

**SPORTS
AERMODELLERS ASSOCIATION
MORETON BAY REGION inc.**

**SAAMBR BY-LAWS
&
OPERATIONAL PROCEDURES**

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SAAMBR BY-LAWS & OPERATIONAL PROCEDURES

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1. Scope

These By-laws are regulations in place for the operation of the Sports Aeromodellers Association Moreton Bay Region Inc. (SAAMBR). They are governed by the SAAMBR Committee and can be modified on recommendation by the SAAMBR Committee and ratification by SAAMBR members at a general meeting.

2. Associated documents

2.1 SAAMBR Constitution and Statement of Rules

This document is subject to the SAAMBR Statement of Rules lodged with the Office of Fair Trading (Qld) and the Associations Incorporation Act (Qld). To the extent of any inconsistency those documents shall prevail over these bv-laws.

2.2 MAAA Manual of Procedures

The Model Aeronautical Association of Australia (MAAA) publishes a set of documents called the Manual of Procedures. SAAMBR and affiliated clubs are bound by these rules.

The MAAA Manual of Procedures can be found on the MAAA Website at www.maaa.asn.au

2.3 CASA Directives and Civil Aviation Safety Regulations

All operations of model aircraft at SAAMBR are subject compliance with all relevant CASA Directives (including CASA 22/22 – Operation of Certain Unmanned Aircraft – Renewal of Directions Instrument 2022 and any replacement issued by CASA from time to time) and Part 101 of the Civil Aviation Safety Regulations.

3. Definitions

3.1 Definitions and interpretation

Except as defined below, 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.

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

In this document, the following terms shall have the ascribed meaning:

3.2 Member

Member means an ordinary or associate member of the SAAMBR (as defined in the SAAMBR Statement of Rules).

3.3 Non-Affiliated Visitor

Non-Affiliated Visitor means a person who is visiting the club (and who is not an affiliated member of the MAAA) who is attending the club for the purpose of seeking information and advice in respect to the club, aeromodelling and has the intention of becoming a prospective member. This includes a person who is described as a 'Visitor' in the MAAA Visitor Policy contained in MAAA MOP042.

3.4 MAAA Visitor

MAAA Visitor means a person who is not a member of SAAMBR but who is an affiliate member of the MAAA by virtue of holding membership at another MAAA affiliated club.

3.5 Visitor

A reference to Visitor includes an MAAA Visitor and Non-Affiliated Visitor

3.6 SAAMBR Airfield or Club

SAAMBR Airfield means the land leased to SAAMBR by City of Moreton Bay Council.

References to Club or SAAMBR Airfield includes all the land and airspace, including roads, car parks, buildings, and flight operations area within the designated boundaries.

3.7 Jim Gibson Field

Jim Gibson Field – Uhlmann Road Burpengary East. Site plan / Operational area as per Appendix A to these bylaws.

3.8 Sid Bray Field

Sid Bray Field – Elizabeth Road Griffin. Site plan / Operational area as per Appendix B to these bylaws.

3.9 Pits

Pits means the part of the flight operation area where model aircraft are stored, parked or prepared for flight.

3.10 Runways

Runways means of the flight operations areas where model aircraft take-off and land.

3.11 Taxiways

Taxiways means the flight operations areas where model aircraft taxi to and from a Runway.

3.12 Start-up area

Start-up Area means the flight operations areas where model aircraft, fixed and rotor wing, may be started as designated from time to time.

3.13 Pilot's position

Means the designated area where pilots must stand to operate model aircraft.

3.14 No Fly Zones

All airspaces beyond the flight operations area and such airspace so nominated within the field boundaries.

4. Terms / Acronyms

CASA: Australian Government – Civil Aviation Safety Authority

CASR: CASA – Civil Aviation Safety Regulations

MAAA: Model Aeronautical Association of Australia

MAAQ: Model Aeronautical Association of Queensland

MOP: MAAA – Manual of Procedures

QFES: Queensland Fire and Emergency Services

QAS: Queensland Ambulance Services

AED: Automated External Defibrillator

FPV: First Person View (with the use of visual aid, screen/goggles)

5. Compliance with SAAMBR By-laws and Directives

5.1 All persons bound

All Members and Visitors are bound by these By-laws as a condition of visiting and flying at SAAMBR.

