



Launceston Model Aero Club Incorporated LAUNCESTON, TASMANIA

Rules of the Launceston Model Aero Club Inc.

These By-Laws are to be read as forming part of the Club Constitution
(Revised June 5, 2008)

BY-LAWS

Contents

- | | |
|-------------------------------------|---------------------------------|
| 1. <u>PROPERTY RULES</u> | 8. <u>SUBSCRIPTIONS</u> |
| 2. <u>FLYING RULES</u> | 9. <u>PRESENTATION OF WINGS</u> |
| 3. <u>RADIO & FREQUENCY USE</u> | 10. <u>CLUB NEWSLETTER</u> |
| 4. <u>FLYING OPERATIONS</u> | 11. <u>CANTEEN</u> |
| 5. <u>PIT OPERATIONS</u> | 12. <u>HELICOPTERS</u> |
| 6. <u>GLIDER OPERATIONS</u> | 13. <u>APPOINTMENTS</u> |
| 7. <u>MEMBERSHIP</u> | <u>HISTORY OF AMENDMENTS</u> |

1 Property Rules

- 1.1 We are privileged to have the owners of the Symmons Plains property provide our members and approved visitors, use of the designated clubhouse site, parking, pit area, flying strip, access road and surrounding air space. Please respect this privilege by adhering to the following:
- (a) Members of and visitors to the Club must observe all signage as posted and verbal directives by the landowners and/or their representatives.
 - (b) The cropping paddocks from time to time grow certain crops that have a strict hygiene and licensing regime and it may be illegal to enter the cropping paddocks during these times, even to retrieve a downed aircraft. Please make yourself aware of any restrictions before entering a paddock containing a crop.
 - (c) Symmons Plains is a STRICTLY NO SMOKING area.
 - (d) The access road to the flying field from the Midland Highway is a private driveway, please drive at sensible speed.
- 1.2 Any breaches of Rule 1 may put at risk our tenure at Symmons Plains therefore anyone found in breach may immediately be subject to the provisions of Part A Constitution, Rule 33

2 Flying Rules – Symmons Plains

The club has laid down a set of safety rules for the guidance and safety of members using the field. Please read them carefully as they are for your safety and the safety of members and visitors.

- 2.1 In accordance with the FAI Sporting Licence Class F Aeromodels, all LMAC and visiting pilots agree to abide by the Rules and Safe Flying Code of the M.A.A.A. Inc. In addition they must also abide by the Constitution and By-Laws of the LMAC Inc.
- 2.2 Before you begin flying at our site we require you to arrange for an interview with our club safety officer (which can be any one of the current committee members) to check your knowledge of our safety rules. He/she can then sign and witness your signature on the acknowledgment form to validate this important aspect of the self-regulatory conditions as required by our MAAA insurance cover.
- 2.3 All LMAC Inc flying members must attain the MAAA bronze wing rating before flying solo, this is a condition of membership for all new members and those not having this rating must only fly in the presence of one of the club instructors.
- 2.4 Unrestricted use of the flying site is available to financial members of Launceston Model Aero Club Inc with the following exceptions:
- (a) During contests arranged by the committee
 - (b) Any special requirements as determined by the landowner.
- 2.5 No unfinancial person is to use this site.
- 2.6 Flying must not commence before 8 AM

