

Redlands Aero Modellers Inc

By-Laws and Code of Conduct



October 2023 Revision

1. BY-LAWS

1.1. Introduction Redlands Aero Modellers Inc. (RAMS) was formed to facilitate the provision of radio controlled model flying activities. The club was incorporated on the 30th July 1996 and the incorporation was revised in 2016 under the Queensland Associations Incorporation Act 1981 and is affiliated to the Model Aeronautical Association on Australia (MAAA)

The objects of this association are:

- To operate a flying club based Henry Ziegenfusz Park at Cleveland and at other flying sites.
- To conduct different types of suitable competitions to give a varied experience.
- To actively encourage membership from residents of Redland City and to give proper training in the arts of model construction and flying..
- To cooperate with other clubs and users of the flying field in a manner which promotes Redlands and Henry Ziegenfusz Park. The following By-Laws incorporating Definitions and Operational Procedures in no way replace or remove the obligations to comply with:
 - MAAA Official Rules and Instructions
 - MAAA Manual of Procedures
 - Queensland Associations and Incorporations Act 1981 Section 17 – Office of Fair Trading Model Rules V6.
 - CASA CAR 1998 Part 101

2. DEFINITIONS

2.1. Club – Redlands Aero Modellers (RAMS)

2.2. Flying Field – All of the land, structures, vehicles and airspace within the boundaries of Henry Ziegenfusz Park defined by the Redland City Council licence and the CASA Approved Flying Area. See appendix A.

2.3. Other Flying Sites - Designated flying sites that may be visited by club members from time to time on condition that the owners of the property have provided permission to fly and with due regard to access, facilities, site rules and conditions, public and member safety and potential property damage.

2.4. Flying days – Designated dates and times when Club flying is permitted at the Flying Field. The Club has permission from Redland City Council in conjunction with the Cleveland/Thornlands Cricket Club and Redlands Hockey Club to use Henry Ziegenfusz Park for flying activities on designated dates and times. Other dates and

times may be negotiated between the Management Committee and Redland City Council. Redland City Council may change the status of the park from “open” to “use at your own risk” or “closed” due to weather or maintenance issues. The Management Committee will notify members of changes to flying days and the park status. Members of the public have full access to the Flying Field at all times.

- 2.5. Aircraft** – For flying activities associated with the Club at the Flying Field, an aircraft is an unmanned radio-controlled model aircraft that is powered by an electric motor.
- 2.6. AGL** – Above ground level.
- 2.7. ALARP** – As low as reasonably practicable. (Level of risk)
- 2.8. Buddy System** – A system using 2 aircraft radio control transmitters that are linked together so that the instructor has the master transmitter and the visitor or trainee pilot has the slave transmitter. Either transmitter can be used to control the aircraft at the discretion of the instructor who may take full control of the aircraft at any time.
- 2.9. Automatic self-leveling** – A system built into an aircraft that when active will only allow the pilot to control pitch and roll within set limits and will automatically self-level the aircraft if the transmitter controls are let go.
- 2.10. Club aircraft** – An aircraft that is owned by the Club specifically to facilitate trial flights and training flights. Club aircraft will only be operated by the Chief Instructor, Instructor or Assistant Instructor using a buddy system. Club aircraft may be flown without the buddy system to commission, evaluate, test, adjust aircraft performance, trim and calibrate as required to set up and maintain the aircraft in an airworthy condition ready for use.
- 2.11. Member of the Public** – A Person who is not a club member, associate member or visitor and has no association with the club.
- 2.12. Visitor** – A person who is not a club member attending a flying day club meeting who has correctly provided details and signed the visitor book. A visitor may sign in and attend club meetings on 4 occasions only and may receive introductory trial flights if available. Further attendance and training flights are conditional on becoming a club member.
- 2.13. Prospective Club Member/Associate Member** – A person who is not a club member but has paid the membership fee and provided an application form to become a club member/associate member, but has not yet been accepted by the Management Committee or recorded in the MAAA member register.
- 2.14. Club Member** – A person who is a paid-up member, recorded in the MAAA member register.
- 2.15. Associate Member** – A person who is a paid-up associate member, recorded in the MAAA member register.
- 2.16. Visiting Pilot** – A person who is not a club member, attending a club meeting who has correctly provided details and signed the visitor book, and provided evidence to the Duty Officer that they are a full member of a MAAA associate club and have achieved at minimum a MAAA Bronze rating. A visiting pilot may operate their own aircraft solo provided the aircraft are within the scope of their MAAA rating and must comply with Duty Officer directions and all rules governing the Club operations. A visiting pilot may sign in and attend flying day meetings on 4 occasions only. Further attendance is conditional on payment of the associate membership fee, application to become an associate member, acceptance by the Management Committee and their details recorded in the MAAA member register.
- 2.17. Trainee Pilot** – A club member who has not yet achieved at minimum a MAAA

