



CHELMSFORD MODEL FLYING ASSOCIATION

Constitution and Flying Rules

Adopted 8th May 2013

Amended 13th November 2013

Amended 16th January 2015

Amended 11th November 2015

The CMFA is affiliated to the
British Model Flying Association
(Club No 0050)

Index

	Page
1 Constitution	2
2 Committee	4
3 Voting & Conduct of Meetings	5
4 Annual General Meetings	6
5 Extraordinary Meetings	7
6 Dissolution of the Club	7
7 Club Field & Safety Rules	8
8 Junior Member Definitions & Safety Guidelines	14

Change Control Log

Date Revised	Change	Reason
15/1/2015	Page 12, Rule17.36.1 changed	CMFA Member vote at the AGM of 12/11/2014
15/11/2015	Page 2, Addition of 1.13.1 Page11, 7.31 site rules updated Page 13 7.57 site rules updated	CMFA Member vote at the AGM of 11/11/2015

1 CONSTITUTION

- 1.1 The club shall be called Chelmsford Model Flying Association (CMFA) and will be affiliated to the British Model Flying Association.
- 1.2 The clubs principal aim shall be to promote all aspects of safe and responsible model aircraft flying.
- 1.3 All members, without exception, must obey all club rules. All members will show proper consideration in all aspects of their conduct towards other members and Officers of the Club at all times and will not act in any way to bring fellow members or the Club into disrepute. This includes verbal and written communication as well as electronic mail and the use of social media forums. Members are asked to refrain from the use of foul language, particularly in front of juniors. Failure to observe these standards of behaviour may result in disciplinary action by the Club which may lead to dismissal.
- 1.4 The membership of the Club shall be open to seniors over the age of eighteen years and juniors under the age of eighteen years up to 25% of total membership. Overall Membership shall be limited to 150 Senior Members plus up to 37 juniors (25%).
- 1.5 All members must be members of the British Model Flying Association and must be able to provide evidence of such on request.
- 1.6 When there is a joint meeting between the CMFA and another club, the participating club must be able to provide evidence of adequate insurance cover well in advance of the event.
- 1.7 Members may invite guest fliers to the site but they must be BMFA insured and the club member must assume total responsibility for the actions and safety of the guest. Guests must fly under the supervision of instructors if their ability requires it, and such arrangements must be made in advance of the visit. A guest may only visit the field on a maximum of three occasions.
- 1.8 A member means any class of membership.
- 1.9 There will be provision for a limited number of 4 Life members. A member may be made a life member for outstanding service to the club over a number of years. Life members can only be created by a majority ballot of club members at a general meeting. Any member may nominate a fellow member, such nomination being in writing to the Committee stating the substantive grounds for the nomination. The Committee is empowered to determine the criteria for Life Membership, and will decide on final nominations to be put forward to a General Meeting. Life membership will extend to waiving of club fees only.

- 1.10 The Committee shall have power to make decisions in the day to day running of the Club.
- 1.11 Applications for membership shall be made to the Secretary and will be accepted at the discretion of the Committee. The Committee has the right to refuse membership to new applicants.
- 1.12 New members will be required to serve an initial probationary period of 12 months. During this time they will not be eligible to serve on the Committee and may have their membership terminated at the discretion of the Committee for unsatisfactory conduct.
- 1.13 New members' subscriptions shall be subject to status, plus the joining fee as decided at the Annual General Meeting.
 - 1.13.1 For Seniors wishing to join the club from August of the year, the annual membership fee shall be reduced by half. The one-off joining fee shall not be reduced.
- 1.14 The Committee reserves the right to ask for a formal membership application.
- 1.15 Subscriptions are due by 31st December each year. Any member who has not paid the subscriptions for the ensuing year by this date will not be allowed to fly until they have done so. BMFA membership must be in place before flying.
- 1.16 Any member failing to pay the annual subscription by 31st December shall automatically cease to be a member. Persons letting their membership lapse beyond 31st January will be required to reapply for membership and pay the joining fee on their return to the club.
- 1.17 All field safety rules and regulations will be reviewed annually, and will be considered binding for 12 months, excepting where urgent action is required. This action must then be ratified by the Committee at the next club meeting or at a general meeting. The field safety rules are considered as a supplementary code to those laid out by the British Model Flying Association's Membership Handbook, compliance with which is mandatory within Chelmsford Model Flying Association.
- 1.18 Alterations to this constitution can only be made at the Annual General Meeting or at a General Meeting called for that purpose. Any proposed alterations must be submitted to the secretary in writing at least 14 days prior to the meeting.
- 1.19 Any complaint concerning any member or comment on a safety issue must be made in writing on the Club form available on the website and signed by the submitter(s). The written complaint/comment must then be forwarded to the Secretary or Safety Officer so that the matter can be addressed at the next Committee meeting.

