

BY-LAWS and FLYING RULES **Amended October, 2016**

1. Members of the Gold Coast Model Flying Club must only fly in areas approved by the club. All fields belonging to clubs affiliated through their State Association with MAAA shall be considered as approved flying areas.
2. Any member who engages in flying activities from any non-MAAA approved flying sites could jeopardize their insurance cover.
3. Flying must only be carried out if there is another responsible person present who could render first aid if needed.
4. Prior to flying all members must register in the attendance book with their Name, FAI number and signature or, in the case of a new member who is awaiting their FAI card, their telephone number.
5. All visitors must be registered in the permanent Visitors Register with their Name, Address and Signature and the Name FAI number and Signature of the Member responsible for the visitors' compliance to Club rules.
6. Every member will be responsible for ensuring that they, and any visitors in their charge, are aware of the Club flying and Safety Rules. Associate members are not entitled to invite other flyers (including MAAA registered members) to fly at GCMFCs' fields.
7. No member will be permitted to fly without a current FAI license. The FAI card must be shown on request.
8. Use of mobile phones is not permitted in the area forward of the front line of the pits.
9. Smoking in the Pits, Starting area and Pilot Box is prohibited. It is allowable in the car-park area only.
10. Alcohol is not to be consumed until after the cessation of flying for the day. Illegal drugs are banned entirely.
11. A Safety Officer, qualified Instructor or Gold Wing member of the club must assess all new members and visitors before being allowed any unsupervised flying at any of the club flying fields.
12. Any model aircraft that a new member or visitor proposes to fly at any club flying field must be inspected and approved by a Safety Officer, qualified Instructor or a Gold Wing member of the Club until the member or visitor has been allowed to fly unsupervised.
13. An order or directive from the Clubs Duty / Safety Officer or Committee will be complied with immediately. The Management Committee will settle any dispute at a later date.
14. No member will fly or operate equipment that is faulty, in need of repair or has not been tested and checked prior to flying. All 36 MHz radios are to have an official bandwidth check. The resultant certificate or sticker attached to the transmitter must be made available to the committee on request.
15. For 36 MHz frequencies a recognized key compatible with the bandwidth used must be placed in the keyboard at all times. No person is to remove or place a frequency key in the keyboard except the owner of the radio and key.
16. No flyer will occupy a frequency on any one 36 MHz frequency for more than 20 minutes at any one time.
17. All aircraft must have a noise emission level of 96 Decibels or less, recorded from a distance of 3 meters from the aircraft at ground level measured in 3 directions from the aircraft with GCMFC equipment.
18. Heavy Aircraft flown at GCMFC fields must comply with MAAA MOP015. A current permit must be shown.
19. Cars are to be parked in the designated parking area and models and equipment are to be carried to the pit area.
20. No equipment or gear whatsoever will be placed on landing or take off areas.
21. Every member will be responsible for ensuring that they, and any visitors in their charge, are aware of the Club flying and Safety Rules.
22. No aircraft is to be started in the Pits. All aircraft must be started in the Starting/Run-up pound and aircraft must be restrained with a tie-down or held by another person while starting.

23. All electric aircraft are to be restrained prior to the battery being connected and the radio is switched on. Electric powered aircraft must only be armed inside the Starting/Run-up area and must be disarmed before returning to the Pits.
24. No member will fly or operate equipment to the danger of others or in a manner as to present likelihood of harm or injury to persons or property. Any member who causes damage, loss or injury to any other member's aircraft, or equipment through the unauthorized operation of his own equipment, or by dangerous or irresponsible behavior will be liable for such damage or loss.
25. Every member and visitor will accept the responsibility for flying safety and is obligated to request other members and visitors to comply with safety regulations or ask offenders to leave the area.
26. All pilots will fly from the designated area. No pilots will take- off, land or fly over the pilot area, pits, pilots or car park areas.
27. A pilot may only move from the flying (pilot) area to obtain clear vision for take-off, landing or to recover aircraft. During recovery, the Transmitter is to be left in the pilot area unless the engine is still running. All pilots must indicate by calling out their intentions i.e. "On the Strip", "strip clear", "low pass left to right" A pilot must fly in the same circuit direction as all other flyers. All pilots flying must agree upon any change of direction.
28. A call of "dead stick" will have first priority right of way at all times. Upon hearing the call "dead stick," all members will keep clear of the area and give all assistance possible to allow the pilot to recover his aircraft safely. Gliders shall have second priority right of way. Pilots shall "call" their intentions or emergency loudly.
29. All aircraft flying 3D/IMAC routines must comply with MAAA MOP014-6.4, i.e. all manoeuvres, even by models exempted under MAAA MOP014-6.4, must be carried out more than 9 meters from all pilots. At the GCMFC field this means all manoeuvres must be carried out to the north of the "flight line" away from the pilot's box. The "flight line" is defined as an imaginary line running down the centre of the mown airstrip for its full length.
30. 3D/IMAC routines must only be flown when there are no other aircraft flying. If other aircraft are being flown, 3D/IMAC aircraft must join the circuit being flown by the other aircraft.
31. FPV drone pilots must limit their operations to the designated FPV zone, as shown on the aerial photo mounted in the Sign-in Box, if aircraft are being flown for the main strip and must not exceed 10 metres in altitude in this zone. While FPV drones are being operated within the FPV zone, no person must enter this zone.
32. If no other aircraft are being flown, FPV drones can operate without restriction. FPV fixed wing aircraft must be flown from the pilot's box and the pilot must be accompanied by a spotter at all times. All rules that apply to fixed wing aircraft apply.
33. Any member requested to fly a model owned by another member, will take all care but no responsibility if the aircraft is damaged during a test flight.
34. Any financial member is entitled to invite any one guest to fly at the Numinbah field a maximum of 4 times before that guest is required to either join the club or join as an associate member if he/she is a member of another Model Flying Club. Furthermore, any member can invite a maximum of 4 guests in any one financial year.
35. Prospective members or visitors will be permitted introductory flights with the clubs equipment under the following conditions: Day 1: 1 or 2 flights at the clubs expense. Days 2 and 3: must pay \$5.00 per flight. From the 4th day on the person must pay \$10.00 per flight and join GCMFC on the 5th day. A maximum of 10 flights applies. All flights must be on the buddy system.
36. The field must be kept clean and tidy and members must take all their rubbish from the field.
37. All members must comply with the SEQWater occupancy agreement.
38. All gates must be kepta closed and locked by the last member leaving the property.
39. Members must restrict their access to between Dawn and Dusk at Club Flying Sites.
40. Members breaking these by-laws and/or flying rules will be dealt with under the terms of the constitution.