- 2.7 MAAA members only are permitted to fly at this field and in particular, members of LMAC, other club members may fly by invitation only and in the presence of the inviting LMAC member.
- 2.8 An affiliated financial member of another club who wishes to use the Symmons Plains Flying Site on a regular basis must apply for Associate membership of LMAC.
- 2.9 Any visiting pilots must present a current Class F FAI sporting licence and have a minimum of Bronze Wing status before being permitted to fly.
- 2.10 All vehicles must be parked either side of the clubhouse in the designated parking areas. NO vehicle is to be parked in the pit area during flying operations. Parking on the roadside adjacent to the pits is permitted only for the purpose of loading or unloading models.
- 2.11 No alcoholic beverages of any description are permitted on the flying field.
- 2.12 Any member causing damage or loss of another's aircraft and / or equipment due to non-adherence of these flying rules will be expected to make full restitution to the satisfaction of the injured party.
- 2.13 All glow ignition motors above 1.5cc are to be fitted with effective silencers.
- 2.14 Any model considered UN-airworthy by the Safety Officer, Chief Flying Instructor, Club flying Instructor, Contest Director, or a Committee Member will NOT be permitted to fly.
- 2.15 General flying by members may be limited on advertised contest days; non contest flying may be permitted by the Contest Director during portions of the contest day.

3 Radio and Frequency use:

- 3.1 The frequency board is to be used at all times
- 3.2 Each pilot will ensure that his/her frequency peg is placed in the correct position on the frequency board.
- 3.3 Frequency pegs must have the channel frequency, and the pilot's name written on the key. Normally only one key should be used per frequency. Frequency pegs will be of the approved type.
- 3.4 Each transmitter will have the official frequency designation displayed on the case.
- 3.5 A transmitter pound will be used at all competitions and whenever more than 3 (three) pilots are flying

4 Flying Operations:

- 4.1 All flying will be to the west of the flight strip. The clubhouse area, car park, pits and Pilot area are restricted areas and must not be over flown, including the 30mtr separation zone.
- 4.2 All pilots will position themselves on the designated pilot flight line whilst flying, with the separation zone behind them to the pits
- 4.3 Prior to entering the flight strip to place a model for take off or to retrieve a model after landing, the pilot must advise any other pilots flying of their intentions. Pilots must clear the strip as soon as possible.

- 4.4 All take-offs, including hand launches are to be made from the runway. The exception to this requirement will be glider launches which may be made from alongside the runway but must be in the power take off direction. (See combined power/glider operations).
- 4.5 Circuit pattern will always be to the West of the flight strip and in an anticlockwise direction unless the wind is predominantly from a southerly direction, in which case the circuit pattern will be clockwise.
- 4.6 The pilot shall call low fly-pasts, touch and goes, dead stick landings, take offs and landings so that other pilots are aware of what is happening.
- 4.7 Maiden flights of new models will be given clear air for their first flight. That is no other models to be flown until maiden flight is completed.
- 4.8 All pilots to make themselves aware of rule 3 in MAAA Safety Code in relation to full size aircraft flying in the vicinity.

5 Pit Operations:

- 5.1 All models started in the pit area must be restrained by another person or mechanical device.
- 5.2 All IC motor starting and re starting is to be conducted in the pit area only.
- 5.3 Due to the risk of injury from a thrown propeller and or debris, full power run-ups should not be carried out amongst other aircraft or pilots in the immediate pit area. The model after starting should be moved out of the immediate pit and people area.
- 5.4 Aircraft are not to be taxied into the pit area but should be stopped clear of the pits on the runway, the engine stopped and the model carried to the pit area.

6 Glider Operations:

- 6.1 The glider winch or bungee will be set out either parallel to the flight strip on the western side or up wind of the flight strip.
- 6.2 After launching the glider pilot will move back to the designated flight line.
- 6.3 All glider landings will conform to the power circuit and landing direction.
- 6.4 Prior to launching, a glider pilot must confirm with any other pilots on the flight line that the glider is clear to launch.
- 6.5 As with the rules of the air, gliders have the right of way over power aircraft except of course if the power aircraft has a problem or is dead stick.

7 Membership

- 7.1 Types of membership (changes can only take effect at the beginning of a membership financial year):-
 - (a) Senior/Pensioner
A member will be classified as a Senior if they are over the age of eighteen (18) years as at the beginning of the financial year. The MAAA does not differentiate between Senior or Pensioner membership.