5.2 Directions from Committee

All SAAMBR members and visitors must comply with any reasonable and lawful directive from a member of the SAAMBR Committee in relation to enforcement of these by laws, safety or any operational matter (including but not limited to aircraft noise, manner or operation etc). Any such directive may be issued by:

- (a) Any two members of the SAAMBR Committee; or
- (b) A single member of the SAAMBR Committee and any other member of the club (if only one member of the SAAMBR Committee is in attendance).

Any non-compliance shall be regarded as a major breach of these by-laws and referred to the SAAMBR Committee. Any directives issued pursuant to this bylaw shall be immediately reported to the SAAMBR Committee for discussion at the next committee meeting.

5.3 Compliance with by-laws

Failure by any Member to comply with any of the By-laws in their entirety and or a direction in accordance with by-law 4.2 will be liable to disciplinary action.

5.4 Suspension

The Committee shall have the power suspend Members right to fly at SAAMBR pending investigation of any matter relating to a breach of these by-laws or the SAAMBR Constitution and Statement of Rules.

5.5 Complaint resolution

Any Member of SAAMBR, may register a complaint regarding any directive made by any Committee Member by forwarding a written report to the SAAMBR Secretary within three days of the incident.

The report shall be tabled for discussion by SAAMBR Committee, at the next committee meeting and a decision made within the Committee.

The result of this meeting should be forwarded in writing by the Secretary to the complainant within two days of the Committee meeting.

If the complainant is still not satisfied with this decision, he may raise the issue at the next General Meeting and a vote taken by the SAAMBR members, after discussion by both parties.

The result of this vote will be final.

6. Representing SAAMBR

6.1 Only Committee Authorised

Only SAAMBR nominated members, by either the committee or by majority vote of the members at a General meeting shall contact organisations outside the association representing SAAMBR on association business.

6.2 Co-operation with City of Moreton Bay Council officers

Every member of SAAMBR and/or any visitor to the SAAMBR airfield shall co-operate with any employee or officer of the City of Moreton Bay Council or contractors engaged by council.

It is mandatory that any flying activities shall cease as soon as any Council employee or contractor 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.

7. Accident or Incident Reports

7.1 Accident reports

Any accidents or incidents that occur at the SAAMBR flying field must be immediately reported to the SAAMBR Safety Officer, Secretary or President (initial phone call with email follow up) including but not limited to:

- i. Any incident involving a model landing or crashing outside the SAAMBR operational area.
- ii. Any incidents involving physical injury to a person (including any “near miss” that could have resulted in a physical injury to a person – this includes models crashing within 30 meters of people or near the pits, clubhouse, or carpark).
- iii. Any incidents involving damage to property (but not including damage to the model aircraft being flown).
- iv. Any incident that results in attendance of emergency services at the SAAMBR field (including Queensland Ambulance Service or Queensland Fire Emergency Services).
- v. Any incidents of models failing to maintain appropriate separation or yielding to full size manned aircraft in the vicinity of SAAMBR (including any instances that may be reported to CASA or other authorities).
- vi. The occurrence of any fire at the field.
- vii. Any incidents of models flying within designated “no fly” zones.
- viii. Any other matter or incident that may create a reputational risk for the club or potentially damage our relationship with stakeholders such as, City of Moreton Bay Council, (their agents, contractors and employees), surrounding property owners, CASA or any other party. This includes model “fly aways” where the crash site of the model is unknown.

7.2 Recording and reporting

The SAAMBR Secretary will keep a record of all accidents and incidents reported by Members.

The committee will determine any further action necessary in respect of any reported accident or incident including the need to report to the MAAA or our insurer.

The Committee has power to do all things necessary to minimise the risk of any accident or incident being repeated (subject to ratification at the next SAAMBR general meeting).

7.3 Contacting Emergency Services

If necessary, do not hesitate or delay in contacting emergency services including QFES or QAS. Signage at the clubhouse confirms contact numbers and the street address of the club.

