. If however, they are deemed to be of a lesser standard than advised they must be accompanied by an instructor or Gold Wings flyer of the association at all times whilst flying.

### **5.4 Flying Times**

The field is open to members from 0830 seven days a week. Should you receive a complaint from a neighbour please be courteous and cease flying and advise a committee member of the circumstances

### **5.5 Frequency Board**

A frequency control board is provided for use by members and guests, this board is to be used at all times whilst flying is in progress, at the completion of your flight the frequency pin is to be removed and placed in a prominent position on your transmitter.

The frequency board is to be utilized whilst operating on all approved frequencies including 2.4 GHz.

## **5.6 Transmitter Pound**

There is a transmitter pound available for use underneath the tank stand should you wish to use it. The use of a frequency pound is mandatory during public displays and competition days under the authority of the event organiser.

## **5.7 Noise Awareness**

The engines that are used in model aircraft can at times be annoying to our neighbours and fellow fliers, it is mandatory therefore that all engines be fitted with an effective muffler. If in the opinion of a majority of members the engine is deemed to be offensively loud you will be required to cease flying until an effective muffler can be fitted.

## **5.8 Full Size Aircraft Operations**

The area where we are permitted to fly is also a training area for GA operations from the Darling Downs Aero Club. As a consequence we experience low flying aircraft at times, all members are to be aware of the potential for injury should the aircraft collide. Accordingly, please be vigilant and if an aircraft is in the area take steps to ensure that a collision does not occur.

## **5.9 Height Restrictions**

The association abides by the mandatory ceiling of 400ft, exceptions to this are during certified and approved displays where permission has been sought and approved for a temporary height clearance.

### **5.9.1 Consumption of Alcohol**

Consumption of alcohol by members and visitors directly responsible for the safe flying of aircraft is prohibited by CASA and also by the Department of Corrective Services.

### **5.9.2 Flying Proficiency**

All students who have not yet achieved Bronze Wings are to be accompanied by a flyer that has attained that or a higher level of proficiency.

### **5.9.3 Operation of Aircraft in the Pits**

Aircraft may be started and run at idle only in the pit area (an arresting device or assistance is strongly recommended), all engine adjustments are to be performed away from pits and adjusted from behind the aircraft. Excessive ground running in the pit area is to be kept to a minimum in the interests of other fliers. There is to be no taxiing of aircraft to and from the pit area, aircraft should be wheeled or carried parallel to the pilot area for take off.

### **5.9.4 Prior to Take Off**

A control check and engine run-up is to be carried out prior to take off, your intention to take off must be conveyed to the others in the pilots area.

### **5.9.5 Dead Stick Landings**

Aircraft that have suffered engine failure are to be declared as such to the other pilots whereby they will acknowledge and give you the right of way.

### **5.9.6 Landings**

Landings are to be performed into the prevailing wind and verbally advised to the pilots. The aircraft must where possible perform a safe approach and taxi to a line parallel with the pilots' area and the engine closed down; aircraft must not be taxied back to the pit area.

### **5.9.7 Hand Launching of models**

It is preferable that an assistant be used for the launching of the model however the intention to launch is to be verbally advised to the pilots, the model must be launched at a safe distance from other pilots.

### **5.9.8 Non-Powered Operations Winch and Bungee Launching**

The launch and direction of a glider launch is always into the wind and must be upwind of the pilot area for both prevailing wind directions. Should conditions deteriorate which render the launching of aircraft unsafe launching is not to take place. The launch system in use is to be placed on the field parallel to the pilot's area as close as possible to the runway verge. At all times the intentions of the glider pilot to launch or land are to be communicated to the other pilots.

### **5.9.9 Aero-towing**

Aero tow is permitted providing that the rules stated above are used and all operations are carried out in a safe manner.

## **6.0 RULES THAT GOVERN THE FLYING OF HELICOPTERS**

**Helicopters are often seen upon by many as a dangerous aspect to the hobby, those that have been in the hobby for any length of time are aware that this is not necessarily the case. However, to ensure that a harmonious relationship between fixed and rotary winged fliers exists there are some obvious precautions that both parties should be aware of.**

### **6.1 Practice Hovering**

Members who are not yet proficient in helicopter flight are required to practice hovering in areas adjacent to either end of the field in a line behind the pilot area. Heli fliers are not to traverse the area in front of the pilots area unless safe to do so, this will require the use of an observer to ensure that safety is maintained.

### **6.2 Forward Flight**

Heli fliers that are competent enough to carry out forward flight are encouraged to join the pilot's area wherever possible.

### **6.3 Rapid Descents**

Helicopters are capable of losing height at a rapid pace; therefore, it is incumbent of pilots of both fixed and rotary wing aircraft to be aware of the location of each other. Whenever possible the intentions of either pilot are to be communicated verbally.