

HIGH PEAK MOIDEL AERO CLUB. CONSTITUTION AND RULES (issue 8 Feb 2023) FOUNDATION.

The High Peak Model Aero Club (HPMAC) was founded on the 20th March 1972 to serve Buxton and surrounding areas. The club is affiliated to the British Model Flying Association (BMFA) and requires that all members arrange individual membership with this organisation.

CONSTITUTION

1 TITLE AND OBJECTS

The club shall be called “High Peak Model Aero Club”. Its objects are to gather together people of all ages from the local area interested in aeromodelling in order to safely promote the common interest. Flying activities will be monitored regarding sites. Club rules will be laid down from time to time to ensure correct and proper operation of the club covering; flying and other activities, responsibilities of officers and members, club finances and the flying code of practice.

2 MEMBERSHIP

Any person is eligible for membership and should apply to the committee on the Membership Application Form available on our website, or from membership secretary. All applications will be considered by the committee. Fees and information required are all detailed on the membership form, which must be completed and signed. All members are required to make a non-refundable contribution to the Capital Fund as a one-off payment on joining the club, details of the amount will be provided.

Membership types are defined as:

SENIOR MEMBER. Senior members are eighteen years or over, pay full fees and may serve as Club officers.

JUNIOR MEMBER Junior members are under Eighteen years old on 1 January, pay Junior Club fees only (No capital fund payment). They are not entitled to vote or act as officers.

HONARY MEMBER An honorary member is defined as a non-fee paying member, a title bestowed for services rendered.

3 FEES AND EXPENDITURE

3.1 INCOME.

The income of the club is derived mainly from, but not limited to, subscriptions of members. Additionally there is a “Capital Fund “ which was instigated to purchase a suitable flying site if one was to become available. The Capital Fund may also be used to purchase other capital items by agreement with the membership.

The Club will have two bank accounts, one for current affairs and one for Capital deposits. Two signatures are required to make withdrawals on either account. Capital deposits cannot be withdrawn with Club membership agreement according to Capital Fund rules.

CLUB SUBCRPTIONS.

This comprises a Club Fee for the various membership categories. The value of which will be set at AGM for following year. All members, on renewal, must pay the agreed Club subscription

CAPITAL FEE

The club has put in place a Capital Fund for the purpose of acquiring a permanent flying site. In order to create an initial capital amount all members agree to deposit (currently) £35 each into the fund. New members must also pay the £35 Capital Fee contribution within six months of joining, or on the first membership renewal which ever comes first. Any member who has not paid the Capital Fee will not be eligible for membership. The specific rules pertaining to the control and use of these monies are defined in appendix B.

PAYMENT OF FEES.

Payment of fees can be made by Cash, Cheque, or Bank transfer. The details of which are to be found on the membership application form.

SITE FEES

Site fees are paid to the leaseholder or the landowners of the flying site. The amount will be agreed each year at the AGM. The agreed amount will be offered to the leaseholder or landowner prior to the year end. In the event of the proposed rental amount not being agreeable to the leaseholder or landowner, then the committee will decide on a course of action.

The committee is authorised by the membership to sanction any extraordinary expenses up to the value of £250 in any one month without requiring a membership vote. Members will however be kept informed.

4 CLUB OFFICERS

Club officers will be elected at the AGM and will stand down each year end. Should they wish to stand again they will be eligible for re-election. A minimum of six officers will form the Club committee.

Officers' responsibilities are defined as follows:

CHAIRMAN. Represent the club when dealing with outside bodies and to oversee the orderly conduct of all meetings. Organise the election of officers at the AGM. Coordinate the work of the other officers of the Club.

SECRETARY Produce the agenda and the minutes for Club meetings. Deal with Club correspondence.

SITE SAFETY OFFICER Ensure safe flying at all times.

TREASURER/MEMBERSHIP SECRETARY. Manage the day to day control of Club finances. Collect membership subscriptions and fees. Keep an up to date list of membership details.

WELFARE OFFICER. Implement BMFA guidelines on the care and protection of children and vulnerable adults at the site.

SITE OFFICER. Maintenance of site. Mowing grass and paths. Report any maintenance issues of mowers to club.