7.4 First Aid Kit

There is a first aid kit and AED located in the club house. Please advise the SAAMBR Secretary if you use the kit so that supplies can be replenished and replaced.

8. Operating hours

Unless otherwise advised by a notice on the SAAMBR website and/or by email to SAAMBR members, flying activities are permitted at the field at the following times unless failing light conditions restricts safe flight: These times apply to fixed wing, rotary and control line aircraft.

(a) Monday to Saturday

- Internal combustion between 8am and Sunset
- Quiet electric models and gliders from 7am

(b) Sunday

- Internal combustion between 9am and Sunset
- Quiet electric models and gliders from 7am

(c) Anzac Day

- No Flying before midday

For the purpose of this by-law “quiet electric” means models that are unlikely to be heard or cause interference to any surrounding property or neighbours of the club. Models such as electric deducted fan or high-performance electric models are likely to not conform to this requirement. The SAAMBR Committee will be the final arbiter of whether or not a model is a “quiet electric“

Flying times may be modified for field maintenance or special needs by the SAAMBR Committee as required.

For safety reasons, it is highly recommended that members and visitors do not undertake flying activities including starting, running, testing of aircraft motors if they are the only person at the flying field.

Models may only be operated at night (ie night flying) at organised events subject to compliance with the SAAMBR Lease, MAAA MOPS and CASR requirements.

9. Visitors

All persons flying at SAAMBR including Visitors must be covered by the MAAA Public liability insurance.

All MAAA Visitors must contact the SAAMBR President prior their attendance at the Club if they intend to fly at the club.

All Non-Affiliated Visitors should arrange to meet a SAAMBR Committee Member or SAAMBR Instructor at the club prior to attending the club.

Previous SAAMBR members who have not renewed their membership (or have had their membership terminated) cannot be regarded as Visitors without committee approval.

All Visitors to the club must sign the Visitor book and be “signed in” by a Member of the club who is in attendance and supervising the Visitor whilst they are at the club (“**Supervising Member**”). Failure by a Supervising Member to properly supervise or ensure that any Visitor (whom they have invited or signed in) has complied with these rules will be regarded as a breach of these by-laws by the relevant member and subject to disciplinary action.

Any Member who has concerns about a person flying at the SAAMBR Airfield without proper authority (including a failure by that person to comply with the Visitor policy or sign the Visitor book) should be immediately referred to the SAAMBR Committee.

9.1 Non-Affiliated Visitors

Non-affiliated Visitors may only fly at SAAMBR a maximum of four times prior to taking out membership pursuant to the relevant MAAA MOP.

A Non-affiliated Visitor is allowed to have a maximum of four (4) visits to the SAAMBR airfield. The visitor is then required to become a SAAMBR member to continue flying at SAAMBR.

9.2 MAAA Visitors

Visitors to the club who are affiliate MAAA members of other clubs may visit the Club and fly. Given the fees and contributions made by our Members to the Club it is important that this privilege not be subject to abuse. As such, Visitors must give prior notification to the SAAMBR Committee of their intended visit. The Committee may restrict a Visitor from continuing to fly at the Club if the committee determines this privilege is being abused. A visitor may only fly at the club 4 times per annum (outside of organised events or competitions) before being asked to join SAAMBR.

9.3 Induction of Visitors

All Visitors who have not previously flown at the Club must be “inducted” by a Supervising Member. The Supervising Member must clearly advise the Visitor with respect to:

- (a) The relevant flight operations area and ‘no-fly’ areas.
- (b) All relevant safety and operational by-laws of the club.
- (c) Any other conditions of flying at the club including any conditions included in the Club’s area approval for operations of large models, turbines or operations above 400 feet.

The Supervising Member must also ensure that a “Gold Wings” qualified or other Member approved by the SAAMBR Committee (“Check Pilot”) stands with and observes the first flight undertaken by the Visitor. The Supervising Member may be the Check Pilot. If the Check Pilot has any concerns regarding the competency of a visitor, they may decline to allow the Visitor from continuing to fly at the Club or refer the matter to the Committee.

