

# KALAMUNDA AERONAUTICAL MODEL SOCIETY INC

## BY-LAWS

June 2002

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

Date By-  
Law Last  
Amended

### 1.0 ADMINISTRATION

#### 1.1 MEMBERS FOLDERS

Each person, on becoming a member of the society, will receive a folder containing the following items as appropriate to the type of membership:

- Welcome letter
- Constitution
- By-Laws
- Membership list
- Frequency key
- Club sticker
- Gate key

#### 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.

	<b>Annual Subscription</b>	<b>Joining Fee</b>
Pensioner	<b>55%</b>	<b>95%</b>
Junior Member (Under 18 Yrs)	<b>35%</b>	<b>20%</b>
Student	<b>50%</b>	<b>50%</b>
Remote Member	<b>50%</b>	<b>85%</b>
Associate Member	<b>35%</b>	

#### 1.3 HALF YEAR SUBSCRIPTION.

Members who join in the last six months of a financial year can pay one half of the annual subscription for the remainder of the financial year.

# KALAMUNDA AERONAUTICAL MODEL SOCIETY INC

## BY-LAWS

June 2002

### 1.4 EARLY FEE PAYMENT BONUS

Members who join in the last three months of a financial year and pay a full annual subscription applicable to that time will be deemed to have paid the annual subscription for the following financial year.

### 1.5 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 rejoining.

### 1.6 KEYS

18/06/03

#### 1.6.1 Generally

Generally, the person issued with a key will be responsible for that key.

#### 1.6.2 Entrance Gate Key

Keys to the Entrance Gate will be supplied to Senior, Remote and Student Members.

#### 1.6.3 Entrance Gate Key - Junior Members

At the discretion of the Executive Committee, entrance gate keys may be issued to and be held by Junior Members.

Such keys can only be used whilst the Junior Member is accompanied at the Flying Field by a parent or guardian.

In the context of the issuing of an Entrance Gate key to a Junior Member, specific attention is drawn to that Junior Member with regard to the requirements of the following By-Laws:

3.3 Visitors - Flying

3.4 MAAA Requirements

3.14 Proficiency

Prior to the issue of an Entrance Gate key to a Junior Member, two members of the Executive Committee shall meet with the parent or guardian, explain the requirements of this By-Law and obtain written acknowledgement from the parent or guardian that he or she understands the requirements placed on the Junior Member by this By-Law (refer Appendix A).

Keys issued in accordance with this By-Law shall be recorded in the Minutes of Executive Committee meetings.

#### 1.6.4 Canteen Key

In addition to Committee Members, keys to the canteen will be issued to nominated members from the various special interest groups that are active within the Society. These are;-

# KALAMUNDA AERONAUTICAL MODEL SOCIETY INC

## BY-LAWS

June 2002

- Pylon
- Combat
- Scale
- Gliders / Electrics / Aero Tow
- Wednesday Flyers
- Persons responsible for management activities and maintenance of facilities

### **1.6.5 Storage Shed Key**

In addition to Committee Members, keys to the Storage Shed to be issued to the following:

- Members responsible for management activities and maintenance of facilities.

### **1.6.6 Discretion to Issue Keys**

Other than as indicated in this By-Law, specific keys can be issued to members as determined at a General Meeting.

### **1.6.7 Return of Keys**

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

## **1.7 MAINTENANCE NOTIFICATION**

A log of maintenance issues to be addressed is retained in the canteen. Members identifying any items or damage should enter same in the Maintenance Log Book for the attention of Executive Committee.

## **1.8 AWA MEETINGS**

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

## **2.0 FIELD PROTOCOL**

### **2.1 SPEED LIMIT**

Always obey the speed limit signs on the access road to the parking area.

### **2.2 PARKING**

Park only in the main parking area, not on the field.

### **2.3 WALKWAY**

All vehicles should leave sufficient space for the walkway to be used.

### **2.4 RUBBISH**

Use the rubbish bins provided and remove all rubbish and debris from the field and adjacent areas, particularly containers and wrappings from canteen purchases.

# KALAMUNDA AERONAUTICAL MODEL SOCIETY INC

## BY-LAWS

June 2002

### 2.5 SMOKING

Smokers, please use sand tray. During summer months there is to be no smoking out of the covered seating area. Do not smoke in Pits as many aircraft now use PETROL as fuel.

### 2.6 REPORTS

Report any unsafe equipment or building defects to the Committee.

### 2.7 PROPWASH

Respect the other modelers space; direct your prop wash away from people.

### 2.8 FUELLING

Refuel / defuel your model on the concrete slabs. The lawn area will be burnt by spilt fuel.

