

BY-LAWS
KALAMUNDA AERONAUTICAL MODEL SOCIETY (INC.)

October 2019

Note: The By-Laws contained herein are referred to within Rule 2, "Definitions" of "The Rules of Incorporation" of the Kalamunda Aeronautical Model Society Inc.

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1 ADMINISTRATION

1.1 NEW MEMBERS

Each person, on becoming a member of the Society, will receive the following items as appropriate to the type of membership –

- Welcome letter
- Constitution
- By-Laws
- Frequency Key
- Gate Code

Novices who have not attained solo status may not fly without an instructor standing by them. Solo status is achieved by passing the test set down by MAAA for Bronze Wings proficiency level.

1.2 MEMBERSHIP FEES

Membership fees for Senior Members are established at an Annual General Meeting. The method of establishing fees for other types of membership will be a percentage proportion of senior member fees as follows. The resultant amount will then be rounded up to the nearest five (\$5) dollars.

Membership Type	Annual Subscription	Joining Fee
Pensioner	55%	95%
Junior Member (Under 18 years age)	35%	20%
Student	50%	50%
Remote Member	50%	85%
Associate Member	35%	-
Life Member	Exempt	-

The Executive Committee comprising of President, Secretary and Treasurer are exempt from the annual subscription for the year in which they serve.

1.3 HALF YEAR SUBSCRIPTION

Applicants who join KAMS in the last six months of a financial year can pay one half of the annual subscription for the remainder of the year, if they were not a financial member of KAMS in the previous financial year. If the applicant was a member of KAMS in the previous financial year

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then a full year's annual subscription must be paid.

1.4 JOINING FEE EXEMPTION

A past member who has paid a joining fee, or proportion thereof, shall, if rejoining within a period of 3 years after the expiry of their previous membership, be credited with the joining fee applicable to the category of previous membership at the time of re-joining.

1.5 MEMBER ACTIVITY INVOLVEMENT

Members are encouraged to become involved in assisting club activities from time to time.

1.6 MEMBERSHIP CARD

Membership cards should be worn or displayed to indicate current KAMS membership status and as a courtesy to new members.

1.7 CANTEEN KEY

In addition to Committee Members, keys to the canteen may be issued to nominated members from various special interest groups and those involved in maintenance of the Field, as determined by the Executive Committee.

1.8 RETURN OF KEYS

All keys are to be returned to the Executive Committee when the member holding the key is no longer eligible to do so.

1.9 STORAGE SHED

In addition to Committee members, keys to the Storage Shed may be issued to the following –

- Persons responsible for management activities and maintenance of facilities.

2 AWA MEETING

The attendance by KAMS delegates at AWA Meetings is a function of the Executive Committee and other elected members.

3 FIELD PROTOCOL

3.1 MAIN GATE COMBINATION LOCK

The code number for the entrance gate combination lock is provided to

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members only after the appropriate membership fees have been paid. For security reasons, this code number must not be shared with others. The code number is normally changed in July. The last person to leave the Field must ensure the canteen is closed and locked, the site is secure, shut and lock the main gate.

3.2 VEHICLES

Obey the speed limit signs on the access road to the parking area.

All vehicles must be parked in the designated area, and no vehicle may be driven onto the flying area unless authorised by the Executive Committee.

Two parking bays have been allocated for disabled members or visitors and located next to the southern pits. This is STRICTLY for ACROD designated individuals and the appropriate permit must be displayed on the vehicle dashboard.

Members and visitors must observe instructions given to them by a member of the Executive Committee, Contest Director or Safety Officer.

When parking vehicles, leave sufficient space for the walkway to be used.

3.3 RUBBISH

The bins provided are for general rubbish only. Model wreckage must not be left at the field.

3.4 SMOKING

Smokers use the sand trays provided. No smoking in the pits areas.

3.5 REPORTS

Report any unsafe equipment or building defects to the Executive Committee.

3.6 PROPWASH

Direct your prop-wash away from people.

3.7 FUELLING

Refuel/defuel models shall be performed on the pits concrete areas, not on the grass or tables.

