



TOOWOOMBA AMATEUR MODEL AERO CLUB Inc.

BY-LAWS

CLUB BY-LAWS are put in place with the aim of providing a safe and enjoyable environment for members and visitors to pursue their Sport Hobby or Spectator interests.

Absence of a Rule

1. In the event that no approved Rule exists to cover a situation, then the matter is to be referred to the Club Committee for resolution.
2. The Club Committee may make new Rules, or vary old Rules, as needed - save that new and amended Rules are to be submitted to the first available General Meeting of the Club for ratification.

Equity

1. With respect to Club Facilities, all Members are of equal status, no matter their age gender or aircraft/flying interests, and are entitled to make responsible and fair use of such facilities.

Hodgson Vale Field Access Parking and Exit

1. Members and Associate Members of the Club who hold MAAA recognised Bronze/ Gold Wings or who are assessed by a Club Instructor as being “safe to fly solo”, are entitled to be issued with a Gate Key and may enter the Hodgson Vale field at all times.
2. Persons other than Members or Associate Members may enter the Hodgson Vale field at times when the Gate has been left open by one or more aforesaid Members present at the field.
3. Members and Visitors to the field must drive on the road surface only, and park vehicles in the designated parking area.
4. Members and Associate Members may have a key to the toilet block, and may open same on request.
5. The only permitted fires at the field are the Club BBQ or Gas Stove within the Field Hut, or within Caravans or Tents when camping at the field has been approved by the Club Executive Committee.
6. The last Member or Associate Member to leave the field on any day is responsible for ensuring that the Toilet Block has been locked, the Fridge in the Club Hut is locked, Club Hut facilities are neat and tidy, and that the Field Gate is locked on exit.
7. Hours of Flying for all IC and any other Model capable of noise above 50 db are 0800 to 1800, except by prior arrangement with the Club Executive. Gliders and low powered electric models may fly outside these times.
8. The height limit for Hodgson Vale is 1000ft AGL (above ground level).

Cooby Dam/ Loveday Cove Access

1. TARMAC Members and Guests who have been assessed by a TARMAC Instructor as being “safe to fly solo” or who have been awarded at least the MAAA recognised standard of Bronze Wings, are permitted to use the Toowoomba Regional Council approved flying site at Loveday Cove, Cooby Dam.

2. Members and Guests flying at Loveday Cove are expected to pay any Council Entrance Fees, abide by any Council Rules applicable to use of the Cooby Dam area (see Document on TARMAC web site), and abide by applicable TARMAC Bylaws such as Language and Flying (as below).
3. Amphibious aircraft ONLY are permitted to fly at this site.
4. Current FAI Card must be produced on request to TRC Bushland and Parks Officers.
5. Hours of Flying for all models at Loveday Cove are 0900 to 1600 Wednesdays Fridays, Saturdays, Sundays and Gazetted Public Holidays. No flying on other days!
6. Aircraft must not be flown if recreational fishers or boaters are already in the area.
7. The Height Limit for Loveday Cove is 300ft AGL (or water level).
8. The full conditions of use, available from the TARMAC Information web page www.tarmac.asn.au/Information, must be abided by.

Language

1. While present at the Field, all Members and Visitors are expected to be considerate of others in their choice of words, whether it be in conversation or just expressing some disappointment in relation to a flying / landing incident. It must not be presumed that generally accepted 'swear words' are tolerated by others.

General and Flying Safety including Transmitters

1. Every Member or Associate Member of the Club holding Bronze Wings or above is a designated Safety Officer, responsible for overseeing safe flying and spectator activity at the field. At the very minimum, every Safety Officer is responsible for reminding others, in a courteous and respectful manner, of any unsafe practice that has been observed (the matter is most likely caused by forgetfulness or ignorance).
2. A First Aid Kit is held in the field hut, located in the metal cabinet near the Frequency Key Board. Safety Officers should be familiar with its contents and advise the Treasurer should items need to be topped up or replaced.
3. Any incident resulting in the use of First Aid Materials (Club supplied or Private), or Damage to Club or Private Property, is to be formally reported (email or letter) to the Club Secretary.
4. A separate Frequency Key Board for 2.4Ghz and Other Frequencies is located near the Transmitter Pound in the field hut, and must be used by all persons with a Radio at the field – intending to fly or not. On arrival at the Field, all radios other than 2.4 GHz must be placed in the transmitter Pound with Key attached, and removed from the Pound only for the purpose of operating a model. An owner's Key for each 2.4Ghz radio at the field must be placed in the 2.4Ghz Board – the 2.4 GHz radio does not need to be kept in the Pound.
5. Transmitter Frequency and Owner's Name must be on Frequency Keys used at the field.
6. When operating a model on a frequency other than 2.4Ghz, the relevant frequency key must be carefully placed in the frequency slot of the Frequency Board. When operation of the model has ceased, the relevant Key is to be removed from the slot on the Frequency Board. Except by arrangement with other Flyers on the same frequency, a non-2.4Ghz Key is not to be in the Frequency Board for more than 20 minutes on any one occasion.
7. Only persons legally covered with MAAA endorsed insurance (usually carrying a current FAI card) are permitted to fly at TARMAC fields.