Bronze rating. A trainee pilot may only operate aircraft using a Buddy System under instruction of the Chief Flying Instructor, Instructor or Assistant Instructor. A trainee pilot is required to maintain a log book up to and including their bronze rating test and record dates and details of training provided, which must be signed off by the Chief Flying Instructor, Instructor or Assistant Instructor providing that training.

- 2.18. Trainee Pilot (Solo)** – A club member who has not yet achieved at minimum a MAAA Bronze rating, who has been assessed by the Chief Flying Instructor or Instructor to be suitably advanced in their training that they are capable of operating their own aircraft solo without a Buddy system with the intention of practice and training for the rating test, and provided they are accompanied in the Pilot Box by either the Chief Flying Instructor, Instructor or Assistant Instructor. The Chief Flying Instructor or Instructor will record in the pilot's log book the term "Solo", dated and signed. Once a Trainee Pilot has achieved a solo rating, they will be encouraged to use their own aircraft except where the Chief Flying Instructor, Instructor or Assistant Instructor considers that further instruction using a Club aircraft with a buddy system is absolutely necessary. Other conditions may apply.
- 2.19. Pilot** – A club member who has achieved at minimum a MAAA Bronze rating who may operate their own aircraft solo provided the aircraft are within the scope of their MAAA rating.
- 2.20. Restricted Pilot** – A club member who has not yet achieved a MAAA Bronze rating and has little prospect of obtaining such a rating due to a disability, health or age-related issue, who has been tested by the Chief Flying Instructor or Instructor and demonstrated that they are capable of meeting the minimum bronze rating test requirements operating their own aircraft in automatic self-leveling mode only; or, it is a pilot who is considered by themselves or the Chief Flying Instructor, or Instructor or the Management Committee to be no longer capable of meeting the minimum bronze rating standard unless they operate their own aircraft in automatic self-leveling mode only. A Restricted Pilot may operate their own aircraft solo provided the aircraft is of light weight foam construction with a maximum take-off weight not to exceeding 2 kg, operated in automatic self-leveling mode only, and the fail-safe condition is automatic self-leveling mode with the motor off. Operation in any other mode is not permitted unless the Restricted Pilot is accompanied in the pilot box by the Chief Flying Instructor, Instructor or Assistant Instructor. A Restricted Pilot classification is subject to Management Committee approval and is a Club classification that is only recognised at the Club Flying Field, and is not recognised by the MAAA or any other club. The Restricted Pilot may request assistance in the Pilot Box from any other Pilot. Other conditions may apply. It is considered that the Restricted Pilot classification is similar to a Restricted Vehicle Driver's License, permitting a limited number of members the opportunity to enjoy or continue to enjoy club flying with imposed safety limitations, whilst maintaining risk to a level that is ALARP.
- 2.21. Chief Flying Instructor** – A club member who has achieved a MAAA Instructor rating and has been appointed to the position of Chief Flying Instructor by the Management Committee to oversee all aspects of pilot training, and to instruct, assess and test Trainee Pilots for Bronze rating, and Pilots for Silver and Gold ratings. The Chief Flying Instructor will review Trainee Pilot's Log Books and sign off training provided. The Chief Flying Instructor will notify the Management Committee when a Pilot passes a Bronze, Silver or Gold ratings test. The Chief Flying Instructor will notify the Management Committee when a pilot is considered qualified to be an Assistant Instructor along with any special conditions to be applied.
- 2.22. Instructor** – A club member who has achieved a MAAA Instructor rating who is not the Chief Flying Instructor but may from time to time at the request of the Management Committee, agree to temporarily fill the role of the Chief Flying