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3.8 DOGS AND PETS

It is discouraged to bring pets to KAMS field, should pets be brought to the flying field it is the owners responsibility to ensure they are secured and restrained at all times, clean up after their pet and ensure they are no menace to pilots and equipment.

Pets are not allowed within the pits area or on the flying field when in operation.

3.9 CHILDREN

Parents or guardians have the responsibility to ensure children are always safe and supervised, Children are not to occupy the flying field without constant supervision.

3.10 TIDY UP

Always leave the field clean and tidy, stow chairs and windsock, cleanup debris or rubbish and dispose of appropriately.

3.11 VISITORS – GENERAL

Members are responsible for any visitors and relatives they invite to the Field. Ensure that these people, especially children, are properly briefed to keep out of the pits areas, and do not go onto the flying area.

3.12 MAKING VISITORS WELCOME

Always welcome, be courteous and introduce yourself to visitors. Advise them of the existence of appropriate rules, protocol and safety precautions at the field.

3.13 MOBILE PHONES

It is discouraged to operate mobile phones in the pits and flying areas, mobile phones should not be operated within the Pilot Holding Area. When using mobile phones always be courteous to others.

4 GENERAL FLYING RULES

4.1 CAUTION

Model aircraft are dangerous. Exercise caution at all times.

4.2 FLYING AREA

Flying activities **MUST** be confined to within KAMS property boundaries and within the approved flying area.
Overflying of the “No Fly Zone” is prohibited.

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4.3 VISITORS – FLYING

All visitors who fly at the Field must be invited by a KAMS member who shall accompany their visitor for the period they are at the Flying Field.

The KAMS member must ensure the visitor is aware of the flying rules incorporated into the KAMS By-Laws.

The KAMS member must ensure visitors who fly at the field enter their name, address and time of arrival in the Visitors Book, stored in the Seating Area.

In the case of visitors who have MAAA membership through another club, the visitor's MAAA number must be entered into the Visitors Book and the member who invited the visitor must sight confirmation of the visitors current MAAA membership and shall be aware of the solo status, or otherwise, of the visitor.

This category of visitor is restricted to four (4) visits per year, exclusive of Open Days or competition occasions.

If visitors are not members of another club (and accordingly not MAAA members) the visitor must not fly unless under the direction of a KAMS member who is an MAAA Certified Instructor in the appropriate mode. This category of visitor is restricted to two (2) visits prior to becoming a member of KAMS.

4.4 MAAA REQUIREMENTS

No person shall fly at KAMS Field unless they comply with the requirements of MAAA.

4.5 FULL SIZE AIRCRAFT

All members when flying must be aware of any full-size aircraft activity in the area. If any full-size aircraft approaches the flying field at a height that could cause conflict with models, all models must descend to a low height or land until the full-size aircraft has passed.

4.6 NOISE LEVELS

The KAMS noise emission standard for all piston engine and/or propeller and/or ducted fan driven aircraft is **80DB** on an A weighted scale, measured at 4 points, **7 Meters** distant from the emission source. The measuring device will be mounted on a tripod 1.2M above the ground and testing carried out in the circle marked in the center of the flying surface.

The Committee will require all members and guests to prove compliance to the standard by submitting a signed certification form to be provided.

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A signed certification form will be required to be kept for each aircraft that a member or guest wishes to fly. If this signed form cannot be produced when requested by an executive committee member or committee approved testing officer, the aircraft shall be grounded until such time as the form can be produced or the aircraft is tested/retested and certified as compliant by the executive committee or committee approved testing officer.

Aircraft must be re-tested and certified after any modifications/changes to the engine(s), propeller(s), spinner(s), engine mount(s), exhaust system(s), induction or cowling(s). Members may be asked by the Executive Committee or committee approved testing officer to land and have their aircraft noise tested using the approved KAMS testing procedure and equipment (detailed above) at any time.

Aircraft that do not comply with the approved standard will be grounded until such time as they can pass the testing procedure as applied by the executive committee or a committee appointed testing officer.

4.7 FLYING TIMES

* Weekdays between 08:00 – 18:30 hrs.

* Weekends between 08:00 - 18:00 hrs.

