

SKYHAWKS AERO MODELLERS INCORPORATED.

BY-LAWS.

Version Annual General Meeting 12 JUNE 2013

BY-LAWS ADMINISTRATION

In accordance with section 13 of the SKYHAWKS AERO MODELLERS INCORPORATED CONSTITUTION.

By-Laws may be established, amended or deleted at a Monthly General Meeting provided that the proposal is put and minuted at a previous Monthly General Meeting.

This is to allow members to be aware of the proposal prior to the vote.

MEMBERSHIP CLASSIFICATION CHANGES.

Any Financial Member may change their membership classification as provided by the Constitution provided they meet the criteria for such membership.

The intention of this Standing Order is to allow non-Probationary Members to alter their membership status, eg. Senior Member to Pensioner Member or Junior Member to Senior Member, without being required to go through the probationary process.

JUNIOR MEMBER

A Junior Member shall be below the age of 18 years on the first day of June of the year for which the subscription is due except as provided for elsewhere in the Constitution or By-laws.

DEPENDENT JUNIOR MEMBER

A Dependent Student Member shall be:

Where at least one parent/guardian is a Full or Provisional Member of the Club:

Below the age of 18 years on the first day of June of the year for which the subscription is due.

PROVISIONAL MEMBERS UPGRADE

In addition to the provisions of the Constitution, Provisional members who qualify for Full Membership may be present at a meeting or submit a written request for their application for Full Membership to be processed.

ASSOCIATE MEMBERS

1. A person applying for Associate membership must be a current member of an MAAA affiliated club and be able to provide evidence of a current MAAA membership card AUS licence number.
2. Applications for Provisional Associate Membership be personally submitted at a general monthly committee meeting using the clubs Application for Provisional Membership.

3. Successful applicants may then apply for full Associate Membership after 12 months, by personal request at a general monthly committee meeting.
4. An Associate member wishing to upgrade to a full club member to be treated as a new member and submit an Application for Provisional membership.

SOCIAL MEMBERS

1. Social membership may be approved for family members or close friends of existing full or provisional members who would wish to have access to the pits area but will not participate in any flying activity.
2. Social applicants need to apply using the provisional member application form and be made aware of the content of these By-Laws relating to pit access and safety issues.

FEES

1. Social members are not required to pay a club annual membership or joining fee.
2. The annual membership fee for a Dependent Junior Member shall be determined at the Annual General Meeting.
3. Spouses and Kin of existing Financial Members are not required to pay a Joining Fee.
4. The club joining fee be a once only payment.

INSURANCE

In cases of insurance claims where one of our members is required to pay \$1000 Excess towards an insurance claim lodged through the MAAA, and where the MAAA agrees to contribute \$500 towards the said \$1000, then the club will make a further contribution of \$250 towards the said \$1000 excess.

FLYING

1. Flying over the pits, the car park or any building is not permitted.
Purpose: To maximise the safety of individuals within these areas..
2. All model flying and pit operations to be done in a manner which will not endanger or place at undue risk the life or property of others, or degrade the reputation of the club. The definition of undue risk to be at the discretion of any member of the executive. This includes:
 - no taxiing in pit or pilot area.
 - all models must be restrained while engine is running.
 - do not fly over or near any residential property.
 - do not launch or place models with engines running within the pilots box where pilots with models in the air may be distracted or injured.
3. Model aircraft being landed are to be given/have right of way.
4. Gliders and models with dead engines have priority when landing over those under power.

5. On landing voluntarily the person in control of the aircraft must shout "Landing" before or on turning onto the final approach path.

Purpose: Also to give others the chance to ask for priority if they should be experiencing difficulties.

6. Persons about to land gliders or models with dead engines must shout "Dead Stick" as soon as they realise they are committed to landing on the field.

7. Persons about to go onto the field must first establish that no models are about to land and then shout "On the Field".

8. No person shall release from his control any model under power if any person is standing forward of the model's main wing.

Purpose: To protect the person standing in front. The model owner/operator may feel that he is taking the risk of hitting the other person, however this "other person" is (either knowingly or unknowingly) the one taking the real risk. Essentially any person responsible for a model is responsible also for any damage that model may do - radio failure/interference does not excuse the owner/operator. It is the model owner's/operators responsibility to ensure that his model and associated equipment is safe.