- 1.20 The Committee may impose a flying suspension not exceeding 14 days upon any member in the event of misconduct or place the member on a ~~watch list~~ for a period of 3 months as a result of inconsiderate or unsafe flying. Any suspension must be accompanied by a verbal and/or written warning as deemed appropriate in accordance with Article 1.21.
- 1.21 The Committee may consider removal from Club membership any member whose conduct on the field or elsewhere is considered to be prejudicial to the club. Dismissal will be in accordance with the following procedure in order to comply with the laws of natural justice:
- 1.21.1 The member is to be given a verbal warning by an authorised Committee Member in which the member is made aware of his/her misdemeanour and what is reasonably required to be done to make amends.
 - 1.21.1 If the member does not respond, the member is to be given a written warning by an authorised Committee Member to advise him/her of the misdemeanour and what is reasonably required to be done to make amends.
 - 1.21.1 If the member still fails to respond, the Committee should invite the member in writing to meet with them at a previously agreed date and time to discuss the situation, advising they are considering withdrawal of his/her membership.
 - 1.21.1 If the member still fails to respond to reasoning or fails to attend without reasonable cause, the Committee can advise in writing that membership is withdrawn, stating the reasons why this decision was reached.
 - 1.21.1 When the member is advised of withdrawal of membership, he/she must be given the right of appeal. If the member opts to appeal, this will be to the Club membership at an EGM which the Committee would call on his behalf at a previously agreed date and time. The motion to uphold the membership withdrawal or reverse it must be in accordance with the voting procedures set out in the Club Constitution.
- 1.22 In the event of gross misconduct, immediate dismissal without warnings may be considered but the member must still be accorded the right to present his/her case to the Committee and be given a right of appeal in accordance with sub paragraphs c, d and e above.
- 1.23 In the event of dismissal the Committee will arrange for the members current membership fee to be reimbursed pro rata for the number of months remaining of the membership year.

2 COMMITTEE

- 2.1 The Committee of the Club shall consist of not more than 10 members. A quorum of any Committee meeting shall consist of a majority of Committee Members. The Committee may co-opt additional non-voting members at their discretion.

The Committee shall comprise the following and shall be split into two groups for election purposes.

Group I

Chairman

Secretary

Fixed Wing (Power) representative

Public Relations Officer

Safety Officer

Group II

Vice Chairman

Treasurer

Glider representative

Helicopter representative

Training Co-ordinator

Elections held at an AGM shall be for one group with the other group elected at the following ACM and so on.

- 2.2 Any Committee member or member who is involved in any organisational position within the Club must hold membership of the British Model Flying Association.
- 2.3 Committee members shall be elected from nominations at the Annual General Meeting to serve for a period of two years, as above. The Committee will be elected by majority vote by a show of hands from eligible members present.
- 2.4 Should a committee position become vacant, the Committee may co-opt a replacement who will then serve until the following Annual General Meeting. This will be by a majority vote from the Committee Members.
- 2.5 Members elected to office will have full voting rights at all meetings. In the event of a tie the Chairman will have a casting vote.
- 2.6 The Committee shall have the right to carry out negotiations and make decisions in the interest of the club or on behalf of the membership where necessary.
- 2.7 Money shall be withdrawn from the fund by cheque signed by not less than two Officers. Payments made by Electronic Banking shall be approved by email by two Officers independent of the transaction and the approving email shall be attached to the relevant invoice for audit purposes.
- 2.8 The Secretary must be informed of any negotiations proposed by club members which may affect the Club as a whole and copies of any written correspondence must be submitted to him for record purposes.