Jet turbine models are only permitted to fly 09:00 - 18:00hrs daily.

I.C. powered aircraft may NOT fly on the following designated public holidays

- Christmas Day,
- Boxing Day,
- New Year's Day,
- Good Friday
- Easter Sunday.

In addition, there may be restrictions for other days as indicated in the Calendar, Slipstream or by general email.

Glider and electric powered models are exempt from these restrictions.

No internal combustion engine start/run-up/tuning before 08:00 or after 18:30hrs weekdays, after 18:00hrs on weekends.

No turbine engine start/run-up before 09:00 or after 18:00 hrs.

4.8 FLYING ACTIVITY

All flying activity must conform to Civil Aviation Order 95.21

4.9 AREA RESTRICTIONS

Flying activities are to cease when the cloud base in the area drops

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below 450 meters above ground level and/or horizontal visibility reduces to below 5000 meters.

4.10 HEIGHT RESTRICTIONS

A height restriction of 300 meters is imposed on model flying at KAMS Field.

4.11 TOTAL FIRE BAN DAYS

When a proclaimed total fire ban alert has been issued, the Field is closed to all activities.

4.12 CONSUMPTION OF ALCOHOL

Consumption of alcohol by persons directly responsible for the operation of model aircraft prior to and during flying is prohibited.

4.13 PILOT HOLDING AREA

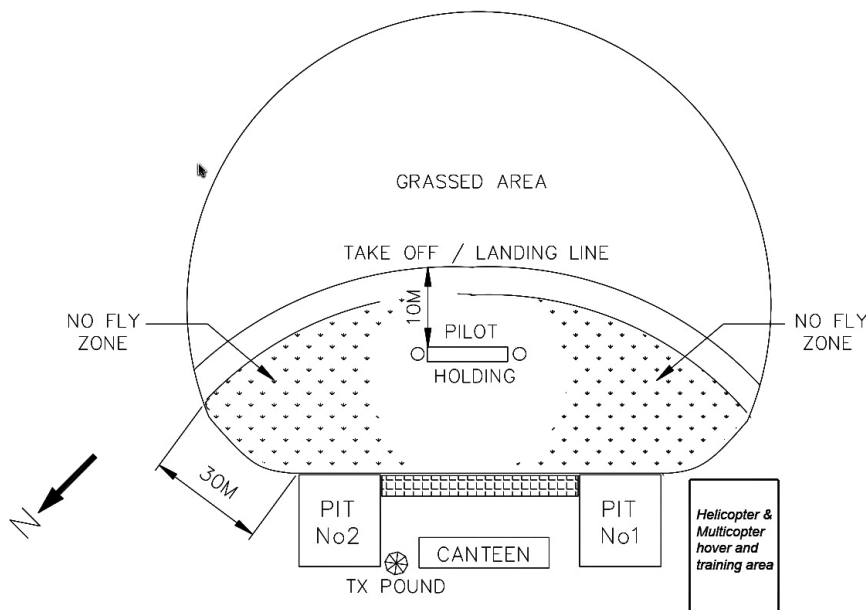


Figure 1: General arrangement of the Flying Field

A pilot holding area, (Pilot Box or Flight Line), shall be decided upon prior to any flying taking place.

This position shall be declared by the Executive Committee if present, the Safety Officer or, in the absence of these, the most experienced members present. If, in the case of a flying competition or similar, a change of wind direction could mean that the pit area and pilot holding areas will have to be changed, then this will be at the discretion and direction of the Contest Director.

