

LANCASTER AND MORECAMBE MODEL AIRCRAFT CLUB

CONSTITUTION

General

1. The club shall be call The Lancaster And Morecambe Model Aircraft Club (LAMMAC) and shall be affiliated to the British Model Flying Association.
2. The club's principal aim shall be the promotion of safe and responsible model aircraft flying.
3. All members, without exception, must obey all club rules. Failure to do so may result in disciplinary action by the club which may result in dismissal.
4. All full (flying) members of LAMMAC must also be members of the British Model Flying Association and must be able to supply evidence of this membership on request.
5. When there is a joint meeting of LAMMAC and any other club, that other club must be able to produce evidence of adequate insurance cover before members of that club shall be allowed to fly.
6. Members may invite a guest on no more that two occasions each year. However, before being allowed to fly the guest must:
 - a. Provide evidence of adequate insurance, or
 - b. Fly on the 'buddy box' with the master pilot being a member of LAMMAC and an approved BMFA instructor or holding the BMFA 'B' Certificate.
 - c. Have read the club's safety rules.
7. A member may be made a life member for extensive services to the club by a majority ballot of members at an Annual General Meeting (AGM) or an Extraordinary General Meeting (EGM).
8. The committee has the right to refuse membership to new applicants.
9. New members shall be required to serve a probationary period of 6 (six) months and may have their membership terminated at the discretion of the committee for unsatisfactory conduct.
10. New member's subscriptions shall be subject to status and date of joining, plus any joining fee all of which may be decided at the AGM. Membership fees will be reduced to half as from the 1st of June each year. Membership fees for non-flying or social members shall be one quarter of the club fees (excluding the BMFA element). Such members shall have no voting rights nor will they be eligible to serve on the committee.
11. Members who fail to pay their fees by 31st January including, where appropriate, the element relating to the BMFA subscription, will automatically be struck from

the register of members and barred from flying with LAMMAC until their annual fee has been received by the Treasurer.

12. Person letting their membership lapse for more than three months shall be required to re-apply for membership and pay any administrative charge which may be from time to time decided by the club at its AGM
13. All field and safety regulations will be reviewed annually at the AGM unless an emergency requires urgent action. They will be binding on all members. The field safety rules are supplementary to those laid out by the BMFA compliance with which is mandatory within LAMMAC.
14. Any complaint concerning any member must be made in writing and signed by the complainant(s). This written complaint must then be forwarded to the secretary for discussion at the next committee meeting.
15. Where appropriate, and if the complaint is upheld at the committee meeting, the offending member will be advised in writing of the complaint made against him/her and told what he/she must do to correct it. Failure to take corrective action may result in a ban for a specific period of time or dismissal. The committee may, in any case, summarily dismiss any member whose actions put the activities of the club in jeopardy, are in breach of the law or involve violence.
16. Any member dismissed or disciplined in accordance with paragraphs 15/16 above will have the right to appeal at an AGM or an EGM which the committee will call on his behalf at a mutually agreeable date time and place when a final decision will be reached as a result of a majority vote of attending members.
17. Any alteration to this Constitution can be made only at an AGM or EGM in accordance with the club's rules relating to voting and conduct of meetings.
18. The committee can spend no more than £500 in any one year and for the good of the club without reference to the general membership, not including the "normal" annual costs such as field rent, and insurance.

Flying

19. The Committee, Officers and Instructors will be responsible for the running of the flying field at all times in accordance with the club's safety rules. Appointment to the position of instructor or examiner can be made only by a Committee decision.
20. All members are encouraged to attain the minimum standards of flying required by the BMFA 'A' Certificate.
21. Any member whose flying falls below the minimum standard for unsupervised flying must rejoin the training scheme until the desired standard is once more achieved.

Committee

22. The club's committee shall consist of not fewer than five nor more than nine members including the Executive Committee. A quorum shall consist of the majority of committee members but must include at least two members of the Executive Committee.
23. The Executive Committee shall consist of the Chairman, Vice-Chairman (who shall also be the Club Safety Officer), Secretary, competition secretary and Treasurer. The Chairman will be the Club's liaison officer with the BMFA.
24. The Committee shall be elected from written nominations (which are proposed and seconded) by a majority of full members present, to serve for one calendar year.
25. In the event of a position on the Committee becoming vacant, the Executive Committee may co-opt a replacement until the next AGM. The person will be selected by a majority vote of Committee Members.
26. Members elected to office shall have full voting rights. In the event of a tie in any vote, the Chairman shall have the casting vote.
27. No member shall hold the office of Chairman for more than three consecutive years.
28. The Committee reserve the right to carry out negotiations and make decisions in the interest of the club and/or its members where necessary without consulting the full membership. In this case 'where necessary' means where there is insufficient time to call an EGM or where the decision is of a minor nature and does not cost more than £100.
29. The Chairman, Secretary and Treasurer shall each submit a sample of his signature for banking reference purposes. Money may be withdrawn from the club funds only by cheque signed by not less than two of the above nominated executives.
30. Any member of the Committee who is absent from more than three consecutive Committee Meetings without reasonable cause shall forfeit his seat on the Committee.