The Supervising Member should also ensure that the Visitor has current MAAA membership and all relevant heavy model or turbine endorsements etc (if relevant).

10. Flying fields

10.1 Sid Bray field

The following rules shall apply to the operations of model aircraft at Sid Bray field:

- (a) The field is available for the operation of all models.
- (b) Rotary Wing models and FPV models may be operated from the field and will need to join the active circuit for normal flight while other aircraft are operating. Hovering manoeuvres may be done at the end of the inactive strip provided that the pilots are situated off the strip and have communicated with other the pilots operating in the circuit.
- (c) FPV operations are permitted in this area provided that all requirements of the MAAA FPV Exemption and the relevant MAAA MOPS are strictly complied with.
- (d) All Operations must be under 400 feet and conducted within visual line of site (unless operated in accordance with the requirements of the MAAA FPV Exemption and the relevant MAAA MOPS are strictly complied with.
- (e) Helicopter spraying: Flying at Sid Bray field is prohibited on days of helicopter spraying. This is a condition of the lease agreement with City of Moreton Bay Council. Email notification will be sent to members by the secretary to notify field closure for Mozzie spraying and a flashing light will also be activated at the field as well as a notice on the gate.

10.2 Jim Gibson field

- (a) The field is available for the operation of all models.
- (b) Rotary Wing models and FPV models may be operated from the field and will need to join the active circuit for normal flight while other aircraft are operating. Hovering manoeuvres

may be done at the end of the inactive strip provided that the pilots are situated off the strip and have communicated with other the pilots operating in the circuit.

- (c) FPV operations are permitted in this area provided that all requirements of the MAAA FPV Exemption and the relevant MAAA MOPS are strictly complied with.
- (d) Helicopter spraying: Flying at Jim Gibson field is limited on days of helicopter spraying. This is a condition of the lease agreement with City of Moreton Bay Council. Generally, this will occur in the morning and the field will reopen once council notifies the club of completion of spraying in the area. Email notification will be sent to members by the secretary to notify field closure arrangements for Mozzie spraying and a flashing light will also be activated at the field as well as a notice on the gate.
- (e) Subject to compliance with CASR, CASA Directives and the Club's area approval flight operations may be conducted at Jim Gibson field up to 1000 feet AGL.
- (f) Operations above 400 feet AGL shall be subject to the following requirements:
 - I. A spotter must watch for full size manned aircraft and provide additional situational awareness to the pilots of other potential risks. The spotter must be located in close proximity to the pilots. A single person may act as spotter for a maximum of three pilots. During events (including model flying displays) or other periods of high activity the Committee or Event Director may mandate that each pilot has a dedicated spotter.
 - II. If any full size manned aircraft is operating in the area, the pilot must immediately descend the model to a safe height and maintain appropriate separation until the full size plane has departed the flight operations area.
 - III. All model aircraft must remain within visual line of sight.
 - IV. Any other conditions specified in the relevant CASA Area Approval.

For the purposes of this by-law a "spotter" may be any other Senior Member of SAAMBR or a person approved by the SAAMBR Committee having been appropriately inducted and advised of their relevant responsibilities by the Club CFI or an MAAA Instructor. Persons other than Senior Members of SAAMBR may be appointed as spotters upon recommendation of the Club CFI or an MAAA Instructor (the CFI or Instructor having appropriately inducted and advised the proposed spotter of their responsibilities). The CFI or Instructor shall provide advice to the SAAMBR Committee confirming that the proposed spotter is a suitably mature and responsible person who has been appropriate advised regarding the relevant MAAA MOPS, CASA Directives and the conditions of the Club's area approval.