Instructor. The Instructor may conduct all aspects of pilot training, instruct, assess and test trainee pilots for Bronze rating, and Pilots for Silver and Gold ratings. The Instructor will review Trainee Pilot's Log Books and sign off training provided. The Instructor will notify the Management Committee when a Pilot passes a Bronze, Silver or Gold ratings test.

2.23. Assistant Instructor - A club member who has achieved at minimum a MAAA Bronze rating who has demonstrated to the Chief Flying Instructor that they are suitably experienced, knowledgeable and skilled to undertake some aspects of training for the Bronze rating test. At a minimum the Assistant Instructor must attend the Chief Flying Instructor's Basic Safety and Theory Course and pass a multiple-choice written test to demonstrate they have adequate knowledge of Part 101 CASR, MAAA MOP, Policy and Recommendations and the Club By-Laws and Code of Conduct. Assistant Instructors are required to comply with the Chief Flying Instructor's guidelines. All Assistant Instructors must at a minimum be capable of delivering the following training, *Introduction to learning to fly RC aircraft, Safety procedures, Transmitter and aircraft controls, Aircraft air worthiness and safety checks/procedures as detailed in the MAAA Instructors Handbook*. Assistant Instructor may stand next to a Trainee Pilot Solo in the Pilot Box and provide instruction and advice whilst the Trainee operates their own aircraft with or without a Buddy system to practice for their bronze test rating. Additionally, Assistant Instructors may be considered by the Chief Flying Instructor as being suitably experienced, knowledgeable and skilled to conduct introductory trial flights and flight training using Club aircraft with a Buddy System. The Assistant Instructor will review Trainee Pilot's Log Books and sign off training provided. Assistant Instructors will not conduct MAAA rating tests. Other conditions may apply. The Chief Instructor will notify the Management Committee when a Pilot is considered qualified to be an Assistant Instructor and the Management Committee reserves the right to accept or reject that nomination. Upon acceptance the appointment will be confirmed and recorded.

2.24. Duty Officer – A Club member who has achieved at a minimum a MAAA Bronze rating who on flying days is responsible for ensuring that members and visitors follow safety, field layout and aircraft movement procedures outlined in in the RAMS By Laws and accompanying documentation on the RAMS Website and Flight Operations signage board. The Duty officer will ensure that the flying field is correctly set up and visitors and visiting pilots are correctly signed in and briefed. Flying may not commence unless a Duty Officer is present and their name card is displayed on the Duty Officer Board. A Duty Officer leaving the Flying Field must notify pilots of their intention and remove their name card from the Duty Officer Board. The remaining pilots must select a new Duty Officer and ensure that person's name card is displayed on the Duty Officer Board or cease flying. All Pilots should take a turn at being the Duty Officer. Members must follow the rulings of the duty officer without argument.

2.25. Spotter (Air Risks) – A Club member who has achieved at minimum a MAAA Bronze rating, is over 18 years old and has been assessed by the Chief Flying Instructor as competent to undertake the role. The Spotter will on request of a pilot intending to fly above 400 ft AGL assist the Pilot by entering the Pilot Box so that they can clearly communicate with each other. The Spotter will provide assistance to the Pilot by maintaining a visual line of sight to the model aircraft and direct the Pilot's attention back to the aircraft should for any reason the Pilot lose visual line of sight or become disorientated. The Spotter will warn the Pilot of approaching aircraft and any other perceived risk that requires the Pilot's attention and or a response. Communication between the Spotter and Pilot will be verbal and the Pilot will acknowledge the Spotter's communications.