### 2.9 DOGS

Dogs are not permitted on the field at any time. This is to prevent injury to the dog.

### 2.10 CHILDREN

Members are responsible for the actions of their children. Please monitor their activities.

### 2.11 LOCKUP

Always leave the field clean and tidy. Stow chairs and windsock, secure fences, shed locked and main gate locked when you leave.

### 2.12 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 pit area, and not to go onto the flying area.

### 2.13 MAKING VISITORS WELCOME

Introduce yourself to visitors who arrive and want to know more about our great hobby. Answer their questions seriously and make them welcome. Advise them of the existence of appropriate rules and protocol at the field.

### 2.14 MOBILE PHONES

Mobile phones are not permitted in the pit areas or the pilot holding areas. Mobile phones are to be positioned in the rack located in the sheltered area adjacent to the canteen.

### 3.0 GENERAL FLYING RULES

#### 3.1 CAUTION

Model aircraft out of control or mismanaged can be dangerous. Always be careful and methodical.

#### 3.2 FLYING AREA

Flying activities should be confined to within the boundary of the flying field. Models are to be operated within the approved flying area.

Overflying of the "No Fly Zone" is prohibited.

#### 3.3 VISITORS - FLYING

All visitors who fly at the Flying Field must be invited by a KAMS member, who must accompany that visitor for the period he/she is at the Flying Field. The KAMS member must ensure that the visitor is aware of all flying rules that are incorporated into the KAMS By Laws.

All visitors who fly at the Flying Field must also enter their name, address and time of arrival at the field in the Visitors Book, which is 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 current MAAA membership and also must be aware of the solo status, or otherwise, of the visitor. {Refer to Flying Rules} This category of visitor is restricted to four (4) visits per year, exclusive of Open Days or competition occasions.

In the case of visitors who 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.

#### 3.4 MAAA REQUIREMENTS

No person may fly at KAMS field unless they comply with the requirements of MAAA.

#### 3.5 VEHICLES

All vehicles must be parked in the designated area, and no vehicle is to be driven onto the flying area unless authorised by the Executive Committee. Members and visitors must observe instructions given to them by a member of the Executive Committee, Contest Director or Safety Officer.

**3.6 FLYING TIMES**

Powered models are not to be started before 9am on Sunday mornings.

**3.7 KEYBOARD**

On arrival all transmitters must be placed in the transmitter pound. A frequency key system will operate in conjunction with the transmitter pound. Keys will be available from the canteen for the use of those without a key.

KAMS only operate on 20Khz keys. No one is to fly using 10Khz keys without prior approval of the Committee.

**3.8 FULL SIZE AIRCRAFT**

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

**3.9 NOISE LEVELS**

Model aircraft engine noise is to be kept to a minimum at all times. Those who fly noisy aircraft will be asked by the Executive Committee to land and rectify the problem before further flying the model.

The club standard is a MAX. of 100 dBA. measured with the model on grass and the sound level meter positioned 3M from the model and 1M above ground.

**3.10 FLYING ACTIVITY**

All flying activities must conform to Civil Aviation Order 95.21.

**3.11 AREA RESTRICTIONS**

Flying activities are to cease when the cloud base in the area drops below 1500 feet above ground level and/or horizontal visibility reduces to below 5000 metres.

**3.12 HEIGHT RESTRICTIONS**

A height restriction of 1000 feet is imposed on model aircraft flying at the field.