- 2.9 The Secretary may present a quarterly claim towards telephone costs for consideration by the Committee.
- 2.10 No member of the Committee or Officer of the club may be a Committee Member or Officer of another model flying club.
- 2.11 Any Committee Member or Officer wishing to resign should do so in writing.
- 2.12 Any member of the Committee who is absent from three consecutive Committee meetings without reasonable cause will automatically forfeit his seat on the Committee.
- 2.13 In the event that the Committee believes a Committee member is not working in the best interests of the Club and having been given reasonable opportunity to make amends then that Committee Member may be asked to stand down and the position shall be declared vacant subject to a vote of 70% of the full Committee, i.e. 7 members. A right of appeal shall exist in accordance with paragraph 1.21.e.
- 2.14 The Committee may pay accounts and incur any normal liabilities on behalf of the club. If a Committee Member engages or becomes involved in court proceedings, whether criminal or civil in his representative capacity on behalf of the club, as opposed to his capacity as a private individual, the club will indemnify the Committee Member in respect of any fines or damages or costs awarded against the Committee Member.
- 2.15 In the event of a Committee Member being awarded damages or costs in the course of proceedings taken by him in his representative capacity, such damages or costs will belong to the Club and not the Committee Member personally and upon receipt that Committee Member will pay them to the Club Treasurer.

3 VOTING AND CONDUCT OF MEETINGS

- 3.1 All meetings will be agendered and minuted. Any other business will only be accepted at General Meetings if the Secretary is given at least 14 days notice in writing of the item to be discussed.
- 3.2 A quorum of any general meeting is to be at least 20% of current senior members. Should a quorum fail to appear, the meeting will be adjourned and a further General Meeting must be called. The second meeting will proceed even if a quorum is not present and the motion will then be carried by a simple majority vote.
- 3.3 Voting will be by a show of hands. Proxy, postal and email votes will be allowed.
- 3.4 Only Senior Members shall be entitled to vote.

- 3.5 All proposals must be seconded and voted upon. A majority vote of those present is required to carry any proposal including proposals to alter this constitution.
- 3.6 Amendments to proposals must be voted upon first.
- 3.7 Non committee members may attend committee meetings as observers by applying to the Secretary at least 14 days before the meeting. Any non Committee Member may be asked to leave the meeting subject to approval from the Committee.
- 3.8 Non club members may attend Club meetings as observers as invited guests of a club by applying to the Secretary at least 14 days before the meeting. Any non Club member may be asked to leave the meeting subject to approval from the Committee.
- 3.9 The Committee, through the Chairman, has the power to ask a person to leave any meeting in the event of that person disrupting the meeting.

4 ANNUAL GENERAL MEETINGS

- 4.1 The Annual General Meeting of members shall be held in November, when the accounts shall be presented and the committee elected.
- 4.2 The accounts shall be audited by two persons other than the Committee members who are the authorised signatories of the Bank Accounts. The Auditors shall be appointed by the Committee to examine the accounts before the Annual General Meeting to verify that the balance sheet is correct and fairly represents the expenditure and receipts of the club, its assets and its liabilities.
- 4.3 A convenient date for the Annual General Meeting will be decided each year by the Committee. At least 28 days notice of the meeting will be given by the Secretary in writing or by email to all Club members.
- 4.4 All proposals for the consideration of the Annual General Meeting and other General Meetings shall be forwarded to the Secretary at least 14 days prior to the said meeting.
- 4.5 The Annual Subscription for the year 1~ January to 31st December and the joining fee shall be set at the Annual General Meeting or other General or Special meeting for the following year.

5 EXTRAORDINARY MEETINGS

- 5.1 The Secretary will convene an Extraordinary Committee Meeting within 14 days on request from any member of the Committee, stating the business to be discussed.
- 5.2 The Secretary shall convene an Extraordinary General Meeting of the club by a resolution of the Committee stating the business to be brought before the meeting, of which 28 days notice has been given to all members in writing stating the business to be discussed.
- 5.3 The Secretary shall convene an Extraordinary General Meeting of the club on receipt of a request in writing signed by not less than 10 members of the club, stating the business to be brought before the meeting, of which 28 days notice has been given to all members in writing stating the business to be discussed.
- 5.4 When a request for a meeting is made in accordance with paragraph 5.3 and it is not called within 28 days, there questioners may themselves convene an Extraordinary General Meeting of the Club by giving 28 days notice in writing to all members, duly setting out the purpose for which the meeting was called. Any resolutions passed at such a meeting shall have the same force and effect as if they were passed at a meeting convened by the Committee.

6 DISSOLUTION OF THE CLUB

- 6.1 Should it be considered necessary or desirable to dissolve the Club, the Committee will call an Extraordinary General Meeting.
- 6.2 On dissolution and after the sale of assets and settlement of all outstanding debts, any remaining funds will be distributed equally to the current paid up senior members of the club. All members will receive a final statement of accounts.