- (b) **Junior**
A member will be classified as a Junior provided they are under the age of eighteen (18) years as at the beginning of the financial year.
- (c) **Associate**
Any person who is a member of another model aeronautical club and who has a current Federation Aeronautique Internationale Sporting Licence (Class F Aeromodels) issued by the Model Aeronautical Association of Australia, may, upon application, be admitted to Associate Membership. Associate Members shall not be eligible to vote at any meeting of the association or take part in the management of the Association's affairs.
- (d) **Social**
Any person, upon application may be admitted as a social member. A social member will not be permitted to fly model aircraft at a LMAC Inc. controlled field or event and will be ineligible to vote at any meeting of the association, or take part in the association's affairs, but, will be permitted to participate in the association's social functions.

7.2 Membership financial year: 1st July till 30th June the year following

7.3 Flying Insurance cover: As provided by the MAAA and included in flying membership. NO Other type of cover will be accepted)

8 Subscriptions

8.1 Subscriptions are set annually by the Committee and are due on or before the beginning of the new membership financial year.

8.2 Membership subscription forms will be sent out to the membership in time for the commencement of the next financial year.

8.3 Subscription Amounts: -

- (a) These when set are for a 12-month period. New flying members wishing to join after 1st January in any financial year, the MAAA/TMAA sets a half-year rate. This then is coupled to the club-joining fee plus one twelfth of the club fee (rounded up to the nearest dollar) per month until June, providing a pro-rata rate of subscription for the last half of a financial year or part thereof.
- (b) It is to be noted that the half year rate is for new members only i.e. those not licensed in the previous year.

9 Presentation of Wings

9.1 To fly solo it is mandatory for pilots to attain wing status, this is done by any one of the club instructor(s) taking the candidate through the appropriate test and on passing the test, forwarding the completed form to the club secretary who then notifies the TMAA chief flying instructor and the State Secretary.

9.2 The Chief Flying Instructor then sends the appropriate wings and certification if any back to the secretary who then gives it back to the club instructor who did the test or the club chief flying instructor for presentation to the member.

10 Club Newsletter

- 10.1 The club newsletter is to be published monthly except for the Dec/Jan edition that can at the newsletter editor's discretion be a 2 monthly issue.
- 10.2 Where possible, the newsletter is to be posted or provided electronically to all financial members so as to reach them by no later than the last day of the calendar month.

11 Canteen

- 11.1 Canteen will operate on Club and Contest days. Members will be advised of any change to this via the web site and/or the magazine.
- 11.2 Canteen is under the direct control of the elected committee and is to be organised by the appointed coordinator and helpers with liaison between them and the committee.
- 11.3 Prices for food and beverage are set by committee.

12 Helicopters:-

- 12.1 LMAC will implement a progressive ban on helicopters, but without penalising existing members who fly helicopters at the club. The club will permit those current club members who already fly helicopters to continue to do so. However, LMAC will not permit any new helicopters to be flown at LMAC, where these were not already flying at the club previously. New members who wish to fly helicopters at LMAC will not be able to do so. When current members who fly helicopters at LMAC cease to do so, no helicopters will be able to be flown at LMAC at all. This is irrespective of the size of the helicopter (micro, small or large), its type of power plant (glow or electric) and the wings rating of the pilot. This ban on new helicopters is binding and will apply at the Symmons Plains field at all times, whether during the week or at weekends.

13 Appointments

- 13.1 The committee shall endeavour to elect from its members at the first meeting after the annual general meeting -
 - (a) Publicity officer
 - (b) Safety officer
 - (c) Contest director
 - (i) Set fees for contests are to be collected by the CD and given to the Treasurer for banking. The CD is not authorised to collect any moneys for such items as meals or other payments that may be necessary by a competitor.
- 13.2 Chief Flying Instructor - The position of club Chief Flying Instructor is to be an annual appointment made at the AGM each year.

14 HISTORY OF AMENDMENTS

Original Rules – Adopted July 2005

Amended By-Laws – Adopted June 5, 2008