

LOGANHOLME AEROMODELLERS RADIO CONTROL SOCIETY INC.

BY-LAWS

POLICY AND ADMINISTRATION AND SAFETY PROCEDURES MANUAL

NOVEMBER 2009

- Amendments: 1. Nov 27 2009 Page 5 Item 1.1.15 change excluding Rotor Wing Flying in CFA South.
2. Jan 18 2010 Page 8 Item 1.2.23 addition of notes re Gas Turbine Engine operation.

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BY-LAWS

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LOGANHOLME AEROMODELLERS RADIO CONTROL SOCIETY INC.

BY-LAWS

DEFINITIONS.

1.1.1 DEFINITIONS and INTERPRETATION

All references, names, and terminology used throughout this document for the purposes of interpretation shall have the meaning/s as ascribed to them in the MAAA Manual of Procedures.

Where any interpretation of these By-laws is in question, the MAAA Manual of Procedures shall take precedence.

Local issues, not specifically referred to by the MAAA Manual of Procedures, shall be adjudicated on by the Management Committee, and any continuing failure to resolve the issue shall require ratification by the members of The Association at a general meeting.

1.1.2 NAME

The name of the incorporated association shall be Loganholme Aeromodeller's Radio Control Society Inc. (In these By-Laws called "The Association").

1.1.3 THE FIELD

All the land and airspace, including roads, car parks, buildings, pits, taxiways, start-up area and Flight Operation Area, within the designated boundaries. As defined in a Site Map held by the Management Committee.

1.1.4 Model Aircraft

All models capable of, or intended for flight, which includes both Fixed Wing and Rotor Wing configurations.

1.1.5 RUNWAYS

That part of a Flight Operation Area, upon which model aircraft may take-off and land.

It shall be understood that the runway position may vary as per the requirements of The Association Management Committee.

1.1.6 TAXIWAYS

That part of a Flight Operation Area, where model aircraft may taxi to and from the runway.

1.1.7 Start-up Area

That part of a Flight Operation Area, where model aircraft, fixed and Rotor Wing, may be started. No model aircraft may be started in the pits.

1.1.8 PITS

That part of the Flight Operation Area, upon which model aircraft are stored, parked or prepared for flight

1.1.9 Flight Operation Area.

An area nominated for the flight of Model Aircraft.

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1.1.10 ROTOR WING TRAINING, PRACTICE and FLYING AREAS

Those Flight Operation Areas set aside for the use of Rotor Wing Pilots to conduct hovering training, practice and associated activities. The flying of circuits and or manoeuvres, shall be carried out from the Pilots Position in the prescribed Rotor Wing Flight Operation Area.(See 1.1.15)

1.1.11 PROHIBITED FLYING AREAS

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

Model aircraft, fixed or Rotor wing, **shall not** be flown behind the alignment of the front fence of the Pilot's Position for the full length of the runway and into the visual distance,

Rotor Wing Aircraft, shall be flown for practice, training or hovering only within the designated Rotor Wing Training and Practice Areas.

This specifically includes the overflying of the Council Water Treatment plant which is totally prohibited to all model aircraft.

1.1.12 TRANSMITTER POUND

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

1.1.13 FREQUENCY CONTROL KEYBOARD:

The Frequency Control Board is a device used to control the use of radio transmitters. Frequencies available in the 36 MHz band for use by members of The Association and any visitors shall be Odd and Even numbered frequencies as detailed in Clause 1.3.17.

Note:

The position of the keyboard may be moved by a member of the Management Committee during the conduct of special events.

1.1.14 FREQUENCY CONTROL KEY

A device placed in the frequency control board to indicate a radio channel in use, thereby inhibiting its use to other operators and (subject to bandwidth specifications of the radio) inhibiting the use of adjacent channels.