COMMITTEE. The officers of the Club will form the committee. At least three officers must be present at Committee meetings. Meetings may be held as and where convenient or required. Any decisions affecting all members (e.g. subscriptions, alterations to rules etc.) must be approved by a majority of senior member in an open meeting. Notice of at least 30 days for the vote at any such meeting must be given to all members, unless raised and called to a vote in the 'Any Other Business' section of the AGM

HEADQUARTERS. The Club will meet on the first Tuesday of every month at an agreed venue. The Annual General Meeting is held at the November meeting. Regular Club sessions will be held at Hill head site or other sites authorized by the Club Committee.

INSURANCE No member or visitor will be allowed to fly at Club sites unless covered by BMFA insurance, or other recognised third party in the case of a visitor. Guests and trainees will be allowed to fly in accordance with Club rules and BMFA insurance scheme rules.

NOISE. All engines must be fitted with silencers that are at least as effective as the engine manufacturer's standard equipment. The Committee is empowered to ground any model which in their opinion is excessively noisy extreme cases, or when less than 3 Committee members are not present the Site safety officer can ground an aircraft and seek ratification from the Committee at the earliest opportunity.

POWER SITE SAFETY RULES. The Club is committed to safe flying at all times and operates under a set of safety rules and the BMFA Code of practice. These rules must be observed by all members. The rules are club-specific but must be read in conjunction with the BMFA Code of Practice on Safety which is given in the BMFA handbook, which all members are expected to have read and understood.

HIGH PEAK MODEL AERO CLUB ---POWER SITE SAFETY RULES.

These rules are for all members and it is the responsibility of all members to observe and enforce them.

REMEMBER, SAFE FLYING IS NO ACCIDENT.

The following rules which are all maintained for safety at the flying field, should be read in conjunction with the BMFA handbook containing the code of practice on safety issued to all BMFA members. If you do not have a copy of this booklet, please contact the BMFA. Members should also always obey the country code especially that gates are closed and no litter is left behind, also to respect users of the public paths and bridle ways around the site.

ARRIVAL and PITS SET UP

Do not park on or obstruct the bridle path or other designated public rights of way. The first person to arrive should check wind and sun direction and park accordingly. If the wind direction changes during the flying session, or the members' vehicles were not positioned correctly in the first place, then the Site Safety Officer **or any other competent flyer** may suggest moving vehicles to a safer position. ALWAYS be prepared to move vehicles or pit position in the interest of safety.

SILENCERS. NOISE.

All engines must be fitted with an effective silencer. Operating guidelines for minimising noise emissions are specified in the BMFA handbook and the Committee is empowered to ground any model that is considered to be excessively noisy.

FREQUENCY CONTROL.

This does not apply to the majority of flyers currently using 2.4 GHz technology radio equipment. Anyone using a 35MHz system, MUST personally check if anyone else is using any similar equipment that may cause interference.

ENGINE START UP.

When starting and running engines in the pits, always have the aircraft pointing away from people or vehicles in case a propeller comes loose. Models MUST also be restrained, INCLUDING electric powered models. Electric powered models should not be made "LIVE" until at the flight line and ready for takeoff.

TAKE OFF AND LANDING

All aircraft, including gliders, must take off from and land on the patch/strip. A separate patch may be designated for Helicopter hovering and test manoeuvres or for engine testing. At all times a watchful eye must be kept for the presence of pedestrians, cyclists or horse riders who may be using the pathways or Bridle ways.

TAXI.

If using 35MHz radio, always retract your aerial when taxiing. DO NOT Taxi in pit area and always CUT engines well before entering the pit area. Normally the windsock will be positioned between the pit area and the patch by the Site Safety Officer. Under no circumstances should anyone taxi between the pit area and the windsock, when pilots are at the flight line. Always restrain models in the pit area.

FLIGHT LINE

The Site Safety Officer will designate a flight line at the patch. All flyers should stand close together during flying, to be able to communicate to each other their intentions, i.e. calling low passes, landing or a Dead Stick model. The flight line should be situated so that pilots stand with their backs towards the pit area. No flyers should step beyond flight line except when taking off or having called landing (So as to get a clear view and to indicate to others that they are indeed landing).

