

# BY-LAWS OF THE WICKED WINGS TOOWOOMBA AND DISTRICT PARA/HANG GLIDING CLUB INC.

## 1. RIGHTS AND LIABILITIES OF MEMBERS

- 1.1. Every member of the Wicked Wings Toowoomba and District Para/Hang Gliding Club Incorporated (hereafter referred to as the 'Club') shall abide by the Constitution and the By-Laws of the Club, and be entitled according to membership category, to take part in any activity of the Club and use all facilities of the Club, provided by the Club.
- 1.2. The Club reassures members that all personal information gathered from the members for administration purposes such as mailing etc, will not be distributed to any organisations (other than emergency services if and when required to do so).

## 2. MANAGEMENT AND GENERAL MEETINGS

- 2.1. Management Meetings are held prior to the General Meeting. General Meetings are held on the second Wednesday of each month. The location of the meetings are as detailed in the Club Minutes or as notified in the Club forum.
- 2.2. To enable the Club Executive Committee to hold valid meetings (both Management and General) due to quorum conditions, the position of Vice President is not required until the Club has 50 active full members, or until the Club feels the position is necessary.

## 3. SELECTION OF MEMBERS

- 3.1. All applications for membership are to be made on the Club's approved application form (which form part of these By-Laws) and forwarded to the Secretary, together with the prescribed fees. Election of the applicant to membership shall be at the discretion of the Club Executive Committee. The Club Chairman will present all applications to the next General Meeting for acceptance by the members.
- 3.2. On acceptance to membership the new member shall be made aware of the location of the Club's Constitution and its By-Laws.

## 4. MEMBERS DUTY OF CARE RESPONSIBILITIES

- 4.1. All members are reminded that their attendance or participation in any Club activity is of their own choosing and they accept full responsibility for their own actions and consequences.
- 4.2. All members are reminded that they have a 'Duty of Care' to themselves as well as others, and shall take all necessary and reasonable steps to ensure their own safety and the safety of others at all times.

## 5. FUNDS

- 5.1. To meet any outgoings necessary for the proper management and working of the Club, or for providing a reserve fund or funds for the carrying out of any of the Objects of the Club, contributions will be levied in the following manner:
  - 5.1.1. An annual subscription payable by the July General Meeting shall be paid by all members. Only new members elected into the Club during the year shall pay a subscription on a 6 monthly pro-rata basis.
  - 5.1.2. Club Membership fees are as follows –

5.1.2.1.1.)	<b>\$ 50.00 - Full Flying Membership – Attendance at 3 meetings or working bees in previous 12 months to maintain voting rights</b>
	<b>\$ 15.00 - 3 months Training Membership</b>
	<b>\$ 30.00 - Associate Flying Membership (No voting rights, no pro rata, no upgrade)</b>
	<b>\$ 5.00 - Daily Site Fee (for visiting pilots)</b>
	<b>\$ 50.00 – Towing per day (members includes)</b>
	<b>\$ 65.00 – Towing per day (non members – includes driver contribution and daily site fee)</b>

## 6. CLUB MEMBERSHIP

- 6.1. The Club may contain the following categories of membership:
- 6.1.1. Full Membership – Provided that the member has attended **all or** at least **3** 50% of club meetings or working bees in the previous 12 months, full voting rights are included. In the event that a full member does not maintain this criteria, voting rights are withdrawn until the above requirements are met. New members electing to join as Full members after 31 DEC pay only \$25.00.
  - 6.1.2. Associate Membership – Allows members to utilise all club sites but without voting rights. This membership is current for the full financial year, there is no pro rata nor can it be upgraded to Full membership other than at the renewal time, namely the July GM.
  - 6.1.3. Training Membership – Provides students with a 3 month temporary membership after which time they can elect to become Full or Associate members. Training membership has no voting rights.
  - 6.1.4. Daily Membership – Allows visiting pilots to legally utilise Club flying sites but only with a club member present.
- 6.2. Membership fees are **invoiced prior to their due date and are** due no later than close of business of the Annual General Meeting.

## 7. LEGAL REQUIREMENTS

- 7.1. Prior to being accepted as a flying member of the Club, the applicant must be a holder of a current HGFA membership.
- 7.2. All Club members must ensure that their glider used on Club sites is airworthy. This is their responsibility and theirs alone. However the Club or its representatives may restrict a pilot from flying if their glider is obviously not airworthy.