7 CLUB FIELD & SAFETY RULES

- 7.1 The Committee, Officers and Instructors, will be responsible for the running of the flying field at all times. Appointment to the position of Instructor or Examiner can only be made by a Committee decision.
- 7.2 All fixed wing flying members must hold the appropriate BMFA ~~Aq~~Certificate before being allowed to fly unsupervised.
- 7.3 Any member whose flying standards drop below the minimum requirement solo standard will be required to rejoin the training scheme until the desired standards of flying are met. See also Article 1.20 in respect of misconduct, inconsiderate or unsafe flying.
- 7.4 All fliers must observe field discipline and comply with the Air Navigation Order, all relevant BMFA safety codes as contained within the BMFA MembersqHandbook and Civil Aviation publication (CAP)658.
- 7.5 On matters of field safety needing an immediate decision, the responsibility lies with instructors or committee members, in that order. Any instructions must be accepted without dissent. However, should a member believe the instructions to be wrong, then he should bring this to the attention of the Committee through the procedure outlined in paragraph 1.19.
- 7.6 Any fixed wing pilot not holding their solo qualification for the type of aircraft they are flying must not fly without the direct supervision of a club instructor. If no instructors are present at the site, any member having held the appropriate BMFA ~~Aq~~Certificate for more than 6 months may act as ~~an~~ appointed deputy until an instructor arrives.
- 7.7 Due consideration must be given at all times to trainee or novice pilots in the circuit. In the event that the pleasure or concentration of a pilot is affected by the flying style of another, precedence will be given to the pilot who was airborne first. Intimidating flying of any sort is not permitted.
- 7.8 All flying is to be done in the designated areas only. (See Appendix A for map of site).
- 7.9 All fliers must observe the established flight line and stand in the designated area whilst flying. Any spectators must remain away from the flight line whilst flying is in progress.
- 7.10 Any person wishing to enter or cross the runway area must seek clearance from any pilots flying at the time before doing so.
- 7.11 Before switching on any 35MHz transmitter, the pilot must ensure that he is operating on the frequency he believes he is on.

- 7.12 All 35MHz transmitter aerials must remain retracted unless the model is being flown. The flight is defined from the point of release to when the engine is stopped or the model is restrained.
- 7.13 Should an aircraft go out of control, the first priority must be the safety of persons with the second being avoidance of damage to property. A warning is to be shouted by the pilot which is to be taken up by other members.
- 7.14 In the event of an unexplained loss of control of a model, all 35MHz transmitters are to be impounded and checked to ensure they are operating on their declared frequency.
- 7.15 Before starting an engine the model must be suitably restrained.
- 7.16 In the interest of safety, model flyers starting and carrying models should seek assistance of a fellow club member, where appropriate.
- 7.17 Appropriate use should be made of all available pit area, and under no circumstances should engines be set up in the immediate vicinity of the pilots who are flying at that time. Where practical, models should face outward from the pit area.
- 7.18 Under no circumstances must an engine be run unless all persons are behind the line of the propeller with the exception of the person starting the engine. When carrying out power checks all persons including the pilot are to be behind the line of the propeller.
- 7.19 Models having their engines run in on the ground must not be left unattended whilst the engine is running.
- 7.20 All models are subject to random safety spot checks which will be carried out by an instructor, Club Safety Officer or committee member. If in their opinion a model is unsafe to fly or does not conform to Club rules, it will be grounded until rectified.
- 7.21 Members must ensure that they comply with the D of E Noise Code for the Minimisation of Noise from Model Aircraft included in the BMFA Handbook. ~~%Add~~ on+silencers and ~~%quiet+~~propellers should be fitted unless the model emits below 82 decibels at 7 metres without them. Notwithstanding if in the opinion of the Committee a model is excessively noisy in the air, it is to be grounded until rectified.

- 7.22 All operational fail-safes in use on fixed wing IC models must set the throttle to idle, not hold, and stopped in the case of electric power and helicopters, regardless of the other control operations governed by the failsafe. Where a model is powered by a petrol powered 2 or 4 stroke engine, an ignition kill switch is to be installed as part of the standard installation, and where the Tx/Rx programming allows, the kill switch should operate in a failsafe condition (i.e., engine cut). Particular care must be taken when operating on Pulse Code Modulation (PCM) or when swapping from normal modulation (PPM) to PCM to ensure that the Failsafe is correctly programmed.
- 7.23 Fail-safes are to be checked prior to flight by switching the transmitter off whilst the model is restrained.
- 7.24 All pilots, whether under instruction or not, shall be responsible for their own equipment.
- 7.25 No person shall attempt to retrieve a model from any land adjacent to the flying site without due regard to the situation or status of the crop, as appropriate. Members should ensure minimal disruption is caused.
- 7.26 Mobile telephones should not be kept in close proximity to computerised transmitters and must not be taken onto the flight line.
- 7.27 No smoking is permitted in the vicinity of inflammable fuels and materials.
- 7.28 Children must be closely supervised at all times and must not be allowed to run around the pit area or runways.
- 7.29 No dogs are allowed at the flying field unless kept on a lead or tethered.
- 7.30 Any accident involving a third party or another member must be reported to the club's BMFA Safety Officer on the existing form as soon as possible, who will then inform the Committee. In the event of a serious incident, any member of the Committee should be contacted by telephone.