11. Flight Operations - General

11.1 General requirements

All operations must be conducted in a safe manner having regard to these by-laws, the MAAA MOPS, CASA Safety Directives and Civil Aviation Safety Regulations including but not limited to:

- (a) Model aircraft must not be flown over 400 feet unless the pilot is complying with the terms of the SAAMBR Area Approval and the conditions of the approval.
- (b) Model aircraft must not be flown within 30m of a person not involved in the operation of the model aircraft.
- (c) The pilot must maintain visual line of site of the model aircraft at all times (unless the pilot is operating the model aircraft via FPV in accordance with the MAAA FPV exemption and all relevant MOPS and rules). Model aircraft must not be flown into cloud or fog.
- (d) Model Aircraft must not fly over people, buildings, vehicles or populous areas.
- (e) Model Aircraft must not be flown or operated in a way that creates a hazard to another aircraft, person or property.

11.2 Pilot qualifications

The mandatory requirement for solo flying at SAAMBR by a Member or Visitor is:

- (a) fixed wing aircraft - a minimum standard of MAAA Bronze Wings or Silver wings depending in the weight of the aircraft.
- (b) rotor wing aircraft - a minimum of:
 - MAAA Bronze Wings or Silver wings depending in the weight of the aircraft; or
 - helicopter pilots must obtain Helicopter Hovering Certificate from a MAAA Helicopter Gold Wings pilot before practicing hovering without an assistant, provided hovering is done at the hover only area.

Helicopter Bronze Wing level overrides Helicopter Hovering Certificate level conditions.

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.

11.3 Safety Conditions

In the interest of safety the SAAMBR Committee may impose any reasonable limit or conditions on a Member and their operation of model aircraft at the club.

For example, if it is reasonably determined by the Committee that a pilot's competency or skills may be adversely affected by any circumstance or condition (including being afflicted by any medical condition), the club may impose certain conditions including but not limited to that the pilot must only operate the model on a buddy box or with a competent assistant.

If it has been determined that a Member of the club is not capable of holding a Class C drivers licence in respect of the operation of a motor vehicle (either temporarily or permanently) due to a medical condition or impairment, the Member must advise the committee and discuss with the committee how any relevant impairment may adversely impact their safe operation of a model aircraft.

The club must at all times comply with and observe the requirements of any applicable anti-discrimination legislation in the application of this by-law.

11.4 Training

SAAMBR undertakes to provide training to all financial members as per the MAAA Wings Program to Gold Wings standard at no cost to the member. As the SAAMBR Instructors are volunteers, all training will be done as and when the instructors are available.

Although the club has aircraft and radio equipment available to assist new members and for 'Try before you buy' experience flights, it is expected that the members provide their own training aircraft and radio equipment. Buddy box transmitters can be provided where possible.

Members may make use of paid, commercial instructors, these are to be arranged by the member at their own cost and not through SAAMBR. The member will still be required to undergo a check flight with SAAMBR Instructor to ensure they are familiar with SAAMBR procedures.

11.4.1 Training – adults

All trainee pilots must:

- (a) be accompanied by a current SAAMBR Instructor
- (b) have a 'buddy box' to the instructor's transmitter
- (c) must be financial members of SAAMBR unless in a grace period prior to joining SAAMBR.

11.4.2 Training - minors

When minors (under the age of 18) are attending the field and or being trained, they must not attend the field without a parent or guardian being present.

11.5 SAAMBR Instructors

It is preferred that Members who undertake instruction of other Members are MAAA qualified instructors. Upon request by a Member the Committee will consider nomination of the relevant Member to undertake the next available MAAA Instructors course to obtain the relevant endorsement.

The Committee may also approve a Member (**SAAMBR Instructor**) to provide instruction to other Members if the Committee determines such appointment is appropriate upon recommendation of the SAAMBR CFI. The Committee may revoke such endorsement at any time.

The Secretary shall keep a list of SAAMBR Instructors. A list of SAAMBR Instructors (including contact details) shall be available for members.

11.6 Heavy models

No model with a dry weight of 7kg or over (**Heavy Model**) shall be flown unless the operator holds a current Heavy Model permit issued in accordance with the MAAA MOPS. The Heavy Model must have an effective fail safe programmed into the model receiver.

11.7 Model start-up

All models shall be started in a safe and responsible manner and only within the designated start-up areas.

No model aircraft may be started in the pits.

Models over 7kg must be started at designated starting areas.