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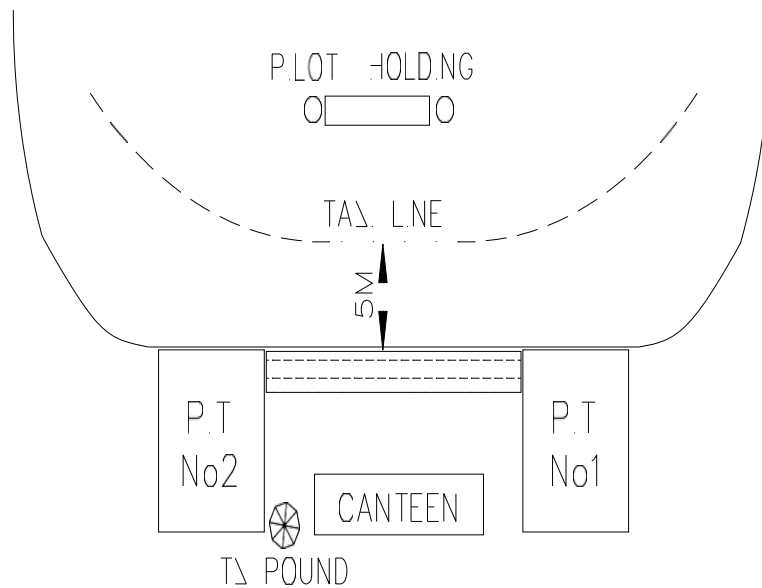


Figure 2: Pilot holding are and Taxi line

4.14 OVER FLYING

Low flying over or buzzing of the pits area is regarded as dangerous and strictly prohibited.

4.15 LANDING

Intention to land should be clearly indicated to all flying pilots present within the Pilot holding Area, by loudly calling "landing", "dead stick" or "emergency".

The landing pilot shall move to the front of the pilot holding area to give a visual confirmation of their landing call. The landing aircraft has right of way, and other aircraft shall keep clear of the approach area.

Pilots should always check that the landing area is clear before attempting to land. On completion of the landing, and prior to moving out to collect your model, firstly check that no other model is about to land and call "On the field" before moving onto the landing area. Having quickly removed your model from the field call "All clear" when you are level with the Pilot Holding Area.

Dead Stick or Emergency landing aircraft shall always have right of way of other operating aircraft.

4.16 HEAVY MODEL AND TURBINE CERTIFICATIONS

All fixed or rotary wing models weighing over 7kg to 150kg and any turbine or Pulse Jet models must comply with the MAAA MOP/s applicable to that model before being flown at KAMS. In addition to the MAAA MOP requirements, a KAMS Model Register is held in the

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Canteen and all Endorsed Pilots with such models are required to ensure the details of their aircraft certification/s and/or re- certifications (Permits to Fly) as the case may be, are recorded within the Register for all models they currently fly at KAMS, prior to any flight taking place after initial certification.

Members and or Guests may be asked to show the certification documentation before being allowed to fly at KAMS. MAAA Inspectors and KAMS Committee and the KAMS Safety Officer have the right to ask any person to show proof of certification before flying may take place or continue. In addition to this any event Contest Director may at the event ask for proof of certification. It is the intent that all models of these types would be registered within the club register and as such officials would check the register firstly, before enquiring of any member about certification paperwork.

5 RADIO CONTROL RULES

5.1 FREQUENCY CONTROL

Only MAAA approved aircraft radio systems are permitted at KAMS. On arrival at the field, all 36MHz transmitters must be placed in the transmitter pound and their respective frequency keys inserted into the separate rack when the radio is in operation.

There is no requirement for 2.4 GHz frequency keys or transmitters to be placed in the transmitter pound.

The Keyboard system of frequency control must be used by operators of all 36 MHz radio systems.

36 MHz radio Keyboard.

KAMS operates on 20kHz frequency spacing. Only 2" (50 mm) frequency keys are to be utilised, including transmitters certified for 10kHz operation. 1" (25mm) keys are not permitted.

Firstly, ensure that your frequency is free (indicated by no key in the slot) and insert your key before switching on your transmitter, or starting your engine.

If the slot you require is in use, you must wait until it is clear. If a key is left in place after a flight has ended, politely ask the pilot to remove his/her key. NEVER REMOVE ANOTHER PERSON'S KEY.

Remove your key as soon as possible after your flight. It is courteous to let the other person know that the frequency is clear. Place your transmitter and your key in the pound when not flying or testing your aircraft.

You may only remove your transmitter from the Transmitter Compound when:

- (a) you leave the field, or
- (b) your key is in the board.

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5.2 FREQUENCY KEYS

Each frequency key must have its allocated channel number and the pilots name clearly displayed on the face of the key i.e 615 JOHN CITIZEN.