7.31 No models of **ANY TYPE** to be flown before **10am on Sundays & Bank Holidays.**

The following types of model;

- Internal Combustion
- Gas Turbine
- Electric Ducted Fan
- Electric models with active sound systems
- Electric Helicopters greater than or equal to 450 size flying from the primary helicopter square (Square nearest to the A1060 road) performing 3D, and circuit flying.

are restricted to the flying hours shown below:-

- Monday, Wednesday, Friday & Saturday 10 am to 7 pm
- Tuesday & Thursday 10 am to 9 pm
- Sundays & Bank Holidays 10 am to 4 pm

No models listed above shall take off within the 10 minute period prior to the limit of the above flying times.

In addition Gas turbines after take-off (and before landing), are restricted to flying North of the Southern edge of the strip, with the majority of the flight being in an East/West (or West/East) direction.

7.32 A maximum of 4 fixed wing, internal combustion or electric powered aircraft shall be operated from the Power Square on Power Frequencies at any one time, no more than 3 of which shall be powered by two stroke engines.

7.33 No more than 4 (3 two strokes and 1 four stroke) power planes, 6 gliders and 2 helicopters are to be in the air at any one time within the field. All pilots of similar models (power, glider or helicopter) should position themselves together at each site with pilots flying similar models. Fixed wing IC pilots should stand by an appropriately coloured cone, red for two or four stroke and blue for four stroke only. Helicopter pilots please see paragraphs 7.45, 7.46 and 7.50.

7.34 No model aircraft shall fly within 500 metres of Pengymill or within 200 metres of any other residential property.

7.35 All members are responsible for clearing away any litter on the flying field.

7.36 Members should park only where indicated on the site map. Do not obstruct the road when parking. A vehicle may only be parked outside the designated areas with the prior approval of the committee, for example a catering vehicle at Club events.

7.36.1 Vehicles when driven to the power square, for the sole purpose of unloading and loading models and associated equipment, are doing so at their own risk. The CMFA does not accept any liability or responsibility for vehicle damage. Time spent at the pits area should be kept to a minimum

- 7.37 Flying areas for Gliders, R/C Power & Helicopters are shown in the site map. No other flying/launching shall take place other than in those areas.
- 7.38 Only the frequencies allocated to a flying area may be used at the flying field.
- Frequency Allocations (35MHz Band)
- Power Area Channels 55 to 69 inclusive
- Channels 86 to 90 inclusive
- Helicopter Area Channels 80 to 85 inclusive
- Glider Area Channels 70 to 79 inclusive
- Note: 2.4 GHz is acceptable in all areas.
- 7.39 Overflying roads and houses must be avoided at all times.
- 7.40 Membership cards must always be placed on the Peg Board. NO CARD - NO FLY! Guests however may use BMFA insurance in substitution for CMFA membership card.
- 7.41 Everyone, including guests of Members who fly at the Club site must be covered by their own effective Third Party insurance and proof to be shown to any Member on request. Potential new members are excluded from the above, but may fly on no more than three occasions before taking out such Insurance and joining the Club, providing they are using a buddy lead.
- 7.42 All R/C models are to carry the owners name and address.
- 7.43 All members flying fixed wing powered models and not holding a BMFA A Certificate must be directly supervised throughout each flight by a member who has held such a Certificate for more than 6 months.
- 7.44 No 35 MHz transmitter is to be switched on until the member has reserved the frequency by placing their membership card on the peg board against the appropriate frequency. Never remove a peg (helicopters) from another member's transmitter or card from the board unless you have their express permission.
- 7.45 When not in use, all transmitters must be turned off; the peg (helicopters) must be returned to the peg board and, for 35 MHz transmitters, the aerial retracted and membership card removed from the peg board.
- 7.46 Any Committee member may demand a range check to be carried out by any member at any time. Range checks should be undertaken regularly and particularly after a heavy landing or crash.