2.26. General Spotter (Ground Risks) – A Club member who has achieved at a minimum a MAAA Bronze rating. All club members with a Bronze rating at the Flying Field are considered to be General Spotters. Any member that identifies any

ground or air risk will immediately warn all pilots in a loud voice of that risk and repeat the warning until all pilots respond and acknowledge the warning. Typical risks are, but not limited to, persons, animals and vehicles entering the Flying Field, manned aircraft that may be operating in the area and birds of prey.

- 2.27.** Heavy Model Aircraft – Aircraft with a weight greater than 7 kgs and less than 25 kgs as defined by MAAA MOP014.

3. OPERATIONAL PROCEDURES

- 3.1.** All flying activities shall be conducted with an over-riding emphasis on safety.
- 3.2.** Members of the public have full access to the flying field at all times and can only be requested in a polite manner to clear the operational area. : Any member spotting a person, animal or vehicle entering the flying field, a manned aircraft approaching, a bird of prey or any other air or ground risk must call out a clear warning to all pilots operating aircraft so they may keep clear.
- 3.3.** A person must not operate an aircraft in a way that creates a hazard to another aircraft, another person or property.
- 3.4.** A person must not operate an aircraft whilst under the influence of alcohol, illegal drugs or medicines that may impair judgement.
- 3.5.** A person must not operate an aircraft outside the CASA Approved Flying Area, which has a maximum ceiling height of 1000 feet AGL. Above 400 feet AGL a Spotter is required. Any person who sees or hears a manned aircraft in the area must inform all pilots and they must immediately reduce their aircraft's altitude to below 400 feet AGL, give way to all manned aircraft, and if necessary, land until the manned aircraft has cleared the area. Additionally, aircraft are not to be flown, over populous areas, buildings, car parks, public viewing areas, the Pilot Box, into cloud or fog, or within 30m of people, except those directly associated with operating aircraft from within the Pilot Box.
- 3.6.** Pilot Box entry is restricted to persons directly involved with operating an aircraft. Pilots, Visiting Pilots, Restricted Pilots, Spotters and Instructors. Trainee Pilots, Trainee Pilots Solo, Prospective Members, Visitors undertaking trial flights and Children may enter the Pilot Box for the purpose of trial flights or training provided they are supervised at all times by the Chief Instructor, Instructor or Assistant Instructor. All persons not directly involved with operating an aircraft must remain outside the Pilot Box and behind the safety line.
- 3.7.** Operators of aircraft must hold a current FAI Class F Aero Modellers Licence, which must be carried at all time and shown on request. Persons not holding a current FAI Class F Aero Modellers Licence, Visitor, Prospective Members, Trainee Pilots, Trainee Pilots Solo and Children may operate aircraft for the purpose of trial flights or training provided they are supervised at all times by the Chief Flying Instructor, Instructor or Assistant Instructor. Restricted pilots may operate an aircraft provided they comply with all conditions set by the Chief Flying Instructor and the Management Committee. All Visitors and Visiting Pilots must correctly provide details and sign in the Visitor's Book prior to any activities associated with flying an aircraft. Visitors and Visiting Pilots are limited to 4 visits only and must then apply for Club membership.
- 3.8.** Aircraft operated by Trainee Pilots, Prospective Members, Visitors and Children under supervision and instruction of the Chief Flying Instructor, Instructor or Assistant Instructor shall be conducted using a Buddy System. Trainee Pilots Solo may operate their own aircraft without a Buddy System provided they are accompanied in the Pilot Box by the Chief Flying Instructor, Instructor or Assistant

Instructor.