31. If a Committee Member becomes involved in court proceedings, whether civil or criminal, in his representative capacity on behalf of the club, as opposed to his capacity as a private individual, the club will indemnify him in respect of any fines or damages awarded against him.
32. In the event of a Committee Member being awarded damages or costs in the course of proceedings taken by him in his representative capacity on behalf of the club, such damages or costs will belong to the club and that member will pay them to the treasurer immediately upon receipt.
33. Any Committee Member wishing to resign should do so in writing.

Voting and Conduct of Meetings

34. A quorum shall be not less than one quarter of the full membership (excluding social and non-flying members).
35. All formal meetings shall have an Agenda and be minuted. For meetings other than the AGM or EGM, subjects for discussion must be given to the Secretary not less than 14 days in time for him to give members reasonable notice of that subject.
36. For the AGM or any EGM, subject to the vagaries of the post, the Secretary shall issue the agenda to each voting member not less than 28 days before the meeting, excluding day of post and day of service. Any amendments to proposals contained in the Agenda must reach the Secretary at least seven days before the meeting. Amendments to proposals will be voted upon first.
37. Voting will be by a show of hands by eligible members unless any member requests a secret ballot. Proxy votes will be allowed but postal votes will not.
38. The Committee, through the Chairman may require any person to leave the meeting in the event of that person disrupting the meeting.

Dissolution of the club

39. In the event of the club's dissolution, members will receive a refund of their fees pro rata for the year. Any balance shall be donated to the BMFA subject to an EGM. All members shall be given a final statement of accounts.

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FIELD & SAFETY RULES

1. All flyers must read and sign these rules.
2. 2.4Ghz transmitters must display a black pendent.
3. All flyers must observe field discipline and comply with Air Navigation Orders, all relevant BMFA safety codes and Civil Aviation publication (CAP) 658.
4. On matters requiring an immediate decision, the responsibility for that decision lies with the Safety Officer or a member of the Executive Committee.
5. In accordance with paragraph 20 of the Constitution. no member shall be allowed to fly unsupervised unless he hold the BMFA 'A' Certificate.
6. All flying must be carried out with due consideration to other pilots, particularly those in training to whom precedence will be given except in any emergency.
7. No more than 6 aircraft shall be airborne at any one time.
8. Except in an emergency, no flying will be carried out over the pits or in the 'No-Fly' area as designated in Annex 'A' to these rules.
9. Once their aircraft is airborne, all flyers must move to the 'Pilots Box' as designated by the sign.
10. The frequency system in use is the 'Peg-Off'. Flyers must not switch on their transmitters unless they hold the peg of the relevant frequency.
11. Transmitter aerials must remain retracted unless the model is being flown.
12. Transmitters should not be taken away from the flight line when retrieving an aircraft, unless to do so would aid the retrieval.
13. Should an aircraft go out of control in any area where there is danger to people on the ground, then a warning must be shouted.
14. All accidents shall be reported to the safety officer who shall keep a record of the event recording, as far as can be ascertained,
 - a. Pilot's details.
 - b. The reason (e.g. Pilot error, engine failure, structural failure, suspected interference, etc.)
 - c. General area of the crash (to give any substance to the claim of interference).
 - d. Details of any damage to people, livestock or property. If such damage may even possibly result in civil or criminal action, or involve costs of any sort to the club or any of its members, then a full investigation will be carried out by

the Safety Officer and at least one other member of the Executive Committee and a written report submitted to the Chairman for onward transmission to the BMFA

15. Before starting an engine, the aircraft must be properly restrained and the pilot must ensure that other people in the immediate vicinity are behind the propeller arc.
16. No engine is to be left unattended whilst it is running. Electric engines must be disconnected or isolated in the pit area so they cannot run.
17. All aircraft must comply with the Department of the Environment Noise Code which requires noise emissions to be 82 dB or less at a distance of 7 (seven) metres from the aircraft..
18. Any aircraft having a fail-safe mode should set the throttle to idle, or 'stop' in the case of electric motors.
19. Before take-off, all pilots must ensure that flyers already in the air are aware of the intent and have given clearance.
20. All flyers intending to land must give a clear warning to other flyers by calling loudly "LANDING"! Other pilots must then ensure that they are clear of the landing area.
21. In the event of an engine failure, the pilot must call loudly "Dead Stick" at which time all other pilots will give absolute priority to the pilot in trouble.
22. Mobile phones are not permitted in or near the pits, flight line or pilots' box.
23. All spectators, must at all times be supervised by a club member whilst in the club areas. Dogs must be kept on a lead or tethered.
24. All gates must be kept shut at all times even when there are no animals in the fields. This rule is at the request of the farmer to ensure that the default is 'gates closed' so he should not find it necessary to check!
25. Before leaving the field each member must check to ensure that no 'foreign objects' are left which might be ingested by the animals. This is particularly important in the area of a crashed aircraft where there are bound to be 'bits'!
26. All fences should be erected and activated by the last members to leave unless advised otherwise.

ANNEX A