Frequency control keys shall be as follows;

- 25mm key for 36 MHz. and 2.4 GHz.
- 25mm key for 29 MHz.
- 50 mm key for 40 MHz

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1.1.15 PILOTS' POSITION and FLIGHT CONTROL AREAS:

Pilots' Position : A nominated part of a Flight Operation Area, where pilots shall stand to operate Model Aircraft.

Pilots' Position - Southern Flight Operation Area. Clearly defined as within the **fenced area** adjacent to the southern runway.

The only exception to this shall be when Model Aircraft are in the process of take off, after which the Pilot must immediately return to the pilots' position.

The number of Model Aircraft operating from this **Pilots' position is restricted to FIVE (5)** at any one time. Model Aircraft positioning to join the flight line, must wait until an Aircraft has landed and left the Runway. This is regardless of type or configuration of aircraft.

IMPORTANT: It shall be understood that the **Southern Flight Operation Area is exclusively for the use of Fixed Wing aircraft. Rotor Wing aircraft shall not use this Flight Control Area or the outer areas to the left and right of this Flight Control Area**

Pilots' Position - Northern Flight Operation Areas. - It shall be understood that the Northern Flight Control Areas are exclusively for Rotor Wing aircraft only. A Rotor Wing pilot, if being the only aircraft flying in that Flight Operation Area, may stand in an area nominated as the pilot's position.

Note:

There shall be **No other exceptions** to this By-law unless approved by The Chief Flying Instructor for Special Events. **Any non-compliance shall be regarded as a major breach of The Association's Safety Procedures.**

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1.2 RESTRICTIONS

- Combustible fuel engines **SHALL NOT** be operated at the field **before 8.00am and shall finish at 6.00PM.**

Electric powered Aircraft or Gliders may operate when light is permitting safe flying.

1.2.2 Smoking within the Flight Operation Area and canteen area is **not permitted**.

Note: This specifically **includes all PIT areas**

1.2.3 **NOISE**: No combustible fuel engine shall be operated unless fitted with a muffler at least as efficient in noise reduction as that recommended for the engine type by its manufacturer

- **No engine will exceed a noise level of 96 db as measured MAAA MOP 062**

1.2.4 No Model Aircraft shall be flown unless the pilot holds the following;

- **A current FIA class F Aero modeller's licence** issued by the MAAA, or an affiliated State body, or an international body.
- The **mandatory requirement for solo flying of a Fixed Wing aircraft**, at The Association's field by a member of The Association, or a visitor, is a minimum standard of MAAA Flight Proficiency Scheme-**Bronze Wings** (Tested as per MAAA form No. MAAA016)
- The **mandatory requirement for solo flying of a Rotor Wing Aircraft**, at The Association's field by a member of the Association or visitor, is a minimum standard of:
 1. MAAA Flight Proficiency Scheme **Bronze Wings** (Tested as per MAAA form No MAAA 020) **or**:
 2. LARCS Flight Proficiency Scheme-**Bronze Wings** (Tested as per LARCS form No LARCS 0020 by a LARCS Club Instructor).

This shall be evidenced by the pilot possessing the following;

- A MAAA issued Bronze Wings badge or higher proficiency standard, and/or,
- A duly certified and signed certificate issued by the Chief Flying Instructor of the MAAQ, or a duly authorised officer of a MAAA affiliated body or international body.
- Any visitor wanting to undertake any flying activities at The Association's field shall complete all details required in the Visitor's Book, particularly the details relating to the level of tested proficiency held by the visitor

For Fixed Wing Aircraft, the minimum standard for **solo flight** shall be **MAAA Bronze Wings**.(Tested as above)

For Rotor Wing Aircraft, the Minimum standard for **solo flight** shall be **MAAA Bronze Wings OR LARCS Bronze Wings** (Tested as above)

It shall be understood the detail in relation to the level of proficiency held by the visitor and provided by the visitor in the Visitor's Book shall be taken as factual and the visitor shall be held liable for any injuries or damage to any parties or property of any parties that may be caused by the visitor not holding the stated level of proficiency as declared by the visitor in the Visitor's Book.