In the case of a transmitter being used on different channels by changing crystals, AN INDIVIDUAL, CORRECTLY LABELLED KEY MUST BE USED WITH EACH CRYSTAL FOR EACH CHANNEL. This By-law is also applicable to transmitters using SYNTHESIZED FREQUENCIES.

For safety, when viewing the keyboard, all pilots must be able to confirm at a glance, that the key has been inserted in the correct channel by cross- referencing channel numbers and the name of the pilot occupying the channel.

5.3 FREQUENCY TEST

Perform a Frequency test by extending the aerial, if applicable, turn on the radio to establish if any interference to other aircraft is observed or notified. If interference occurs, immediately turn off your transmitter.

5.4 SWITCHING RADIO ON

The transmitter should be switched on before the receiver, and the receiver switched off before the transmitter. The throttle trim should be set so that the engine will stop when the trim is moved to the low position.

5.5 CHECK CONTROLS

Always carry out a pre-flight radio check to make sure the control surfaces are operating and that their movement directions are coinciding with the transmitter commands. Ensure aerial is extended prior to attempting to fly.

6 POWER MODEL OPERATIONS

6.1 PITS AREAS

The pits areas are used for pilot seating and to hold aircraft and equipment etc. Electric or I.C. motors must not be started in the pits areas.

6.2 STARTING

During starting and run up all Internal combustion powered models shall

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be either:

- held by a helper to the pilot
- be tethered to the ground securely
- be held securely in a stand

to prevent forward movement of the model once the motor has started.

6.3 TUNING

High speed tuning must not be performed within the pits areas.

Always observe propeller safety and do not direct prop blast to the pit area when high speed tuning is being undertaken.

Never point your aircraft at another person when carrying out high speed tuning.

Observe clause 4.6 during tuning operations

Do not tune engines at the takeoff position, as it will not be possible to hear "landing" calls from other pilots, nor the engine note of an approaching aircraft.

6.4 TAXIING

An aircraft shall not taxi directly away from the pits towards the pilot holding area, or directly in towards the pit area.

A taxi line running parallel to the pit area can be used, but the engine must be stopped whilst on this line, and the model carried or pushed into the pit area.

Do not switch off the transmitter or receiver until the engine has stopped. Taxiing through the Pilot Holding Area is prohibited.

6.5 TAKE OFF

When moving to a takeoff position, observe if there are aircraft about to land and enquire of flying pilots if it is OK to take off. If a model is not taxied to the takeoff position, a helper must carry the aircraft to its proposed take off area, after receiving "all clear" and calling "on field"

You should now call "Taking Off" or "Launching" and shall move to the front of the pilot holding area. After completing your take off step back in line with the other pilots.

6.6 HAND LAUNCHED MODELS

Models must be launched from a clear position at the upwind end of the pilot holding area and a safe distance in front of the pilot holding area.

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6.7 HELICOPTERS

Helicopters and multicopters must join the normal circuit after take-off from the flight line.

Hovering is not permitted within the circuit if other aircraft are flying.

Hovering and practice flights must be confined to the helicopter operations area.

7 NON-POWERED MODEL OPERATIONS, - GLIDERS

7.1 WINCH AND BUNGEE LAUNCH

The launch position and direction of a glider launch is always into wind and must be upwind of the pilot holding area for both prevailing wind directions.

Should the wind direction on the day render winch and bungee launching unsafe then such launching is not to take place.

Prior to launching the pilot must:

(c) Visually ensure that no aircraft are on finals and that the airspace into which they are about to launch is clear of all aircraft.

(d) If the conditions in (a) are met the pilot will blow a whistle loudly notifying other pilots that a glider is about to be launched.

Other airborne aircraft, on hearing the whistle, will refrain from entering the airspace reserved for the glider launch, as governed by the prevailing wind conditions. At such time as the glider is released from the towline and the line has dropped to a safe altitude (approx.20 secs from when the glider leaves the towline) powered aircraft can re-enter this airspace.

Once the glider is off the towline, the glider pilot will make his/her way to the pilot holding area and join the other pilots on the flight line. The pilot is now to adopt standard flight line protocol in communicating with other pilots when intending to land, etc.