All fixed wing aircraft must be suitably restrained by a mechanical device, a suitably anchored tether or persons when starting.

11.8 Pre-flight testing

It is highly recommended that new models or models that haven't previously been flown have a pre-flight inspection by an experienced club member prior to a maiden flight.

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.

Failsafe settings must be set and tested before flying.

In accordance with the MAAA MOPS prior to each days flying the pilot must carry out a range check on their radio equipment and confirm correct operation of their fail safe settings.

11.9 Fail safe settings

All models must have an effective fail safe programmed into the model receiver. The failsafe setting for the control surfaces will generally be a choice for the pilot (either hold or at a predetermined location). However, the throttle must return to idle in the event of signal loss or interference. Furthermore, in the case of any model with electronic ignition and an engine capacity in excess of 50cc, the model must be equipped with a kill switch that disables the ignition in the event that power supply is lost to the receiver.

11.10 Taxiing

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 or batteries connected.

Rotor wing aircraft shall be carried to the flight operation area, runway, or training area prior to hovering and taking off.

11.11 No Fly Zones

(a) No model shall be taken off, or launched from, landed in, or flown over the pits or taxiways

(b) Any prohibited area advised from time to time by the SAAMBR Committee

11.12 Pilot's positions

No model aircraft shall be flown from any position on the field other than that designated as the pilot's position, except at take-off, when the pilot may stand behind the model aircraft until it is airborne, after which they shall immediately return to the pilot's position.

11.13 Transmitters

2.4 GHz transmitters are the standard transmitter in use for fixed and rotary winged aircraft.

Transmitters must be turned off when not in use.

SAAMBR no longer operates a Transmitter Key Pound due to lack of use.

Any multiple non 2.4 GHz transmitters on the same frequency must not be operated at the same time. All non 2.4 GHz transmitter operators must identify themselves to all other non 2.4 GHz transmitter operators in attendance to mitigate any potential frequency conflicts.

11.14 Pilot numbers

Unless otherwise approved by the Committee, a maximum of five (5) pilots flying internal combustion powered aircraft may be at the pilot's position at the same time.

11.15 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'** – Person on the runway having first assured it is clear to do so
- **'Taxiing out'** or **'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/right'** - (low is defined as being less than 4 meters)
- **Landing'** - Call to be made prior to turning onto final approach and advising if an 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'** or **'Glider landing'** - Emergency landing due to engine failure or no engine. All other fliers to give way.
- **'Going on runway'** - A pilot is going on the runway
- **'Clear of runway'** - A pilot is off the runway.

Low passes and touch and go manoeuvres shall only be flown when all pilots in the pilot's position are in agreement.

Note:

If a trainee is at the pilot's position and the instructor feels it necessary, the instructor may call for NO low passes while the trainee is at the pilot's position.

11.16 Arming Electric Models

No electric aircraft are to be armed in the pits.

Aircraft are to be moved to the flightline before activating the motor.

Smaller electrics are to be armed at an area adjacent to the flight line. The only exception to this would be if the aircraft is fitted with a system whereby the motor can be disabled with a battery connected to the ESC.

Larger electrics may be placed in the large model restraints, armed and taxied as per the internal combustion engine aircraft.

11.17 Glider operational By-laws

Ground based glider launching devices shall be used in a position within the flight control 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 to ensure that no flying activity at launch is carried out over any restricted no-fly areas.

11.18 Hovering of fixed wing aircraft

Hovering of fixed wing aircraft is not permitted when more than one aircraft is flying.

11.19 Access to pit and flightline

Only authorised persons such as members, invited visitors or supervisor of a junior member are to be within the pit and flightline areas.

12. Flight Operations – Turbines

12.1 General rules

Gas turbine engines are permitted subject to the following conditions:

- A pilot must not operate or fly a turbine powered aircraft at the SAAMBR airfield without obtaining prior written permission from the SAAMBR committee to do so.
- All turbine models must be started in the designated area.
- 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. The SAAMBR Committee may ban operation of gas turbine models at other times if they determine that the prevailing conditions present an unacceptable risk of fire.