Any pilot not holding the aforesaid minimum proficiency standard shall be accompanied by:

- An MAAA or LARCS Club Instructor, or,
- A pilot holding a minimum of **MAAA issued Gold Wings** (tested as above proficiency standard.)

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1.2.5 **Dogs are not permitted** within the Association Field Area unless restrained by a leash and the owner is responsible for any mess the animal leaves.

Dogs shall NOT be permitted in any Flight Operation Area, including, Pit Area, Start-up area, Taxiways and Runway,.

1.2.6 No model shall be flown if visibility does not permit continuous visual contact by the pilot with the model.

1.2.7 No model shall be flown at a height in excess of 30 meters (100 feet) when full size aircraft are flying in the vicinity of the field and in excess of 300 meters (1000 feet) at any other time.

1.2.8 No model weighing in excess of 7kg shall be flown unless the operator holds a current Heavy Model permit prescribed by C.A.S.A and the MAAA Manual of Procedures.

1.2.9 All models shall be started in a safe and responsible manner and only within the designated Start-up Areas.

1.2.10 All Fixed Wing Aircraft must be suitably restrained by a mechanical device, a suitably anchored tether, or persons, when starting.

1.2.11 No model shall be flown until its control functions have been checked for direction and freedom of movement and a thorough pre-flight check has been performed.

1.2.12 No Fixed Wing model shall be taxied past the "Cut Engine" signs when returning from the runway. Models must not be taxied or taken into the **pit area with the engine running**.

No model shall be taken off, or launched from, landed in, or flown over:

- The Pit Area or taxi ways.
- Any prohibited area which may from time to time be promulgated.
- **Rotor Wing aircraft** shall be carried to the Flight Operation Area, runway, or training area prior to hovering and taking off.
- **No model of any type is to fly in an out of bounds area.**

1.2.13 No model aircraft shall be flown from any position on the field other than that promulgated as the "PILOTS' POSITION", except at take-off, when the pilot may stand behind the model aircraft until it is airborne, after which he or she shall immediately return to the "PILOTS' POSITION".

1.2.14 No person shall fly any radio controlled model aircraft while under the influence of alcohol or any drugs of addiction or medication which is likely to impair such a person's ability to control a model aircraft safely.

1.2.15 No person shall be permitted into a Flight Operation Area, if such a person's age or incapacity is likely to cause injury or damage, unless such a person is accompanied and directly supervised, at all times, by a mature and responsible person.

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1.2.17 No person shall occupy a radio channel for a period in excess of 20 minutes unless it is confirmed that no other person is waiting to use that channel. For all frequencies other than 2.4 GHz, the frequency key must be removed from the Control Board after flying.

1.2.18 No person shall use any device, other than a commercially manufactured frequency control key, or an equivalent in the frequency control board.
Frequency control keys shall be as follows;

- 25mm key for 36 Mhz. and 2.4 GHz
- 50mm key for 29 MHz. and 40 MHz

1.2.19 No person shall leave a transmitter switched on when the transmitter is not in use. Transmitters in the Transmitter Pound must be turned off.

1.2.20 Flying activities are permitted at The Association's Field on seven days of the week with the following restrictions to allow field maintenance.

Designated days for flying are:

- Monday All model Aircraft
- Tuesday **Fixed Wing only (No Rotor Wing Flying)**
- Wednesday All model Aircraft
- Thursday All Model aircraft
- Friday **Rotor Wing only (No Fixed Wing Flying)**
- Saturday All Aircraft
- Sunday All Aircraft
- Public Holidays All Aircraft.(See Below)
- **Exception -----No Flying Xmas Day & Easter Friday ,**
- **-----Anzac Day After 1.00 PM To 6.00PM**

Internal Combustion powered Models Flying Times are from 8.00 AM Until 6.00 PM unless failing light conditions restricts safe flight.

Flying times may be Modified for field maintenance or special requirements by the Management Committee on an as needed basis.

1.2.21 **Mobile phones are not permitted** in Flight Operation Area. This includes the PIT Areas.