**3.13 CONSUMPTION OF ALCOHOL**

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

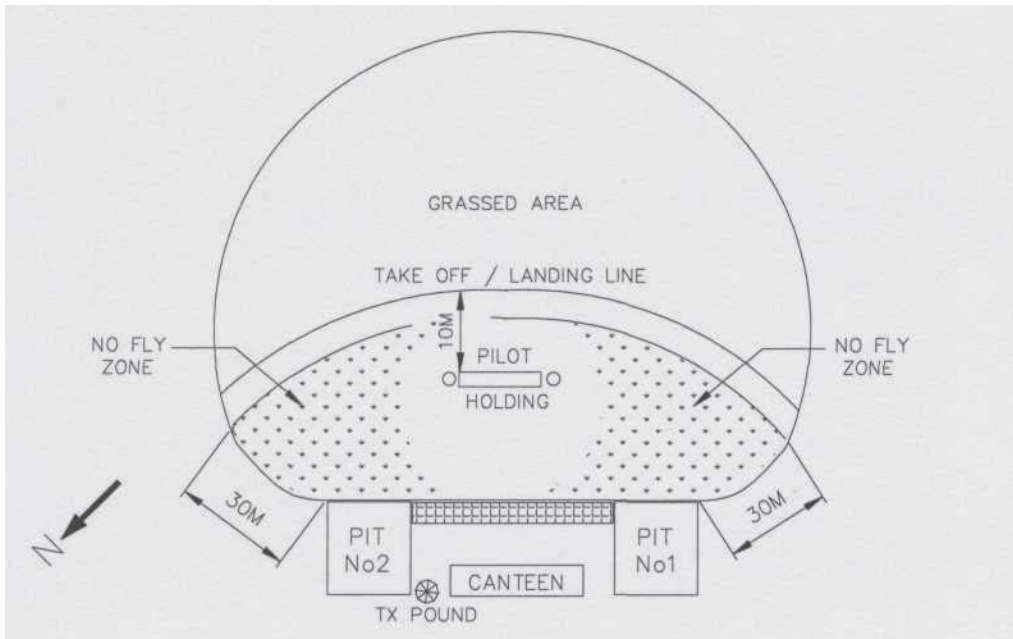
**3.14 PROFICIENCY**

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.

### 3.15 FIELD ARRANGEMENT

The general arrangement of the Flying Field is depicted below.

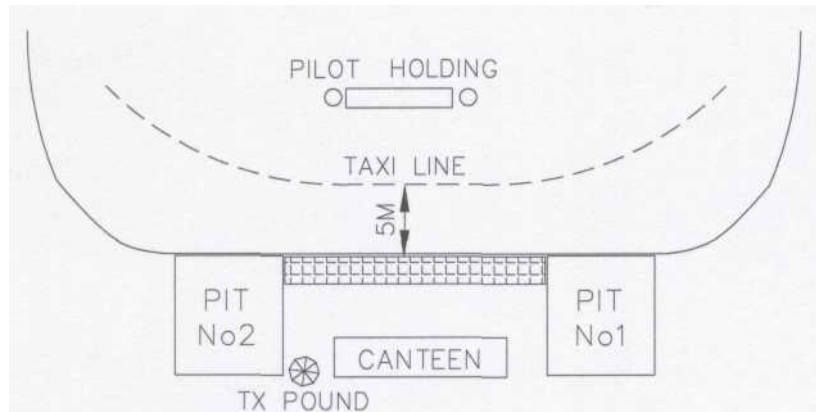


### FIELD LAYOUT

#### 3.16 PILOT HOLDING AREA

A pilot holding area 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.

The pit area should be used to hold all aircraft, starting gear etc. Engines can be started inside this area, but the model moved outside the pits (and away from other occupants) if high speed tuning is required. Observe propeller safety at all times.



### TAXI LINE

#### 3.17 OVERFLYING

Low flying over or buzzing of the pit area is strictly prohibited, because of the obvious danger to the pit occupants. Also, the airborne radio receiver could be "swamped" by the stronger signal coming from a transmitter switched on in the pits.

#### 3.18 LANDING

Intention to land should be clearly indicated to all pilots present by loudly calling "landing", "dead stick", or "emergency". The landing pilot should move four paces in front of the pilot holding area to give a visual confirmation of their landing call. On hearing this call, the landing aircraft has right of way, and other aircraft should 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 out to recover your model. Having quickly removed your model from the field call "All Clear" when you are level with the Pilot Holding Area.

#### 4.0 RADIO CONTROL RULES

##### 4.1 FREQUENCY CONTROL

A frequency control system must be used by all pilots. Firstly ensure that your frequency is free (indicated by no key in that 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 key. NEVER REMOVE ANOTHER PERSONS

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 when:

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

### **4.2 FREQUENCY TEST.**

Having placed your frequency key in the Frequency Keyboard upon leaving the transmitter compound with your radio, extend the aerial and turn on the radio to establish if any interference to other aircraft is observed or notified. If interference occurs, immediately turn off your transmitter.

### **4.3 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.

### **4.4 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.

## **5.0 POWER MODEL OPERATION RULES**

### **5.1 PIT AREA**

The pit area should be used to hold all aircraft, starting gear etc.

### **5.2 STARTING**

Models should be held by a helper to the pilot, be tethered to the ground or held in a stand, so as to prevent forward movement of the model once the motor has started

### **5.3 TUNING**

High speed tuning must not be done in the pit area.

Observe propeller safety at all times and do not direct prop blast to the pit area when high speed tuning.

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

# KALAMUNDA AERONAUTICAL MODEL SOCIETY INC

## BY-LAWS

June 2002

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

### 5.4 TAXIING

An aircraft may 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.

Taxing through the Pilot Holding Area is prohibited.