- 3.9.** The Flying Field must be correctly set up in accordance with Flight Operations Signage Board and warning signs positioned to the satisfaction of the Duty Officer before flying may commence.
- 3.10.** All aircraft operations shall be controlled from within the Pilot Box.
- 3.11.** Flight batteries shall only be connected to aircraft at the Arming Station with the aircraft suitably restrained and facing away from the viewing area and Pilot Box, and disconnected at the Disarming Station, facing away from the viewing area and Pilot Box. Aircraft with flight batteries connected are not permitted behind any safety barrier or in the viewing area with the exception that aircraft subject to fault finding, repair and testing may have flight batteries connected provided the propeller/s are first removed.
- 3.12.** All aircraft must have fail-safe condition set and be checked for airworthiness prior to take off. A range test must be completed prior to the aircraft's first flight of the day and following any modification or repair. Pilots must clearly inform other pilots in the Pilot Box of their intentions with regard to ground movements, launching, taking off, landing or leaving the Pilot Box to enter the operational area on the flying field. Pilots must consider the consequences of overcrowding the airspace. Depending upon the activities at the time, it is generally considered that no more than 5 aircraft be in the air at any one time.
- 3.13.** Pilots operating aircraft that are considered noisy must consider the impact on the Club's neighbours and must not fly noisy aircraft before 8 am on a weekday and 9 am on a Sunday or Public holiday.
- 3.14.** All aircraft must launch, take off and land on the Flying Field parallel to, or away from the Pilot Box and any person.
- 3.15.** Any Club Member may offer polite notice and advice to any person regarding non-compliance with the By-Laws and Code of Conduct. Persistent or repetitive breaches of the requirements must be reported to the Management Committee by any member and if the matter is unresolved, it will be included as an agenda item for the next Management Committee meeting.
- 3.16.** In the event of an incident/accident occurring, the Pilot involved must immediately complete and "Incident Form" and report to the Duty Officer and Club President as detailed by the MAAA, "MOP001 Accident Reporting".
- 3.17.** Helicopters and Multi-Rotor aircraft must only fly in the designated areas.

4. ADMINISTRATIVE PROCEDURES

The Club is obliged to comply with the Rules and Regulations as required under the Incorporation and Associations Act 1981 of the Office of Fair Trading. Upon incorporation the Club nominated to follow the "Model Rules (V6 version) of Association". A copy of this is available to members on application to the Club Secretary. The following are extracts of relevant requirements.

- 4.1.** Management Committee Structure - The Management Committee will consist of a minimum of the President, the Vice President(s) and the Secretary/Treasurer. These office bearers will be elected at the Annual General Meeting. Notification of alterations to Office Bearers will be sent to the Office of Fair Trading, the Redland City Council and the MAAQ Secretary within 14 days of appointment on the appropriate forms.
- 4.2.** Meetings For all meetings the President or Vice President will chair the meeting in a

structured manner.

- 4.3.** Accurate minutes will be recorded for each meeting.
- 4.4.** Management Committee Meetings – The Management Committee shall meet at least once every three calendar months to exercise its functions. A quorum will consist of a simple majority of the Committee.
- 4.5.** Special General Meetings – Members shall be notified in writing, no less than 14 days prior to a Special General Meeting, of the time, date, venue and agenda. A Special General Meeting may be called to resolve specific matters. Motions will be carried by a majority vote of all present. A quorum will consist of the Management Committee plus double the number of management committee members as financial club members plus one financial member.
- 4.6.** Annual General Meeting – Must be held within six months after the end of the designated financial year. A quorum will consist of the Management Committee plus double the number of management committee members as financial club members plus one financial member.
- 4.7.** New Members Application forms from prospective club members will be tabled at the next Club Committee meeting for acceptance.
- 4.8.** Life Members - Life Members will be appointed by the Management Committee. To be appointed a life member, a person must have made a substantial contribution to the RAMS over a sustained period of time. Life Membership remains in effect for the life of the member. There will be a maximum of five life members in the club at any one time. Any club member can nominate another club member to be a life member. The nomination will be in writing noting accomplishments and contributions. The Management Committee will review all nominations at the next scheduled meeting and will decide if the nomination should be accepted. The nomination will then be put to the entire RAMS membership and at least 75% of the members must be in favour of the nomination. A Life Member will not have to pay the Club Membership portion of the annual fee. The Life Member will have to pay all charges made by MAAA. If the Life Member does not pay the MAAQ, MAAA portion of the annual fee they will remain a RAMS Life Member but will not be covered by MAAA insurance and will not have the right to fly model aircraft. Life Members will lose their Life membership if their Club Membership is revoked for the same reasons as all Club members and also have the same right of appeal.