## 8. AFFILIATION WITH OTHER CLUBS OR ORGANISATIONS

- 8.1. This Club may also become affiliated with, and appoint representatives to any other Clubs or Organisation having a like Object or Objects of this Club. In such cases the Executive Committee may from time to time pay such subscriptions to the said Clubs or Organisations as may be agreed upon.

## 9. CLUB SHIRT AND LOGO

- 9.1. Club shirts are available through the Club's property member. Shirts are available in either long or short sleeve, black or grey.

## 10. CLUB RADIO PROCEDURES

- 10.1. The radio frequency band used for communication is UHF. Club channel is 28, CTC frequency 97.4 and is the ONLY frequency to be used on a Club flying site. (Exception is for training purposes by approved schools)
- 10.2. Upon entering a flying site, radios must be turned ON and remain within earshot of the pilot at all times.
- 10.3. Each pilot MUST perform a radio check including a reception confirmation BEFORE launching.
- 10.4. Operating on CTC frequency allows for interruption free communication between Club members but always be mindful of the fact that your conversations are heard on the open channel. Always ensure that your conversations are of a standard that represents the Club in the best possible light with the local community.

## 11. FLYING SITES

- 11.1. Club flying sites have been secured for use usually after many hours of negotiation with the land owners, labour intensive land clearing and in some cases considerable expense from Club funds. Some sites have legal agreements with the landowners that require all members accessing the site to be Club members, or at the very least be HGFA members. All Club members are to ensure that they and any visiting pilots they are hosting meet all site and Club requirements before setting up their glider.

11.1.1. Visiting HGFA pilots are welcome to enjoy the Club's flying sites with us but are required to become

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- temporary Club members (\$5.00 /day ) plus any applicable site fee.
- 11.1.2. Non HGFA persons (usually spectators) must sign the HGFA waiver form and become temporary Club members before entering a Club flying site.
- 11.2. Some sites may be levied to meet the requirements of the landowner. Currently these sites are:
- 11.2.1. **Nil**
- 11.3. Club sites are rated periodically by the Club Safety Officers and are as follows:
- 11.3.1. MaMa all launches: PG3/HG Nov
- 11.3.2. Stringybark: PG5/HG Int
- 11.3.3. Storey: PG3/HG Nov
- 11.3.4. Middletons: PG3/HG Nov
- 11.3.5. Wilsons: PG5/HG Adv
- 11.3.6. Killarney: South East PG3/HG Int, East PG3/HG Int, North PG3/HG Nov
- 11.4. Club site rules and requirements are as follows:
- 11.4.1. **Ma Ma:**
- 11.4.1.1. Landowner requires all pilots entering his property to text him with their full name prior to entering the property, more details are on the site sign.
- 11.4.1.2. All gates MUST be left as they were found, the exceptions are the last 3 gates before the South launch, all of these are inter-property gates and must be closed.
- 11.4.2. **Stringybark:**
- 11.4.2.1. Any flight over the back will enter CTAF and requires the pilot to carry and use VHF communications.
- 11.4.3. **Storey:**
- 11.4.3.1. This site lies within Oakey airspace, which is active Monday-Friday. Prior to flying this site pilots must call 4577 7235 and verify that airspace is “deactivated”.
- 11.4.3.2. This site lies within Toowoomba CTAF, so even with Oakey “Deactivated” pilots are required to carry and use VHF. A call isn’t required if just ridge soaring but must be made if leaving the launch.
- 11.4.3.3. All pilots must exit the bomb-out via the gate at the SW corner near the windmill. Do not exit via the fence as the wire is old and prone to breaking.
- 11.4.3.4. Parking at launch should be adjacent to the community park, do not obstruct residents’ driveways.
- 11.4.3.5. While on launch, please respect the privacy of neighbouring properties by keeping your voice down.
- 11.4.3.6. Please remember to drive very slowly past the bomb-out owner’s house.
- 11.4.4. **Wilsons:**
- 11.4.4.1. This is a rarely used site and as such will usually require some trimming of undergrowth before launching is possible.

11.4.4.2. Launch is very narrow therefore pilots must ensure that leaves on both sides of the launch chute are moving prior to launching.