1.2.22 **A speed limit of 20 Kph** is imposed for all Vehicles within the Associations boundaries. This includes all access roads and Car Parks.

1.2.23 **Gas Turbine Engines** are permitted for use in all Flight Control Area's providing the followings conditions exist:

- **A fully operational fire extinguisher and fireman (operator apart from pilot) must be with the Pilot at Start-up and during Flight.**
- **Gas Turbine powered aircraft may not be operated during any designated Fire Restrictions within the area.**
- **These rules are to be used in conjunction with and in addition to, M.A.A.A Gas Turbine Rules MOP 030.**

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1.3 RADIO EQUIPMENT

1.3.1 Radio transmitters must be switched off before they are brought to the field.

1.3.2 Radio transmitters, **other than 2.4 GHz**, must be placed in the transmitter pound immediately on arrival at the field.

1.3.3 Radio transmitters, **other than 2.4GHz**, must operate on the frequency or channel indicated on;

- the accompanying frequency control key.
- the current certified bandwidth test tag/s affixed to the rear of the transmitter.

1.3.4 Radio transmitters **other than 2.4 GHz** must not be removed from the transmitter pound until the proper frequency control key has been placed in the appropriate keyboard position, except when they are removed to be taken away from the field.

1.3.5 Radio transmitters **other than 2.4 GHz** 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 key board by the person replacing the transmitter into the transmitter pound.

1.3.6 **Radio transmitters of 2.4 GHz frequency** may be kept within the pits area if not in the radio pound. A frequency key marked with owners name and 2.4GHz **must be in the frequency control Keyboard while ever the radio is out of the pound.**

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

1.3.6 All Radio frequency control keys **other than 2.4 GHz** must be marked with the Owners Name and Frequency (channel number) of the accompanying radio transmitter.

All 2.4 GHz Transmitters the frequency key must be marked with the **Owners name and 2.4GHz.**

1.3.7 BANDWIDTH TESTING REQUIREMENTS

All transmitters, other than 2.4 GHz, bought to the field by a member of The Association or a Visitor for the purposes of any activity that would require the transmitter to be switched on must be bandwidth tested in accordance with MAAA MOP 052.

All bandwidth tested transmitters must display on the rear of the transmitter, a duly signed and certified by an authorised testing authority, a test tag /s for the frequency/s to be utilised by the transmitter.

All transmitters shall also have a duly signed and certified by an authorised testing authority, a bandwidth test certificate indicating the results of the test/s.

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1.3.8 Fixed Wing -- PILOT TO 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.

NOTE: The notice of intent should be loud, clear, and concise and acknowledged. If the intention is stated but then delayed for any reason, it must be restated before proceeding.

“ON THE FIELD” (Having first assured it is clear to do so)

“Taxi-ing out” / “TAKING OFF” Priority is to be given to aircraft on final landing approach or dead stick, or a glider landing)

“LOW PASS FROM THE” (Left or right as applicable)

NOTE: low is defined as being less than 4 meters)

SPECIAL NOTE:

If a trainee is at the Pilot's Position and the Instructor feels it necessary, taking into account the relative level of inexperience of the trainee, the Instructor may call for NO low passes while the trainee is at the Pilot's Position.

“LANDING” Call to be made prior to turning onto final approach and advising if emergency condition exists.

If the proposed landing is different from wind direction, the pilot should notify intentions to others in the Pilot's Position

“GOING AROUND” Aborting a landing after calling intention to land.

“DEAD STICK, and, Glider Landing” Emergency landing due to engine failure/no engine – all other fliers to give way

“CLEAR OF RUNWAY” Off the mown area and clear of the runway.

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1.3.9 MISCELANEOUS PROVISIONS

1.3.10 The first member(s) to arrive at the field on any day shall ensure that the runways and the pits are clear of all obstruction before flying commences and that the frequency board is clear of keys.