5. Junior Members.

Up until their 18th Birthday the parent or guardian of a Junior Member will be responsible for that member when leaving the Member at the field. This includes the signing of an attendance register for and on behalf of that Member. Contact details must also be provided in the register so that an Officer or Member of RAMS may contact them to advise them of any situation that may arise from time to time affecting that Member.

6. CODE OF CONDUCT

This code may be referred to as the Redlands Aero Modellers Inc. (RAMS) Code of Conduct ("This Code") and will form part of and is to be read in conjunction with the Constitution and By-laws of RAMS. The RAMS Committee may from time to time, amend or rescind any part or parts of ("This Code") as it sees fit. All members of RAMS are to strictly obey and adhere to ("The Code") at all times.

- 6.1.** Objectives The objectives of this Code are:

6.1.1. To ensure the reputation of RAMS and of the sport of model flying is protected;

6.1.2. To eliminate, as far as possible, conduct which will bring the sport of model flying and RAMS into disrepute by prohibiting certain types of conduct in specified circumstances; and

6.1.3. To inform members of RAMS of the standard of conduct expected of them.

6.2. Definitions In this Code, unless the subject or the context otherwise requires:

6.3. Members not to Prejudice Interests of RAMS or the Sport of Model Flying

6.3.1. Misconduct. A Member must not, in the course of his involvement as a Member with RAMS:

6.3.2. Knowingly act in a manner which will be prejudicial to the interest of RAMS or bring RAMS in disrepute.

6.4. Conduct prejudicial to the interest of RAMS or which will bring RAMS into disrepute For the purposes of clause 7.4.2 of this Code, a Member will be deemed to have knowingly acted in a manner which will be prejudicial to the interest of RAMS or will bring the sport of RAMS into disrepute if the Member:

6.5. knowingly makes any public statement or appearance in public including, without limitations, any contribution to press, television, radio or other media which is disparaging of: (a) the performance of any Officer of RAMS; (b) any policy decision of RAMS; (c) any major sponsor of RAMS.

6.6. refuses to obey any reasonable direction of any Officer of RAMS given in the capacity as an Officer of RAMS;

6.7. knowingly makes any public statement or appearance in public including, without limitation, any contribution to press, television, radio or other media in relation to the merits of any matter which is set down for hearing or consideration by the Management Committee or anybody competent to hear any appeal there from;

6.7.1. knowingly induces any other Member to breach any provision of the member's contract or the Rules;

6.7.2. acts in a manner which in any way discriminates (whether racially, sexually or otherwise in contravention of the Anti-Discrimination Act (Qld.) 1991 against any Member or Officer of RAMS;

6.7.3. acts in a manner which is deemed by the Management Committee to constitute harassment against any other Member or Officer, including verbal or physical harassment;

6.7.4. without limiting the above, any behaviour which is deemed by the Management Committee to prejudice the interests of RAMS or which will bring RAMS into disrepute.

7. ENFORCEMENT

- 7.1.** Any alleged contravention of this Code shall be dealt with in accordance with the terms of this section.
- 7.2.** Natural justice and procedural fairness to be afforded - RAMS may only enforce the provision of this Code and invoke any of the remedies under clause 8.7 if they have provided the person alleged to have contravened this Code with due notice of the particulars of the alleged breach and the opportunity to be heard and to make submissions in respect to such breach.
- 7.3.** Procedure to be followed by RAMS. Should RAMS seek to enforce the provisions of this Code against a Member or Officer it shall refer the alleged contravention to the Management Committee which must deal with and determine the allegation in accordance with this Code.
- 7.4.** No Appeal of Reference to Management Committee - A Member or Officer in respect of whom a reference under clause 8.3 is made may not appeal RAMS decision to refer the matter to a Special Meeting.
- 7.5.** Hearing - The Management Committee may from time to time make rules on how to conduct the hearing of a matter referred to it under clause 8.3 as it thinks fit provided the Member or Officer alleged to have breached this Code is afforded Natural Justice and Procedural Fairness at all times.
- 7.6.** What may the Management Committee Decide?