FLIGHT ENVELOPE

Pilots should always stand with their backs to the pit area and fly within the Half Hemisphere in front of them. Under no circumstances should you fly over or near the pit area. Low passes over the patch should be called before being performed and should be exercised with great care. Do not fly close to the assembled group of pilots.

PIT AREA

Engines should not be run for long periods in the pit area. An area will be set aside by the Site Safety Officer to allow members to run in or test engines for longer periods. Engines may be started in the pits and run for short periods prior to take off. All models must be attended and restrained whilst engines are running in the pits or the test area. Models must not be taxied within the pit area. Electric powered models should not be "LIVE" in the pits, only just before take-off.

TRANSMITTERS, AND THOSE USING 35MHz EQUIPMENT

Any pilot using other than 2.4GHz should be certain that there is no reason to expect any interference of their equipment. All transmitters capable of being able to have "FAIL SAFE" function should have it set so as to at least cut the engine to idle on the loss of signal, and should be able to demonstrate if asked to by a Club Officer.

VISITORS, GUESTS AND NEW MEMBERS FLYING AT POWER SITES.

No member or visitor will be allowed to fly on a Club site unless adequately covered by BMFA insurance, or other recognised third party insurance in the case of visitors. Visiting flyers must produce evidence of insurance cover before being allowed to fly. Approval for visitors to fly, with cover other than BMFA Insurance will be at the discretion of the Site Safety Officer or other Club Committee member present.

Visitors, guests, and trainees will only be allowed to fly in accordance with the Club Rules and the BMFA Insurance Scheme Rules. The latter are fully explained in the BMFA Handbook.

All visiting flyers and new members must be personally supervised by a competent flyer, approved by the Club Committee, during their first flight. Supervision must continue through all flights until a responsible member qualified to at least the BMFA "A" grade is satisfied that a safe standard of flying has been achieved. Once a member has been approved for unsupervised flying at the power site, this may continue for a period off four weeks to allow experience to be gained. The Site/ Safety Officer must be informed of any such approvals as soon as possible. A BMFA grade "A" test must be passed as soon as can be arranged to allow continued unsupervised flying at the power sites.

NOTE, Helicopters,, the club requires TRAINEE helicopter pilots to use the "Hele patches" at the field to practice on. COMPETANT Hele pilots can use the main patch but MUST liaise with other pilots.

Visitors who meet the above insurance requirements and who are also competent flyers may fly at the Club sites on a maximum of 3 occasions. To continue flying at the Club sites visitor is required to join the Club and pay subscriptions.

FIRST TIME INEXPERIENCED FLYERS.

Our Club liability insurance is extended to cover first time visitors to our Club who have no previous experience of model flying but are seeking to try out model flying before joining the Club. However, in this case, cover will only be in place when a competent flyer approved by the Club Committee is personally supervising the flights. No charge will be made for this insurance however; cover will only be in place for a maximum of 3 flying days for any one first time flyer. After this initial 3 day period, the first time flyer must join the Club and the BMFA prior to undertaking any further flying at the Club sites. Personal Supervision rules apply.

CAPITAL FUND RULES.

A CAPITAL FUND has been established to provide funds for the purchase of a flying site, should a suitable site become available in the future.

The resolution which provides the basis for the funds was passed at an Extraordinary General Meeting on the 7th of January 1997. The resolution reads,

“That a separate Capital Fund be set up in the name of the Club with a view to providing funds for the purchase of a suitable site,

That we transfer £1000 from the accounts of the Club into the Capital Fund as soon as practicable. That all new members joining the Club after today pay an additional Capital Levy of £35. The Club subscriptions are payable on joining and the Capital Levy must be paid within six months of joining the Club or at the first renewal, which ever comes first.

That all existing members pay £35 into the Capital Fund before 1st of May 1997. That Junior members will not pay the Levy until after their 18TH birthday. It was further agreed that (and subsequently passed) that any vote on this subject would require a secret ballot with a 75% vote in favour to proceed and any future reversal of this process, once started, would again require a 75% vote by secret ballot at an AGM or EGM. If the process were reversed in the future it was agreed that the initial contribution made by members to the Capital Fund would, where possible, be returned to individuals who had made the payments.