1.3.11 Any member or visitor who is not certified with at least the MAAA Bronze Wings level of competency as defined in Clause 1.2.4 cannot by themselves operate an aircraft. It is a requirement that they be accompanied by either of the following;

- An MAAA or LARCS Club instructor, or,
- A pilot of minimum MAAA Gold Wings (as tested in Clause 1.2.4)
- For the purposes of Rotor Wing trainees practicing hovering, it shall be permitted for them to carry out hovering activities only in the prescribed practice areas.

1.3.12 Any person operating at the field, may be requested at any time, to present any licence or permit or test certificate, in relation to the aero modelling activity which that person is engaged in at the time.

1.3.13 Ground based sailplane launching devices shall not be used or in a position within the Flight Operation Area so as not to cause obstruction to other model aircraft. Bungee launching devices shall be set up at the edge of the runway on the upwind side of the Pilot's Position so as to ensure that no flying activity at launch is carried out over the restricted no-fly areas.

1.3.14 **Low passes and Touch & go manoeuvres**, shall only be flown when all pilots in the pilots position are in agreement.

1.3.15 **A maximum of five (5) Pilots, (Irrespective of the aircraft configuration)**, may be at the Pilot's Position at the same time. While there are a maximum of five (5) pilots at the Pilot's Position, any pilot who has started their aircraft, and is prepared to taxi, shall wait till a pilot at the Pilot's Position lands their model aircraft and clears the runway.

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1.3.17 BANDS AND FREQUENCIES

APENDIX 'A' TO SECTION 1 The following rules apply to radio control equipment used for the control of model aircraft operated by affiliated members of the MAAA.

Both AM and FM transmissions may be used on the following frequencies with the exceptions and provisions noted, the frequencies being denoted by channel numbers.

26.957 to 27.282 Although available for model control use, the MAAA bans the use of this frequency band at MAAA and State Association sanctioned events and does not otherwise recommend its use because of the possibility of interference.

PERMITTED FREQUENCIES.

Frequencies permitted to be used for bands 29MHz, 36MHz, 40MHz and 2.4 GHz at The Associations field for The Association members, and visitors, shall be as defined in the recommendations of the MAAA Manual of Procedures as follows;

- MOP047 Use of 40 MHz.
- MOP048 Use of 27MHz.
- MOP049 Use of 29 and 36MHz
- MOP058 Use of 2.4 GHz

Special Note:

For 36 MHz, the use of odd and even numbered frequencies is permitted.

40MHZ

Channel 51 and 52 are subject to interference from paging systems and must be tested and approved for 10 KHz separation.

NOTES

1. The use of FM on channel 10 is a Department of Communications requirement.
2. The use of FM on channels 11-17 inclusive is recommended only to accelerate the use of narrow band equipment and thus introduce 10 KHz separation more quickly than it would otherwise occur.
3. The division of the 29MHz band in FM/AM and FM sections is intended to separate AM equipment, which may require a slightly greater bandwidth separation than FM, from FM.
4. Except for the requirement to use FM equipment on channel 10, any model flier may use any type of modulation (within Department of Communications specifications) on any channel. Failure to follow the MAAA recommendations does not incur any risk of penalty or prejudice insurance coverage.
5. Odd numbered channels in the 29MHz band may be used only by equipment approved for 10 KHz separation (hereafter called narrow band equipment)

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Part 2

2.1 MEMBERSHIP

2.1.1 FAMILY MEMBERSHIP

Family membership shall be a joint membership comprised of one or more adult persons or that person's child less than 18 years of age.

2.1.2 PENSIONER MEMBERSHIP:

2.1.3 A Pensioner Member shall be defined as a member whose primary source of income is derived from an Australian Government Pension.

2.1.4 Applicants for Pensioner membership and current Pensioner membership may at any time be required to prove their pensioner status.

2.1.5 JUNIOR MEMBERSHIP.

Junior membership is available to persons 16 years and under at June 30th of the renewal year and may include other full time students as approved by the committee.