Any turbine model to be operated at the SAAMBR airfield will be limited to a maximum take off weight (including fuel) of 50kg.

These by-laws are to be used in conjunction with and in addition to, MAAA Gas Turbine By-laws MOP 030.

12.2 Permission from Committee for Operation of Turbines

Prior to operation of turbine models at the SAAMBR Airfield, pilots and models must be approved by the SAAMBR Committee.

In providing any approval the SAAMBR committee shall have regard to the size and nature of the model, the aptitude of the pilot and any other relevant matters. An approval may be issued on a temporary basis and revoked or suspended by the SAAMBR Committee at any time. The approval may contain such conditions or restrictions as the committee considers appropriate.

A list of approved pilots and models will be available for inspection.

The Committee may from time to time determine any test or inspection process required to be carried out as part of the approval process.

13. Flight Operations – Giant Models (over 25kg)

13.1 General rules

Giant Models (ie model aircraft with a maximum take of weight exceeding 25kg) are permitted subject to the following conditions:

- (a) A pilot must not operate or fly a Giant Model aircraft at the SAAMBR Airfield without obtaining prior written permission from the SAAMBR committee to do so.
- (b) Any Giant Model to be operated at the SAAMBR airfield will be limited to a maximum take of weight (including fuel) of 50kg.

These by-laws are to be used in conjunction with and in addition to, MAAA Heavy Model Aircraft Inspection and Operation Procedure MOP 015.

13.2 Additional Requirements for Giant Models

To be flown at SAAMBR, Giant Model aircraft must meet the following requirements:

- (a) the aircraft must be fitted with an appropriate ignition kill (failsafe) switch that results in the cut of power to the ignition module in the event that power is lost to the receiver;
- (b) the aircraft must have redundancy of power supply to the receiver. This requirement can be satisfied by the use of multiple receiver batteries supplying the receiver via separate switches or a "power distribution" system (Powerbox or similar device);
- (c) the aircraft must have redundancy of receiver. This requirement can be satisfied by the use of multiple receivers. The control surfaces can either be split between each receiver to provide for a level of control in the event of a failure (ie one elevator controlled by each receiver, one aileron controlled by each receiver etc). Alternatively, the receivers can be connected via a power distribution system (Powerbox or similar device) that switches between receivers depending upon signal loss etc. A dual band receiver (operating across multiple frequencies ie 2.4ghz and 900mhz) is also an acceptable option for receiver redundancy.

13.3 Permission from Committee for Giant Models

Prior to operation of Giant Models at the SAAMBR Airfield, pilots and models must be approved by the SAAMBR Committee.

In providing any approval the SAAMBR committee shall have regard to the size and nature of the model, the aptitude of the pilot and any other relevant matters. An approval may be issued on a temporary basis and revoked or suspended by the SAAMBR Committee at any time. The approval may contain such conditions or restrictions as the committee considers appropriate.

A list of approved operations and models will be available.

The Committee may from time to time determine any test or inspection process required to be carried out as part of the approval process.

14. Sound Testing of Models

All models flown at the SAAMBR Field must comply with SAAMBR noise compliance.

The Committee shall from time to time appoint members authorised to carry out the sound testing.

The maximum noise level will be 96 dB(A) measured at 6m from the centre line of the model aircraft with the model aircraft placed on the ground at the flying site.

The tolerance of the sound/noise level measurement is the specified tolerance of the manufacturer of the measuring instrument.

With the propulsion device running at full throttle, the measurement will be taken 90 degrees on the right-hand side, with the nose of the model aircraft pointing into the wind. The Class 1 SLM (Sound Level Meter) microphone shall be placed on a stand 30cm above the ground in line with the propulsion device other than the helper restraining the model aircraft, and the sound tester, nobody or sound/noise reflecting or sound absorbing objects shall be nearer than 10 m from the model aircraft or the microphone.

Failure of the 96.0 db maximum reading will result in the aircraft being grounded, until it can achieve acceptable result by modification of model.

In addition to a successful “on ground test”, if any two Committee Members agree (or a Committee Member and any other Member if only one Committee Member is at the Club) the model to be creating excessive sound level, in air, by way of engine or prop noise, or the method of flying, the model will be grounded.