- 7.47 Electric R/C models may be flown from either Power or Glider areas. In doing so they must adopt all rules and regulation governing that area. See paragraphs 7.33 and 7.34 above.
- 7.48 The first takeoff of the day for any fixed wing powered model belonging to trainees unaided by the buddy lead must be made by an AqCertificate holder to ensure that the model is correctly trimmed.
- 7.49 All helicopters wishing to fly at speed or perform large circuits must fly from the secondary helicopter square. Helicopter frequency pegs must still be used and the peg board must remain in the Main Helicopter Square. Great care of crops must be taken in this area.
- 7.50 At all times, it is the glider pilot's responsibility to ensure that any bungee cannot fall across the helicopter flying square.
- 7.51 No Model will be flown through or across the power square within 25ft parallel to the flight line. No model will takeoff or land within 25ft of the flight line on the power square. The flight line is the boundary of the power square, where pilots stand when flying their models
- 7.52 No model will be taxied towards any person.
- 7.53 The pilot of any fixed or rotary winged model of any weight powered by a gas turbine power plant is required to hold a BMFA %B+certificate of the appropriate type. e.g. The pilot of a fixed wing turbine powered model must hold a Fixed Wing %B+Certificate, whilst the pilot of a turbine powered helicopter must hold a Helicopter %B+Certificate.
- 7.54 Pilots of models weighing more than 7 Kg without fuel are required to hold a BMFA %B+certificate of the appropriate type. e.g. The pilot of a fixed wing model weighing over 7 Kg must hold a Fixed Wing %B+Certificate, whilst the pilot of a helicopter weighing over 7 Kg must hold a Helicopter %B+Certificate. Note that electric models are weighed with all battery packs included - the combined total weight is the figure that has to be under 7 Kg to allow an %A+Certificate pilot to fly the model.
- 7.55 The committee shall have the authority to temporarily suspend the flying of all gas turbine models during periods when the surrounding crops are felt to be at risk from fire. This is anticipated to be an annual occurrence during the late summer but will be weather and crop dependant. Always check with a Committee Member in advance of arriving at the field. If in doubt, do not fly.
- 7.56 On any allocated training day, members are asked to give flight priority to trainee pilots.
- 7.57 Members wishing to run engines for long periods of time should do so away from the flight line and pit area whilst other members are flying. Engines **MUST NOT** be run outside the flying times listed in section 7.31.

7.58 Junior Members must be accompanied by a responsible adult at all times whilst at the Flying Field, who shall be entirely responsible for the Safety and Welfare of said Junior Member, except when he/she is under the Direct Supervision of a Registered Club Instructor.

8 JUNIOR MEMBER DEFINITIONS AND SAFETY GUIDELINES

- 8.1 A Junior Member is defined as being less than 18 years of age on 1st January.
- 8.2 A responsible adult is defined as a senior member or parent/guardian who has the experience commensurate with the type and degree of supervision required.
- 8.3 Junior members must be supervised at all times by a responsible adult. The level of supervision is to be commensurate with the junior member's age, maturity, capabilities and levels of experience.
- 8.4 Junior members under the age of 14 years shall not start an engine or carry a model with the engine running unless they are supervised by a responsible adult.
- 8.5 No junior member under the age of 14 years shall fly a model aircraft unless supervised by a responsible adult or the junior member holds the minimum of a BMFA Achievement Scheme %A+ certificate and has been authorised to do so by the Club Committee.
- 8.6 No senior member is to be expected to assume responsibility for a junior member unless he/she has been specifically requested to do so by the junior member's parent/guardian. If required to do so, he/she is to assume complete and total responsibility for the junior member whilst in their charge.
- 8.7 Notwithstanding the requirements of paragraph 9.6, should a member discover a junior member is unsupervised he/she must assume responsibility for the junior member's safety in the first instance. The situation should then be rectified as soon as possible by seeking out the junior member's parent/guardian/nominated supervisor. Any instance of such an occurrence is to be reported to the Committee as soon as possible.
- 8.8 Whilst supervising junior members, senior members should be aware of the requirements of The Children Act(1 989) and avoid placing themselves in a position that could be open to misinterpretation or question. A leaflet giving advice is available from the BMFA Leicester Office or from the Club Secretary.

Note to Senior Members

Caring for junior members is largely a matter of common sense provided everyone is clear on what is expected of them and to which a few simple principles are followed, It is not a responsibility to be feared but is nevertheless essential if we are to ensure we continue to attract youth into model flying.