2.1.6 ASSOCIATE MEMBERSHIP

2.1.7 Any affiliated member of the MAAA may elect to join as an associate member. Associate membership fees to be set by the committee and ratified by the membership. Proof of full membership of another approved club must be provided.

2.1.8 An Associate Member who seeks to become a full member shall make application on the standard Application For Membership Form which shall be processed in the usual way, and such applicant shall pay any additional fees as necessary.

2.1.9 NON-FLYING MEMBERSHIP

2.1.10 A Non-Flying Member shall be defined as a member who is not registered with the Model Aeronautical Association of Australia (MAAA)

2.1.11 Application for Non-Flying Membership shall be made on the standard Application for Membership Form and shall be accompanied by such fees as prescribed in Part 2, here of. Applications shall be admitted or rejected in accordance with the provisions of Rule 7.

2.1.12 A Non-Flying Member may be reclassified to any other class of membership upon application on a standard Application for Membership Form, accompanied by any additional fees as are necessary. Such applications shall be processed in the usual manner.

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3 ANNUAL FEES

3.1.1 Club fees shall be revised annually.

3.1.2 All members shall be given at least TWO (2) months' notice of the due date for annual fees.

3.2 CALCULATION OF FEES

3.2.1 Club fees including Pro Rata Fees for all classes of membership shall be calculated as per the annual schedule nominated by the Treasurer.

3.3 PAYMENT OF FEES

3.3.1 RENEWAL MEMBERSHIP Should be received by Club no later than June 30
Half year of club portion applies from 1st January in current year.

3.3.2 NEW MEMBERSHIP .Joining fee, MAAQ fee, Club fee, applies where applicable.
Half year fee applies from 1st January: Full joining fee, half MAAQ fee, half club fee.
Pre January; Full amounts apply to all portions of fee structure.

Note: January 1st is the only time that fees alter from full fee structure and does not include joining fee. Payment is by cash, cheque, or money order

3.4 JUNIOR FEES

3.4.1 Club fees for Junior Members shall be fifty percent (50%) of the Senior Member club fees (no joining fee)..

3.5 PENSIONER MEMBERS

3.5.1 Joining and Club Fees shall be for bona fide Commonwealth Government Pensioner Members set at 50% of the senior member club fee.

3.6 FAMILY MEMBERS

3.6.1 The joining fee for Family Membership shall be as per the Senior Membership once off joining fee.

3.6.2 The club fee for Family Members shall be the Senior fee plus the MAAQ portion only of the Junior Member rates.

3.7 NON-FLYING MEMBERS

3.7.1 Club and Joining Fees for Non-Flying Members shall be the same as Senior rates

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4 Visitors

All visitors from any MAAQ, MAAA affiliated bodies wanting to conduct any flying activities within the confines of The Association's Field as defined in section 1 of the By-laws, shall be subject to The Association's By-laws.

It is the responsibility of any visitor to acquaint themselves with the By-Laws, a copy of which is located on the notice board in the covered area.

A sign defining the mandatory responsibilities and requirements for visitors wishing to conduct flying activities at The Association's field, and to be complied with, shall be located on the Transmitter Pound located in the Pits structure, which shall state;

NOTICE TO VISITORS:

Visitors are required to comply with the following mandatory conditions to be able to carry out any flying activities at The Association's field.

The onus is on the Visitor to comply with all the provisions contained within this notice,

- The Visitor shall sign the Visitor's Book and provide all details as requested within the Visitor's Book, prior to the commencement of any Flying activities at The Association's field.

The Visitor accepts all liability in relation to any injuries or damage caused by the Visitor to any persons or property as a result of his/her flying activities and pursuant to the visitor providing false or misleading details in relation to the Visitor's details provided in regard to his/her tested and certificated level of flying proficiency.

- The visitor shall read and comply with The Association's By-Laws, a copy of which is located on the notice board in the covered area.

