

DALBY MODEL AERO CLUB Inc.

DALBY MODEL AERO CLUB Inc. BY-LAWS SECTION 1 GENERAL

- 1A Only affiliated members of the MAAA are permitted to fly at the DMAC INC. field.
- 1B Procedure to amend by-laws: - Club members may amend, add to, or repeal these rules by special resolution at a general meeting provided that all financial members have been notified in writing not less than 14 days prior to the general meeting.
- 1C Members are obligated to attend working bees and shall be notified by the committee from time to time. These may take the form of mowing, field improvements, working in canteen, general maintenance of the field and buildings or any other equipment thereon.
- 1D Complaints Procedure - Any complaints should be made in writing and brought to a general meeting.

DALBY MODEL AERO CLUB INC BY-LAWS SECTION 2 DEFINITIONS

A. FIELD:

All of the land and air space [including roads, buildings, car parks, pits, taxi ways and runways] within the designated boundaries.

B. RUNWAY:

That part of the field upon which model aircraft may take off and land.

C. TAXIWAY:

That part of the field upon which model aircraft may taxi to or from the runway, or to and from the pits under power.

D. PITS:

That area where model aircraft are parked or prepared for flight.

E. PROHIBITED FLYING AREAS:

All airspace beyond the designated field boundaries and such airspace so nominated within the field boundaries.

F. TRANSMITTER COMPOUND:

A nominated place in which radio transmitters shall be stored when not in use.

G. FREQUENCY CONTROL KEYBOARD:

A device used to control the use of radio transmitters. Usually adjacent to the transmitter compound.

H. FREQUENCY CONTROL KEY:

A device placed in the frequency control board to indicate a radio channel use, thereby inhibiting its use by other operators, and [subject to the specifications of the radio] to inhibit the use of adjacent channels.

I. PILOTS AREA:

A nominated part of the field where pilots shall stand to operate their aircraft in flight.

J. AEROBATICS:

Any manoeuvre that is not a; Take off, Low pass, Touch and go, Procedure turn or a landing.

L.

No distinction is made for the interpretation of these rules between different types of aircraft except where specifically stated.

RESTRICTIONS

1. No model shall be flown unless the pilot holds a current FAI Class F Aeromodellers Licence.
2. No model shall be flown if the visibility is such that it does not permit continuous visual contact.
3. No model shall be flown in excess of 1000 ft. AGL within 1 Km radius.
4. No model weighing in excess of 7 kg. shall be flown unless its owner holds a current permit as prescribed by *ano 95-21* and the *MAAA Manual of procedures*.
5. No person shall occupy a radio channel for a period in excess of 20 min. unless it is confirmed that no other person is waiting to use that channel*.
6. No person is to use anything other than a commercially available frequency control key in the frequency control board unless approved by the chief safety officer on that day.
7. Radio transmitters and receivers must have been bandwidth tested and have stickers attached. for (36Mz)
8. No person shall use a frequency key in the frequency board less than 50mm [2 inches] wide for (36Mz)
9. A complete ground range check is to be made before the first flight of the day or immediately before flying a new or repaired model.
10. No model shall be taken off or launched from, landed in, or flown over:-
 - [i] the pit area,
 - [ii] the area beyond the limits of the field,
 - [iii] any prohibited area which may from time to time change, (See map.), or
 - [iv] any taxiway.
11. 36Mhz Radio Transmitters must be placed in the transmitter pound immediately upon arrival at the field.
12. Radio transmitters must carry external indication of the frequency or channel of operation.
13. Radio transmitters must operate on the frequency [channel] indicated on the transmitter case and its accompanying frequency control key.
14. Radio transmitters must not be removed from the transmitter pound until the proper frequency control key has been placed in the appropriate keyboard position.
15. Radio transmitters must be switched OFF before they are brought to the field.
16. Radio transmitters must be switched OFF and placed in the transmitter pound immediately upon completion of a flight and/or ground test, and the frequency control key removed from the keyboard.
17. Radio frequency control keys must be marked with the channel number of the accompanying radio transmitter and with the owner's name.