9. The use of bungy cords is permitted on the field but priority should be given to powered models. In either case the decision on the day rests solely with the Executive. It is preferred that bungy cords be laid out in the paddock to the west of the car park, but only when no crop is present.

10. Bungy cords or similar devices must NOT be staked at its fixed end.

Purpose: For insurance requirements and to comply with MAAA directive. There have been too many cases of pegs/stakes coming out of the ground and striking the person at the other end of the cord.

11. No person shall have under his control, or be responsible for the control of (such as an instructor) any radio control (car or plane or other) model or control line model after consuming alcohol.

12. All model pilots are required to stand **inside a designated pilot's flight box** when operating their models in flight.

13. When a designated Flight Safety Officer is operating during periods of high activity all pilots with models in the air must obey the directions of the designated Flight safety Officer. The designated Flight safety officer will be wearing distinctive clothing so as to be obvious to members of the intended purpose.

FLYING OPERATING HOURS.

1. Flying of Glow, Petrol, and Jet powered models are permitted between 08.00 AM and declared sunset any day Monday to Saturday.

2. Flying of Glow, Petrol, and Jet powered models are permitted between 09.00 AM and declared sunset on Sunday.

3. Any version of electric powered models are permitted between 08.00AM and 10.00 PM any day.

PITS.

1. The pit area is defined as that area between
 - the white tyre line to the East.
 - the white tyre line to the South.
 - Inside the fence and club house veranda area to the West.
 - The white tyre line to the North

This pit area may be moved or enlarged at the discretion of the Executive, or Contest Director for the purpose of satisfying need for the day, such as overcrowding, competitions, etc.

2. Powered models SHALL be positively restrained by either a mechanical device manufactured for that purpose or by an individual holding the model, at all times while the engine is running or being started and while within the boundaries of the pits. Models must not be taxied in the pit area.

3. Non members of Skyhawks are not permitted into the pit area unless they :-

- a. are visiting financial members of another MAAA club.
- b. by invitation for complimentary instruction purposes under the 3 visit rule.
- c. any other reason sanctioned by a member of the executive

d. Members may seek permission from the CFI or the Senior Club instructor present to allow invited guests or family members into the pits to observe members activities, provided the club member has advised their guests of the safety risks and have registered their guests in the club visitors book.

e. Children of invited members are to be supervised and under control and the responsibility of said member at all times when in the pits".

4. Aircraft engines must not be started or run inside the perimeter of the shaded pit area.

Purpose: To give us the right to ask people to leave the pit area either for their own safety (such as kids) or that of the models, etc.

RADIOS, TRANSMITTERS, AND RECEIVERS.

1. No transmitter of any description may be operated on or within the confines of the "paddock" unless a key (defined below) is placed in the appropriate place on the keyboard. The appropriate place is that place which identifies the frequency channel on which the transmitter operates. This applies to all transmitters, including CB's, Walkie Talkies, Mobile Phones, etc. The exception being Walkie Talkies and any other transmitting devices necessary for the successful operation of competitions or club events.

Purpose: Apart from the obvious to prevent bad feelings which might arise from "probable or possible interference.

2. All transmitters must operate at a power less than or equal to the legal limit and on any frequency allowed by law for the purpose of radio control modelling.

Purpose: this rule essentially covers rule 1 above.

3. All keys must be acceptably similar in design and size to that normally acceptable by the sport throughout the majority of modellers within South Australia. Each key must **legibly** display the owner's name and the frequency which it represents.

Purpose: To be strictly enforced. It is expected that every active member will have at least one frequency key for each radio frequency he/she uses.

4. The key must be removed from the key board by the operator of the transmitter as soon as practicable after the transmitter is switched off, to allow another modeller **with a 29 or 36 Mhz system** to use that frequency.

5. Any member who switches on his **29 or 36 Mhz** transmitter without first ensuring that his frequency key is correctly placed in the frequency board and as a result, causes damage to another member's or legally active visitor's model will replace that model and related equipment at his own expense. If in the above, the person who suffered the damaged did not have his key correctly positioned then he will be liable for his own cost of repair. Maximum re-imbusement payable for any one such occurrence is not to exceed \$500 and the sum agreed on must be calculated on the current cost of the repair and/or replacement of components only.