The following diagram explains the relationship of the glider launch areas to the rest of the field and the flight lines for powered aircraft.

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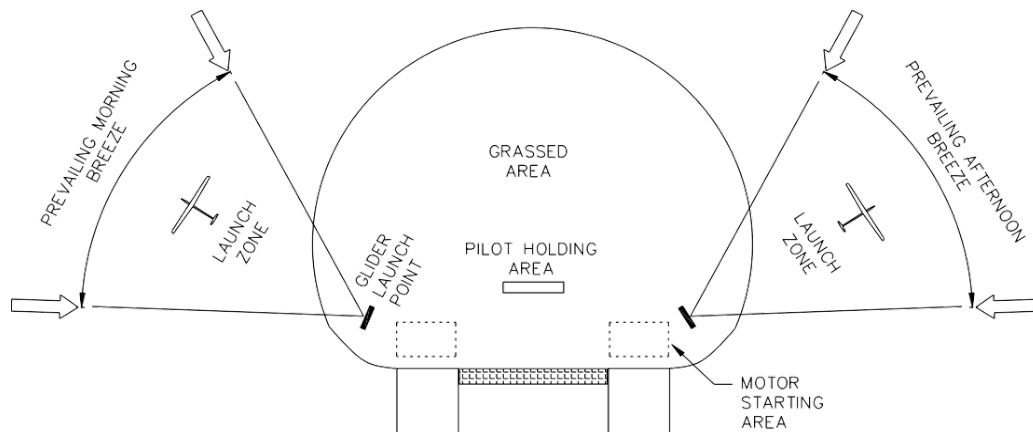


Figure 3: Typical glider launch areas

7.2 AERO-TOWING

Aero-tow launching of gliders by powered models shall only occur when the pilot holding area has been vacated, or clear communication of the launch is communicated and agreed between the launching pilots and any existing pilots within the pilot holding area, prior to and during the launch operations.

7.3 FLYING AREA

A variation to the KAMS general Flying Rules & Radio Control Rules apply to gliders in the relaxation of the “no-fly zone”. Flying over the pits and car park remains a prohibited area for gliders, as with powered models. However, gliders are permitted to circle at height over the remainder of the Flying Field in pursuit of thermal activity.

7.4 LANDING

When intending to land a glider the pilot shall observe Clause 4.16, assume the normal flight circuit, call, “glider landing” and shall be treated by the other pilots in precisely the same manner and given the same landing priority as a “dead stick” power model landing.

8 SPECIAL INTEREST GROUPS

8.1 SPECIAL INTEREST GROUPS

KAMS Special Interest Groups (SIGS) incorporate specific modelling activities,
e.g. Aerobatics, Gliding, Pylon, etc.

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8.2 ALLOCATION OF FIELD TIME

SIG groups shall apply to the Executive Committee to have flying days allocated to them

8.3 ANNUAL FLYING CALENDAR

Prior to the determination of the yearly KAMS flying calendar representatives from the various SIGS shall prepare and provide to the Executive Committee a program of requested dates for SIGS activities for the forthcoming year.

Failure by the SIGS to provide such a program may result in re-allocation or cancellation of dates/times by the Executive Committee.

8.4 NON KAMS PARTICIPANTS

SIGS competitions can include members from other clubs who hold current MAAA membership.

Visitors flying in SIGS competitions shall be recorded in the Visitors Book and a note shall be made of MAAA membership and MAAA qualification.

The KAMS member, or contest director, organising the SIGS competition shall be responsible for recording of information in the Visitors Book as well as briefing visitors regarding the KAMS Constitution and KAMS By-Laws.

8.5 ABANDONMENT OF EVENT

In the event of a SIG competition date being abandoned due to inclement weather or any other reason, the SIG group can apply to the Executive Committee to have the event rescheduled to another date.

8.6 NOTIFICATION OF CHANGES TO ACTIVITIES OR DATES

Approved changes to activities or dates of various SIGS events, from that originally agreed to by the Executive Committee, should be communicated to the membership as soon as practicable prior to the proposed date of the SIG competition.

END