NOTE: UNDER NO CIRCUMSTANCES SHALL ANY PERSON INSERT OR REMOVE A FREQUENCY CONTROL KEY FROM THE KEYBOARD OTHER THAN THE PERSON USING THE RADIO TRANSMITTER TO WHOM THE KEY BELONGS.

18. No model shall be flown without first checking the control surfaces for direction and freedom of movement before committing to each separate flight.
19. No person shall tune any engine from the front.
20. An assistant should hold the model whilst starting.
21. No model shall be started or operated in such a way as to cause discomfort or damage to another modeller or his equipment.
22. Engines to be started in the pit area on or near the concrete, at idle. Running up of the aircraft's engine is to be carried out at the edge of the taxiway, directly in front of pits.
23. No person shall fly any model from any position on the field other than that of the pilot area except at take off, when a pilot may stand behind the model until it is airborne, after which he or she must return to pilots area. This by-law will not apply to pilots who are operating specified aircraft whilst they are engaged in the flying of those specified aircraft. See. Appendix (1).
24. No person shall fly any radio controlled model after having consumed any alcoholic beverage or used any drug to an extent which is likely to impair such persons ability to control a model safely.
25. Any member that is not able to control a model without assistance shall be supervised by a competent member pilot.
26. Any member or pilot who violates any by-law shall give cause to explain their action in writing to the management committee whereupon disciplinary action may be taken by the management committee in accordance with the relevant section of Rule 8 of the Rules of this Association.
27. Any accident involving the operation of model aircraft which results in injury to another person/s and/or damage to another's property shall be reported to a person in the management committee immediately.
28. Any person operating at the field may be requested at any time to present any licence or permit having application to the aero-modelling activity which that person is engaged in at that time.
29. No person shall operate any model aircraft at the field while a working bee is in progress.
30. Until a Dalby Member has achieved solo status by the Dalby Model Aero Club Inc he or she shall not fly a model unless accompanied by a competent flying member.
31. No person will taxi any model aircraft at any speed over walking speed. No helicopter will be taxied higher than 1 metre or at any speed over walking speed.
32. Aerobatic manoeuvres of aircraft of any type over the runways require a clearance from other pilots with aircraft in the air.
33. All aircraft engines are to be shut down 4 metres from the concrete and the models carried or pushed back to the concrete.
34. No dogs shall be permitted at the field unless restrained by a leash.

APPENDIX {1} Specified aircraft

[a] Model helicopters.

[b] Model gliders

APPENDIX {1} [a]. HELICOPTERS.

Persons flying, or instructing on rotary wing models will use an area immediately next to the approved helipad as their pilot area.

APPENDIX {1} [b]. GLIDERS.

Persons flying, instructing, or assisting with the operation of gliders may set out any equipment for the use of launching or retrieving gliders and lines providing that none of that equipment interferes with in any way the operation of other aircraft at the field. Their pilot area is deemed to be immediately next to the launching equipment.

APPENDIX {2} PILOT COMMUNICATION.

Pilots shall use the following or similar terminology, to indicate their intentions to other fliers who in turn, should acknowledge that they are aware of what is occurring or about to occur.

- [a] "TAXIING ON THE RUNWAY, OR TAXIING ONTO THE RUNWAY"
{having first assured that it is clear to do so}
- [b] "TAKING OFF"
{priority given to aircraft on final landing approach}
- [c] "LOW PASS FROM THE ... " <LEFT OR RIGHT as applicable>
Low is defined as being under 2 meters.
- [d] "LANDING"
Call before turning onto final approach and indicate emergency if any.
- [e] "GOING ROUND"
Aborting landing after calling intention to land.
- [f] "DEAD STICK"
Emergency landing because of engine failure. {All other model aircraft flying will give way.}
- [g] "CLEAR OF RUNWAY"
Clear of the mowed area of the runway.
- [h] "GOING ONTO THE RUNWAY"
To stand behind the model for take off or recover a model that cannot be taxied.