

SKYHAWKS AERO MODELLERS INCORPORATED.

BY-LAWS.

Jan 2024

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 ADMINISTRATION

NEW PROVISIONAL MEMBER APPLICATIONS.

As an addition to the conditions of the Constitution, paragraph 5, Sub paragraph 'H'.

Remove the need for new members to wait for a meeting to be voted in to be a probationary member,

New members shall apply and pay the appropriate fee after being interviewed by two Executive. Once approved by the Executive payment will be forwarded to MAAA and the member will become a Probationary Member.

Once the 12mth Probation period is complete the member must be present at the general meeting to be voted for or against as a full member.

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 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.

FEES

1. The annual membership fee for a Dependent Junior Member shall be determined at the Annual General Meeting.
2. 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.

FIELD LAYOUT

1. The primary airstrip is designated as runway 04 – 22 (ie 40 Deg from the South / 220 Deg from the North)
2. The secondary runway is located to the North of the pits and is designated runway 12 – 30 (ie 120 E/ 300 W DEG)

These runways are generally for the use of fixed wing models depending of the prevailing winds and only one in use at any given time.

3. The area to the rear of the club house bounded by the carpark and the obvious crop boundaries is specifically for the use of rotary wing models, quad copters. Although fixed wing will take preference to runways rotary wing and multi copters may use runways if not in use or agreed upon between club patrons flying.

4. ALL flying MUST be at minimum 30m from public access as per MAAA MOP014

Purpose: To allow public (this includes non-members like family) safe access and meet current insurance requirements.

FLYING

1. Flying over the pits, the car park or behind clubrooms 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 pilot's 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. In anticipation of 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.

D RINGS have been concreted into the ground North and South of the pits for your convenience

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 to be obvious to members of the intended purpose.

14. Helicopters and 3D Models over 1m wingspan MUST be minimum 9m from pilot as per MAAA MOP014.

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 and Public Holidays.

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

4. Flying is not permitted on Fire ban days.

PITS.

1. The pit area is defined as that area between

The fence line to the East, parallel to the runway

The fences to the South of the shade structure and including the large model start area.

Inside the fence line and club house veranda area to the West.

The fence line to the North, parallel to the east/west runway

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 a member or a 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 members are to be supervised and under control and the responsibility of said member at all times when in the pits". Children are NOT permitted East of the shaded area.

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 29 or 36 Mhz system 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. 2.4 GHz transmitters may be operated without the restrictions required by 29 or 36 Mhz systems

3. Models should be range checked before flying.

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. All poop must be retained by the owner.

GENERAL

1. All members when searching for a crashed / missing model in the neighbouring paddocks must ensure care is taken to minimize any damage to the property.

2. When searching in growing crops it is good practice to minimize the number of persons searching, and to take care of where they place their feet when moving in the crop to minimize any damage to the plants. It is suggested where possible to move along the rows and not across them.

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. Maintenance of the two designated field airstrip areas and pit area takes priority over model flying. No person shall have control over any RC model while mowing, spraying or field maintenance is taking place. It is preferred that these activities take place mid-week, leaving the weekends free for flying.

Flying at the direction of the executive may be permitted if maintenance is being conducted: -

- Inside the clubhouse or storage container,
- Within the perimeter of the designated car parking area.

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 4 times per 12 months per visitor excluding programmed competition flying unless an extension is granted by the club.
2. Prospective active visitors Must show 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 4 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. Solo ratings are for Glider, Fixed Wing, Helicopter or Multirotor and must be obtained for each category a member wishes to fly.

4. "Learners" must comply with the requirements of the club training book as interpreted by the instructor.
5. All learners (Trainees) under instruction must always use a buddy box with the instructor.
6. All learners (Trainees) under instruction should obtain or be provided by the club secretary with a new members kit, which contains a sticker and a copy of the club By- Laws

The MAAA awards known as Bronze Wings, Silver 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: -
'Skyhawks Aero modellers Inc. Operational Guidelines Noise levels

PERSONAL PROPERTY IN USE AT THE CLUB

Members who use or store personal property within the club facilities whether related to operating model aircraft or maintaining the club facilities do so at their own risk.

The club will not accept responsibility for any loss or damage unless the executive requests the use or storage of the equipment within the club precincts.

SUMMARY

While we all enjoy our chosen hobby, we all must remember By Laws are put in place to keep YOU safe, your fellow member safe and Skyhawks as a club safe from injury both in person or property.

Please respect the rules, they are put in place for a reason and while ignorance may be helped with education Skyhawks Aeromodellers will not tolerate its members being put at risk by those who willingly disregard safety.