7.6.1. After hearing the evidence, including the evidence that the Member or Officer against whom the allegation of misconduct is made desires to adduce to make, in relation to a matter referred to the Management Committee under clause 8.3 of this Code, the Management Committee may find the alleged breach of this Code or any part of it proven, or alternatively find the alleged breach or any part of it not proven and then dismiss the matter in whole or in part.

7.6.2. If the Management Committee finds the said alleged breach of this Code proven, it may make any one or more of the following orders:

- 7.6.2.1.** That the person found to have breached this Code refrain from committing any further breach of this Code;
- 7.6.2.2.** Find the alleged breach of this Code or any part of it proven but decline to take any further action in the matter; or
- 7.6.2.3.** Find the alleged breach of this Code or any part of it proven and make an order imposing any one or more of the remedies set out in clause 8.7 of this Code;
- 7.6.2.4.** Find the alleged breach of this Code or any part of it proven and make an order terminating the membership of that Member in the same manner as the Management Committee is empowered to do under Rule 7 of the Constitution.

7.7. Specific Remedies

7.7.1. The Management Committee may impose, on such terms and conditions as it deems fit, one or more of the following remedies: -

- 7.7.1.1.** caution the Member: -
- 7.7.1.2.** suspend the Member either absolutely or from particular specific activities for a specified period of time: -
- 7.7.1.3.** impose a life ban on the Member.

7.8. Life Bans

7.8.1. Notwithstanding clause 8.7.1, any Member banned from RAMS for life may make a special application for membership to the Management Committee after a period of ten (10) years from the commencement of his life ban. The Management Committee shall have complete discretion as to whether their application is accepted or rejected.

7.9. Suspension of Penalty

7.9.1. Without limiting the generality of remedies available under this clause 10, the Management Committee may, on its own initiative or on written application being made by the Member or Officer against whom a finding has been made, suspend the enforcement of any such remedy on such terms and conditions including, without limitation, conditions concerning retribution, as it thinks fit.

RAMS Member Definitions

		Stages of a Member				People Involved					
Description of a pathway through RAMS	RAMS Club Role How RAMS refers to the person at each stage in our By-Laws	Covered by MAAA Insurance?	Financial Member?	Pilot Status	MAAA Rating	RAMS Executive (President, Vice President, Secretary or Treasurer)	Club Member with Bronze Rating +	Assistant Instructor	Instructor	Chief Flying Instructor	
1	A member of the public is interested in RC aircraft and enquires at a Club flying day seeking information and advice. Information and advice can be provided by any Club member.	Member of the public	No	No	No	None	Yes	Yes	Yes	Yes	Yes
2	A member of the public attends a Club flying day, signs in as a visitor, is shown around, receives a Club Welcome Pack, safety instruction, and a free introductory trial flight with an aircraft using a Buddy System with either the Chief Instructor, Instructor or Assistant Instructor. The visitor is advised that they can have up to 4 visits including introductory trial flights as a visitor.	Visitor	Yes (providing 4 visit limit not exceeded)	No	No	None	Yes		Yes	Yes	Yes
3	The visitor turns up at flying days, signs in, uses their 4 visits and introductory trial flights. By the time the 4 visits have elapsed they must apply to join the club to continue any association.	Vistor	Yes (providing 4 visit limit not exceeded)	No	No (Introductory Trial Flights Buddy System)	None			Yes	Yes	Yes