8. New members, visitors and inexperienced flyers must not fly solo until such time as a TARMAC Instructor is satisfied that they are safe to do so. Visitors who are able to show their MAAA sponsored Bronze Wings endorsed on their FAI Card are deemed to be safe solo flyers.
9. A range check is obligatory before the initial flight of a new or repaired plane. The initial flight of a new or repaired plane is preferably carried out with no other planes in the air and this should be overseen by a TARMAC member of **Gold Wings LEVEL** or above.
10. No more than 5 models in the air at one time on the main Southern side of the strip, up to 5 Gliders, helicopters and small models may fly from the Northern end of the Cross strip, in agreement with pilots in the main Pilots Box area. This rule can be varied by the Club Executive for an Organised Event.
11. All ground take-offs and hand launches must be performed well away from the pits, parking and spectator areas.
12. Flyers must not move their models or themselves onto the strip, or into a hand launch location, without first clearly seeking the permission of flyers operating from the Pilot Box.
13. Fixed wing IC models are required to take off from the strip, as are wheeled electric models. Powered Gliders may hand launch from an area adjacent to the Pilot Box.
14. Unless a helicopter intends to fly circuits with other models it must be flown in the designated helicopter area.
15. Members and Visitors may use the main strip to fly in any responsible manner they wish if no other aircraft are being flown and the continuation of such activity does not unreasonably prevent the strip from being used by others.
16. After ground take-off or hand launch, flyers must move to the Pilot Box between the pits and the strip. Models with engine failure (dead stick) and Sailplanes have landing priority over all other aircraft.
17. Powered planes, except electric sailplanes, must fly on the southern side of the strip, but NOT over the New England Highway. Sailplanes should use the area to the north and east of the main strip except for landing.
18. Basic circuits should be flown with any pass over the strip carried out into the wind at a safe altitude. Any pilot wishing to vary this rule, for example to practice a touch and go or other aerobatic manoeuvres, must do so only after consultation with all flight line pilots.
19. Flying over the Pits, Car Park and Spectator areas is not permitted at any time.
20. Lightweight or low powered models that are incapable of flying standard circuits, or are incapable of gliding in designated gliding areas, are not to be flown at the same time as models flying circuits, except by agreement with those present.
21. Full size aircraft have right of way and at no time should a model aircraft be flown in the proximity of a full size aircraft.
22. Retrieval of models from the neighbouring property is permitted **by adults only** (18yrs or older) and extends to just beyond the western bank of the creek. Retrieval from further away must be by prior arrangement with the owner of the property ie visit the house and request permission.
23. the TARMAC field is subject to a 96db noise limit, testing will be carried out as per MAAA, MOP062, if required.
24. **Gold Wings Level** will be assessed by the Club CFI or an Instructor.

Heavy Models

1. Certain C.A.S.A. and M.A.A.A. rules and restrictions apply to Heavy / Giant Models. It is in modellers' interests to comply with these rules in order to avoid negating insurance. Updated details are on the M.A.A.A. web site referring to the MOP. Only heavy / giant models with a current permit to fly or are undergoing inspection and testing to gain a permit are permitted to operate at TARMAC.

Pits and Motors

1. The permanent Pit area at the Field is that area of lawn under the Shade Sheds, and bounded by a low fence on the car park side and a high fence on the Strip side.
2. The only people permitted to access and use the Pit area, at any time, are those persons intending to operate or assist in the operation of one or more miniature aircraft or rockets placed in the Pits; or who are actively involved in field maintenance activities.
3. In the interests of their safety and the safety of the models involved, Spectators (& especially children) are not permitted entry to the Pits at any time miniature aircraft or rockets are being used at the field.
4. It is preferred that IC motors are not started in the Pits, all running up and tuning must be performed outside the Pits in the designated areas with restraining poles and cement pad.
5. When starting or running up IC powered aircraft, they must be clearly restrained by some mechanical method or by a responsible assistant (preferably a fellow flyer).
6. When starting either an IC or Electric Motor it is the flyers responsibility to ensure that nobody is in line with or in front of the propeller arc.

Keys

1. Members may be supplied with keys to the gate and other facilities when they have been assessed as having reached a "Safe to Fly" standard by an instructor, and are therefore assessed as being safe to fly solo.
2. Members who by choice no longer fly solo may be issued with keys at the discretion of the Committee.
3. Members and Associates must not share their gate key with non-Members, or allow such key to be duplicated – penalty is Loss of Membership.
4. Keys are owned by TARMAC and must be returned at cessation of TARMAC membership.

Visitors and Reciprocal Rights

Visitors.

A **"Visitor"** is defined as anyone who is "Not a Financial member of TARMAC". If a person is not a Financial member of TARMAC and they wish to fly at the TARMAC Field they must sign the Visitors Book They must be able to show that they are current members of an MAAA affiliated Club or Association and have a minimum of Bronze Wings to fly. They are only allowed Four (4) flying days per Financial year.

Or they can be a "Prospective Member" and under instruction.

A "Visitor" can ONLY fly when there are TARMAC members Present.

"Visitors Rules" can be varied by the Club Executive under special circumstances.

Reciprocal Rights.

At present there are No other clubs with written agreed Reciprocal Rights,
For another Club to gain Reciprocal Rights there must be a written request from the
other Clubs Executive Committee to be submitted for consideration by the TARMAC
Committee.