Purpose: There needs to be a limit payable. This action is similar to the outcome of many court decisions concerning accident claims, where the blame is divided between the parties involved. Modellers with more expensive models will need to accept that they take a greater risk.

6. All R/C transmitters in the confines of or near vicinity of the field must be stored in the area designated as the transmitter pound, unless the frequency key representing that radio and its frequency channel is correctly placed in the frequency board, or the owner of said transmitter in the process of packing to leave the field. On arrival to the field the transmitter(s) must be placed within the pound as soon as it is removed from the vehicle in which it was transported to the field.

7. All **29 and 36 Mhz system** transmitters must be "certified" as defined by MASA, and must display the appropriate stickers identifying the certified frequency. New members or members with new radios have a grace period of 3 months to comply with this requirement.

8. All 2.4 GHz Transmitters purchased from retail outlets must comply with the MAAA requirements

PETS.

No pets are allowed to run free in the paddock in which the field is located.

Dogs must be restrained by a leash tied to a fixed or other immovable object outside of the pit and flying field.

GENERAL

1. No person may enter the paddocks to the north, south or the west of the field paddock without first asking permission from the person in control of the paddock. On asking for right of access, the person must also ask for directions as to path of access.

2. Only one person may enter any neighbouring field(s), after gaining permission if there are crops present.

3. No material (rubbish) is to be left within the confines of the field.

4. Gate keys may only be issued to members in possession of their solo rating.

5. Field maintenance takes priority over model flying. No person shall have control over any RC model while field maintenance is taking place. This rule specifically includes field mowing.

6. Alcoholic beverages are banned from the confines of the field, except for minuted events. This ban applies to authorised fliers only. *Note: it is not intended that this ban be applied to visiting spectators.*

VEHICLES

1. All vehicles are restricted to the established access road which travels alongside the southern boundary fence and the car park, except for the purpose of field maintenance.
2. Speed limit for all vehicles within the confines of the paddock - 10kph.

VISITORS

1. Members may invite any visitor to fly at our field three times per 12 months per visitor excluding programmed competition flying unless an extension is granted by the club.
2. Prospective active visitors Must shown evidence of current affiliation with the MAAA and of flying proficiency prior to participating in the sport.
3. Prospective members (enquirers) may only fly under the guidance and direction of an official club instructor and on no more than 2 occasions.

4. All visitors who engage in flying activities must seek sponsorship from an existing member and register their presence in the Visitors Register in the club house provided for the purpose of insurance, should an incident occur involving the visitor.

NEW MEMBERS/PILOTS/INSTRUCTORS

1. Instruction of new members may only be done by official club instructors.
Insurance is only applicable to official club instructors.
2. Club Instructors will be nominated by the chief instructor and approved by the club.
3. All new members must obtain a club certificate of competency (Solo Certificate) before they may fly solo.
4. "Learners" must comply with the requirements of the club training book as interpreted by the instructor.
5. All learners (Trainees) under instruction must use a buddy box with the instructor at all times
6. All learners (Trainees) under instruction should obtain or be provided by the club secretary with a new members kit, which contains a trainee pilots log book and a copy of the club By- Laws

The MAAA awards known as Bronze Wings, Gold Wings and Instructor Rating, may be earned through club instructors who are also MAAA instructors. However the awards themselves enjoy no official recognition by the club.

NOISE LEVELS OF MODELS.

1. The club has declared itself to be considered as operating in a noise sensitive area. (13 Feb 2008)
2. The club adopted the Noise Level Guidelines for models of the Tingalpa Model Aircraft Club. (13 Feb 2008)
 - a. For engine capacity of 19cc and under the maximum sound pressure level is 96dB at 3 meters
 - b. For engine capacity of 20cc and over the maximum sound pressure level is 96dB at 7 meters

For the full Operational Guidelines and measuring instructions see the separate document titled:-

'Skyhawkes Aero modellers Inc. Operational Guidelines Noise levels'