Grounded models will need to be sound tested again, prior to further flight.

If sound level in flight, after second ground level test, is again considered excessive by two committee members, the model will be grounded until approved by the Committee to recommence flying following further modification or mitigation measures.

Members may be requested to make reasonable modifications to their models (change of propellor or change of exhaust set up) to minimise noise from their aircraft (irrespective of if it passes the noise test or not).

The Committee shall have discretion to determine alternative sound testing protocols where the Committee reasonably determines that the above testing protocol is not appropriate for a particular model or where the model is deemed to be unlikely to create sufficient noise (due to its manner of operation or otherwise) to adversely impact on surrounding properties etc.

15. Fire Risk Mitigation

15.1 Use of Fire Trolley

The fire equipment is stored in the main clubhouse.

Before the first flight of the day the club house must be unlocked and members must ensure that access to the fire equipment is unimpeded in case of emergency.

If members have a crash in the outfield that has any potential to result in a fire (ie lipo batteries or turbine etc) members must promptly attend to the crash site and take the equipment with them.

Any use of the fire equipment (such as discharge of the extinguishers) must be immediately reported to the SAAMBR Secretary.

In the event of an outfield landing or crash that results in fire/smoke, members should give immediate consideration to calling the Queensland Fire and Emergency Services via 000. Do not delay calling QFES until the fire is out of control.

15.2 Restricted Operations

Gas Turbine operations are banned at any time that a fire restriction or ban is issued with respect to the City of Moreton Bay Council area. The Committee has authority to ban operations of any or all models at any other time if it determines that the prevailing conditions present an unacceptable risk of fire.

16. Safety Matters – General

16.1 Smoking

Smoking is not permitted:

- (a) Within 30m of where food is being consumed or prepared.
- (b) Within the Pits area.
- (c) Within the pilot flying area, taxiways or on runways.
- (d) Within 30m of where members may be gathered or socialising.
- (e) Within 30m of the club house.
- (f) In any area or building where flammable liquids may be present.
- (g) In any area that may be designated as non-smoking area by the committee.

16.2 Alcohol or drugs

Subject to the MAAA MOPS no person shall fly any 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.

16.3 Age and incapacity

No person shall be permitted in a Flight Operation Area if their age or incapacity may result in injury or damage unless such a person is accompanied and directly supervised at all times by a mature and responsible person.

16.4 Abusive, violent behaviour

Subject to the requirements of natural justice, if any member or visitor at SAAMBR is abusive, violent or threatens another club member, visitor, or member of the public then the offending member may be suspended by the SAAMBR Committee for a period of up to one month or until the matter is brought for determination by the SAAMBR Committee or a General Meeting of Members. A member may be suspended or banned from attending the Club until the matter is determined in accordance with the SAAMBR Statement of Rules.

16.5 Dogs.

Dogs are not permitted within the field unless restrained by a leash at all times and the owner is responsible for any mess the animal leaves.

Dogs are not permitted in the Flight Operation Area, including the pits, start-up area, taxiways and runways.

16.6 Vehicle speed limit

A speed limit of 20 kph is imposed for all vehicles within SAAMBR's field/s. This includes all access roads and car parks.

17. Public Displays and other events

Public displays and other events (including model flying displays in accordance with Civil Aviation Safety Regulation 101.410) must only be conducted in accordance with any CASA Approvals, MAAA MOPS and Civil Aviation Safety Regulations.

The SAAMBR Committee will be responsible for compliance with all requirements including:

- (a) Appointment of a display director
- (b) Undertaking appropriate risk assessments and planning to ensure safe operations of the event; and
- (c) Lodging relevant application and obtaining all necessary approvals with respect to the display

The SAAMBR Committee must ensure proper management of public access, separation from model operations, and overall safe operations during the event. In particular, the Committee shall consider appropriate controls to be put in place with respect to car parking, pedestrian traffic between display areas, and use of the access road. The committee must take appropriate steps to ensure that aircraft do not overfly people or vehicles.