### 5.5 TAKE OFF

When moving to a take off position, observe if there are aircraft about to land and enquire of pilots flying if it is OK to take off. If the model is not taxied to the take off position, a helper must carry the aircraft to its proposed take off area.

You should now call "Taking Off" or "launching" and move to a position 4 paces in front of the pilot line. After completing your take off step back in line with the other pilots.

### 5.6 HAND LAUNCHED MODELS

Models must be launched by a helper from a position at the windward end of the pilot holding area and approximately five (5) metres in front of the pilot holding area.

## 6.0 NON POWERED MODEL OPERATION RULES (Gliders)

### 6.1 WINCH & 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 the prevailing wind directions.

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

Prior to launching the pilot must:

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

# KALAMUNDA AERONAUTICAL MODEL SOCIETY INC

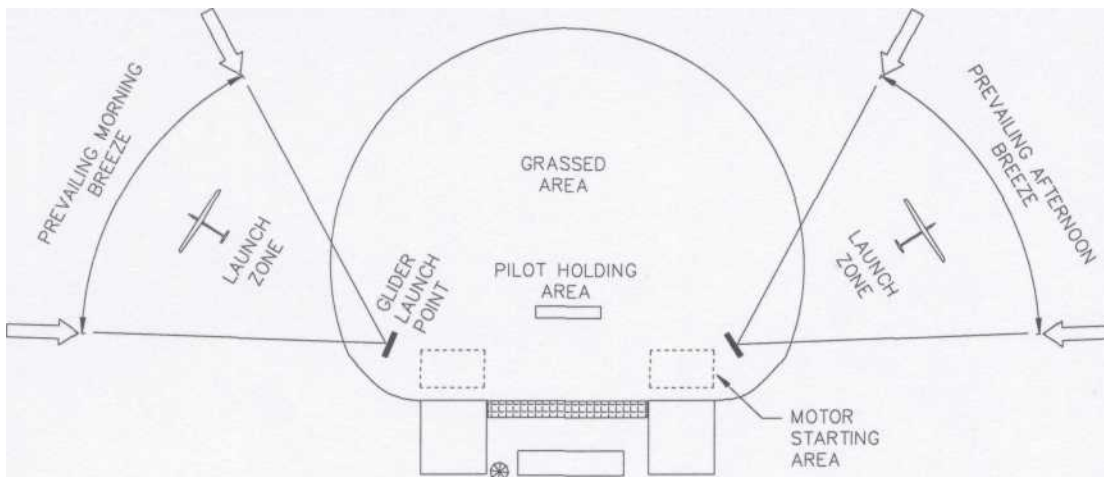
## BY-LAWS

June 2002

such time as the glider is released from the towline and the line has dropped to a safe altitude (approx 20 sees from when the glider leaves the towline) then powered aircraft can re-enter this airspace.

Once the glider is off the towline, the glider pilot will make his or her way to the pilot holding area and join the other pilots on the flight line. The pilot Js to now 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"



### GLIDER LAUNCHING AREAS

#### 6.2 AERO-TOWING

Aero-tow launching of gliders by powered models shall only occur when the pilot holding area has been vacated prior to and during the launch operations.

#### 6.3 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 power models. However, gliders are permitted to circle at height over the remainder of the Flying Field in pursuit of thermal activity.

# KALAMUNDA AERONAUTICAL MODEL SOCIETY INC

## BY-LAWS

June 2002

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### 6.4 LANDING

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

APPENDIX A  
PROFORMA FOR APPLICATION FOR  
GATE KEY BY JUNIOR MEMBER

The Secretary  
KAMS

Dear Sir,

APPLICATION FOR ISSUE OF ENTRANCE GATE KEY BY JUNIOR MEMBER

I wish to confirm the following in regard to the above application:

1. I am the parent/guardian of .....who is making application for Junior Membership of KAMS or is a Junior Member of KAMS.
2. On ..... I met with the following two members of Executive Committee of KAMS at the Flying Field

.....  
.....

3. The above members of Executive Committee explained to me the general obligations of a Junior Member of KAMS together with the specific requirements of By-Law 1.6.3 Entrance Gate Key - Junior Members.
4. I confirm that I understand the requirement for a Junior Member of KAMS to be accompanied at all times at the Flying Field by a parent or guardian when a key issued to a Junior Member is used for access to the Flying Field and subsequent re-locking of the entrance gate upon departure.
5. I understand that a breach of this requirement of accompaniment of a Junior Member by a parent or guardian will result in the recall of the Entrance Gate Key.

Yours faithfully,

.....  
Parent / Guardian

.....  
Date