Description of a pathway through RAMS	RAMS Club Role How RAMS refers to the person at each stage in our By-Laws	Stages of a Member				People Involved				
		Covered by MAAA Insurance?	Financial Member?	Pilot Status	MAAA Rating	RAMS Executive (President, Vice President, Secretary or Treasurer)	Club Member with Bronze Rating +	Assistant Instructor	Instructor	Chief Flying Instructor
4	The visitor fills out the membership application, pays the fee and becomes a Prospective Club Member pending committee approval. Introductory trial flights may resume until membership is confirmed.	Yes	Yes	No (Introductory Trial Flights Buddy System)	None	Yes				
5	RAMS Management Committee approves the membership. The new member is now considered a Trainee Pilot and receives a Pilot Log Book to record and evidence training details and milestones.	Yes	Yes	Trainee Pilot (Buddy System)	None	Yes				
6	When the Trainee Pilot attends flying days, either the Chief Flying Instructor, or the Instructor or an Assistant Instructor is available and their training progresses well using aircraft with the Buddy System. As Instructed, the Trainee Pilot records training details in the Pilot Log Book which is signed off by the Instructor providing the training.	Yes	Yes	Trainee Pilot (Buddy System)	None			Yes	Yes	Yes

Description of a pathway through RAMS	RAMS Club Role How RAMS refers to the person at each stage in our By-Laws	Stages of a Member				People Involved					
		Covered by MAAA Insurance?	Financial Member?	Pilot Status	MAAA Rating	RAMS Executive (President, Vice President, Secretary or Treasurer)	Club Member with Bronze Rating +	Assistant Instructor	Instructor	Chief Flying Instructor	
7	After a number of lessons, the Trainee Pilot is feeling quite confident and demonstrates to the Chief Instructor or the Instructor that they have acquired adequate skills to safely fly their own aircraft solo. The Chief Flying Instructor or Instructor endorses the Trainee Pilot's Log Book to fly solo.	Trainee Pilot	Yes	Yes	Trainee Pilot (Buddy System)	None				Yes	Yes
8	The Trainee Pilot (Solo) no longer has access to club aircraft but may fly their own aircraft solo to practice for their Bronze Rating Test provided they are accompanied in the Pilot Box and assisted by either the Chief Flying Instructor, the Instructor or an Assistant Instructor.	Trainee Pilot Solo	Yes	Yes	Trainee Pilot Solo (Solo using own aircraft with assistance)	None			Yes	Yes	Yes
9	The Bronze Rating Test is conducted by the Chief Flying Instructor or the Instructor who will notify the Management Committee that the Trainee Pilot has achieved the Bronze rating and the Trainee Pilot has progressed to the status of a Pilot.	Pilot	Yes	Yes	Pilot	Bronze	Yes			Yes	Yes

		Stages of a Member				People Involved					
	Description of a pathway through RAMS	RAMS Club Role How RAMS refers to the person at each stage in our By-Laws	Covered by MAAA Insurance?	Financial Member?	Pilot Status	MAAA Rating	RAMS Executive (President, Vice President, Secretary or Treasurer)	Club Member with Bronze Rating +	Assistant Instructor	Instructor	Chief Flying Instructor
10	A member who has achieved MAAA Bronze rating, has been awarded the Bronze Wing badge and FAI Licence.	Pilot	yes	Yes	Pilot	Bronze					
11	A member with a disability or aged related condition who is unable to achieve the Bronze rating manouvers except when their aircraft is flown in safe mode with failsafe set to safe mode with the motor off. Tested by the Chief Flying Instructor or the Instructor and approved by the Management Committee. Assistance in the Pilot Box may be required.	Restricted Pilot	Yes	Yes	Restricted Pilot (Conditions Apply)	None	Yes			Yes	Yes
12	Silver Rating Test	Pilot	Yes	Yes	Pilot	Silver	Yes			Yes	Yes
13	Gold Rating Test	Pilot	Yes	Yes	Pilot	Gold	Yes			Yes	Yes
14	Instructor Rating	Pilot	Yes	Yes	Pilot	Instructor	Yes				MAAQ

*** END OF DOCUMENT ***