**11.4.5. Middletons:**

11.4.5.1. This site lies within Oakey airspace, which is active Monday-Friday. Prior to flying this site pilots must call 4577 7235 and verify that airspace is “deactivated”.

**11.4.6. Killarney:**

11.4.6.1. The landowner of the E and NE sites requires a signed “Deed of Release” from all pilots on site. A copy of the document is on the web site.

11.4.6.2. The landowner of the E and NE sites requires an ‘advanced’ pilot to be on site whenever any flying is conducted.

11.4.6.3. Access to the Northern launch, (Hoffmans) requires contacting the landowner for a key. Please contact a committee member prior to flying this site.

11.5. Club pilots are **advised** not to fly alone at any Club sites. It is a good and wise thing to fly with someone either as a flight companion or having someone on the ground as a support person. **Pilots that decide to fly alone do so at their own risk and will be considered by the Club to be in breach of these rules.**

**12. Towing Site**

12.1. The Club has a towing site known as Sid’s Place north of Acland utilising a 1900 mtr airstrip. A vehicle has been loaned to the club and has been fitted with the club’s payout winch. Only pilots with a tow endorsement (which must be sighted) may participate in the towing operation. Members that are not tow endorsed may operate either the tow vehicle or the payout winch if both the towed pilot and tow Safety Officer are happy with his/her understanding of these roles. Club members are encouraged to become proficient with all towing operations, ie tow vehicle driver, observer/winch operator and tow marshal.

12.2. Tows will be levied at the following rates:

12.2.1. Members: \$50.00 per day

12.2.2. Visitors: \$65.00 per day (includes \$5.00 temp membership)

12.2.3. Other fees:- to cover tow drivers participation and pilot retrieve. These fees are dependent on the amount of pilots attending and retrieve distance so are best left to be negotiated on the day.

**13. DISCIPLINARY ACTION**

13.1. From time to time there may be a requirement to discipline Club members that operate a glider in a manner that is unsafe or is likely to cause injury or death to the pilot or to other pilots within the flying zone or to persons on the ground. If such an action is to occur then it is the responsibility of the site Safety Officer or the most experienced Club pilot on site (if no Safety Officer is available), to report this action as an incident. The offending pilot should also be made aware of his error and cautioned by the reporting pilot as soon as possible after the occurrence.

13.2. A re-offending pilot may be brought before his peer pilots and Club executive who will decide on appropriate action depending on the circumstances of the offence and the history of the pilot. In some cases a pilot may have their Club site flying privileges revoked for a period of time.

13.3. Pilots who blatantly and continually act in a manner that is not in the best interests of the Club, or who wilfully disregard Club or site rules, or are rude and disrespectful to landowners, the general public or other Club members; will be asked to explain their actions to the Club membership at the next General Meeting. Club members will, under the

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guidance of the committee, decide what action, if any, is to be taken against the offending Club member (or visiting pilot). This process is not reliant on the offending pilot presenting their case.

## 14. EMERGENCY PROCEDURES

- 14.1. In the event of an accident or an injury occurring at a flying site the following procedures are to be implemented immediately;
  - 14.1.1. Alert all pilots of the situation, verbally and via radio.
  - 14.1.2. No more pilots are permitted to launch, those already flying may continue unless further assistance and manpower is required to access, relocate or provide First Aid to the injured pilot.
  - 14.1.3. An Incident Controller (IC) must be nominated, usually the Safety Officer, committee member or most experienced pilot. The IC should coordinate the following:
    - 14.1.3.1. Identify the pilot in trouble,
    - 14.1.3.2. Establish radio contact with the pilot if he/she is not located at the launch site,
    - 14.1.3.3. Dispatch someone with a radio to the landing/crash site to confirm pilots status, and depending on pilot's status;
    - 14.1.3.4. May suspend flying activities, arrange a recovery team (pilot and glider), notify emergency services, arrange transportation and take notes of conditions, probable causes of the accident, timings and pilot symptoms /status etc.
  - 14.1.4. Pilots should be mindful that maximum assistance from those present will help to reduce stress on the injured/crashed pilot and their recovery team, reduce the chances of further injury to the pilot (and rescuers) and ensure that the same level of assistance is given to all pilots unfortunate enough to experience a bad or crash landing.