- The visitor shall hold a current FIA class F Aero modeller's licence issued by the MAAA or an affiliated international body

- **FLYING SOLO:**

A minimum standard of Bronze Wings (tested) as defined in Clause 1.2.4 of the By-laws of The Association..

Any visitor not meeting the above minimum standards must be accompanied at the Pilot's Position by either;

- An MAAA or LARCS Club Instructor, or,
- A minimum MAAA Gold Wings pilot.(as defined in Clause 1.2 4)

- Any transmitter(other than 2.4 GHz) being used by a visitor for the purposes of any flying activity shall be bandwidth tested, and have the appropriate duly signed and certified test tag/s affixed to the rear of the transmitter.

- The Visitor shall be permitted to use any Even or Odd numbered frequency when conducting any activities at The Association's field requiring the use of a 36 MHz Transmitter.

- A visitor is allowed to have a maximum of four (4) visits to the Association's field in a calendar year. Any further visits in the same calendar year shall require the visitor to become an Associate or Full member of The Association.

- The visitor may be requested to produce evidence of compliance with the above conditions at any time by any member of The Association. Failure by the visitor to meet the above conditions shall mean the visitor will not be permitted to fly.

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5 Cooperation with Local Authority

Every member of The Association and/or any visitor to The Association's field shall cooperate with any employee or officer of the Logan City Council Waste Treatment Plant.

It is mandatory that any flying activities shall cease as soon as any Council employee commences to move into and carry out any works in any area of the flying zone situated in front of the Pilot's Position in any of the Flight Operation Areas.

6 Non-compliance with By-Laws and Safety Procedures

Compliance with these by-laws in their entirety is mandatory for all members of The Association. **(There shall be NO exceptions).**

Failure by any member of The Association to comply with any of the by-laws in their entirety and or a direction from a Safety Officer or Committee member will be liable to disciplinary action as per RULES 8.3 and 8.4 as defined in the Logan Aeromodellers Radio Control Society Inc. Rules.

The member shall be notified in writing of the circumstances of any alleged non-compliance with The Associations by-laws and shall be required to reply in writing within two (2) weeks from the date of posting of the aforesaid written notification of non-compliance giving the reasons and background details associated with the non-compliance.

Upon receipt of the members written response, the Committee shall determine the form of any action to be taken, and any action being presented to and ratified by The Associations membership at the next general meeting of The Association.

7 Incident Reports

Any incident causing injury or damage to persons or property anywhere on the Field or any grounds coming under the control of the Logan City Council herein defined as public open space or flood-plain area, shall have an Incident Report submitted to the Management Committee on the pro-forma as defined in the MAAA Manual of Procedures.

8 SPECIAL EVENTS

It shall be understood that during the staging of special events, not being a public display, where invitations are extended to other sanctioned and affiliated clubs, the minimum standard required by The Association shall be a minimum Bronze Wings standard as defined in Clause 1.2.4.

In the case of Special Events involving Public Display, it is to be understood that the minimum standard required to be able to fly by any pilot shall hold MAAA Gold Wings as required by the MAAA Manual of Procedures.

9 TRAINING of MINORS

It shall be understood that when minors (under the age of 18) are being trained, it shall be mandatory that the following conditions shall apply;

- Training shall be carried out in the presence of their parent or guardian, or,
- The Instructor shall be the holder of a Government Blue Card allowing contact with Minors. All applications for, and successful obtaining of a Government Blue Card shall be bought to the attention of the Management Committee, and a copy of the Blue Card details shall be filed by The Association's Secretary.
- All applications for the Government Blue Card shall be made through and endorsed by the Committee.

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10 THOSE BOUND by these BY-LAWS

These By-laws are binding upon all of The Associations membership who have duly signed and submitted an Application Form and been accepted into membership of The Association.

11 NOTIFICATION of UPDATES to the BY-LAWS

The Association membership shall be notified of all updates to these By-laws by the posting of the ratified By-laws on The Association's web-site.

A copy of the By-laws shall also be posted on The Association's notice board at The Association's Flying Field.