

GLIDEPATH



The Journal of Wessex Soaring Association. December 2019
BMFA Club No 2759

From the Editor

Looking back at the records I see that the first Glidepath I produced was the December 2009 edition and so I have been doing the job for ten years. Having hogged all the fun of producing Glidepath for a whole decade I have decided to stand down from the role at the AGM and let somebody else have the fun instead. It is not a particularly onerous job typically taking just 2-3 hours each month. All bar one of the members now receive their Glidepaths electronically, so distribution is really easy. You do not need to be an expert on a computer but some experience on standard word processing software (e.g. Word on Windows or Pages on a Mac) would be useful. I would be willing to offer help, if required, to get someone new started in the role; as they say, you are never too old to learn something new. If you wish to volunteer but cannot make the AGM please drop me or Martin an e-mail. Go on you know you want to do it really!

From the Chair

Ian Godfrey

I was contacted this week by Ian's family to let us know our former chairman's condition. Sadly he has quite advanced dementia and is now in a home. He is unable to make decisions for himself but occasionally comes more into "focus".

Pete, Ian and I met with his wife Claire at their home to discuss the disposal of his models and equipment, as she wishes to move soon. There are quite a few gliders of one sort or another and LOTS of high quality bits and bobs. Ian, Pete and I have taken these, as asked and we now need to try to sell these items. I am sure Ian would like things to go to club-mates primarily, so we propose to compile a list, hopefully with pictures, and advise what is available in Glidepath. We will then hold an auction at a venue and date to be advised.

AGM

The AGM is booked for Tuesday 3rd December 8pm.

At the Allendale Wimborne in the Quaterjack suite.

We need some new chaps to help run the club.

YOUR CLUB NEEDS YOU

Roger Crickmore has indicated that he wishes to step down as Glidepath editor, if you fancy giving it a go PLEASE let me know.

Ian Wettstein has stepped down as slope deputy, if you fancy helping out again PLEASE ask.

Geoff Collins has also indicated that he no longer wishes to help out as member without portfolio, so if you just fancy joining to see what goes on...

We meet around 4 times a year depending on need. Nobody is forced to do anything they do not want to and you can adopt these roles in your own fashion.

Your club will not run itself, I sincerely thank those that help out on the committee and ask you to volunteer your services in whatever capacity you can.

Drone and model aircraft registration scheme (DMARES).

Our membership sec Alan has been looking into this sticky subject and has produced an article describing what actions members need to take.

On a lighter note I did get a bit of flying in at Chalbury recently with Nigel and Doug. We enjoyed lovely calm pleasant conditions for a couple of hours thermal hunting; good call Nigel.

Help Needed by Geoff Collins

I would like to make a plea for someone to escort me on the round delivering gratuities to the farmers whose land the public slope sites are on, with a view to taking on the role in subsequent years. I will not be doing any more after this year. I did say last year would be my final one but there was no takers then. The gratuities are provided on behalf of the WSA and the Christchurch Model Flying Club as a means of maintaining some form of relationship with these farmers. It takes about 5 hours to make the round trip which is about 90 miles, with the two clubs also contributing to the fuel costs for the trip. It might be possible to split future deliveries between two people, for example one person doing the Purbeck slopes and somebody else the more northern ones. I will sort the cheer out before the trip, so please somebody take this on.

Slopeside by Pete Carpenter

What we believe to be the situation on each slope is as described below, however it is not always possible to contact every landowner each month and we have no wish to pester them. For Sallowcliffe and OXO please take extra care when parking, and do not drive down past the brow of the track in wet conditions or you may get stuck. If in doubt, walk onto the field and track first to check! Please use your own common sense and apply the countryside rules. Therefore if things look different at a site, particularly if it involves crops or livestock, please do not enter and contact me on pete.carpenter@yahoo.co.uk or 01722 328728.

- 1) Winklebury:- Available.
- 2) Norrington Down:- Available
- 3) Donkey Valley:- Available.
- 4) Swallowcliffe :- Slope available. It is believed that this slope is going to be put back to cereal, in which case we must obviously not drive onto the crop.
- 5) Quarry: Available. Access to the slope must be via the Stony Down / Berwick St John route only. Launching and landing from the slope face is OK, but the slope is perfectly flyable from the Berwick St John field. You may encounter some paraglider as they also have permission from the farmer to fly there. In this case it is best to have a friendly chat with them and see if you can agree separate airspaces for models and paragliders.
- 6) Oxo: Available and at the last check, sheep-free
- 7) Horses/Barbara's Field:- Available.
- 8) Daltons 1&2 :- Available
- 9) Crockerton :-Available subject to rules in slope guide.
- 10) Death Valley. **Not Available**
- 11) Berwick St John, Stony Down :- Available. Code on gate padlock is 5823 . Please do not over fly the parked cars on your landing approach at Stony Down
- 12) East Bowl:- Available. it is available but there is now a gate with a keycode, which is 7850. The shepherd is Mr.Fletcher (red Toyota pick-up) and he has asked that anyone parking on the track put a little note on the dashboard of their car, letting him know that they are a WSA member.

There are also a number of public slope sites, particularly in the Purbecks that anybody can fly from. A list of these is maintained on [Christchurch Club's website](#) so please have a look there for details.

Flat Field Update

If you are the first to arrive at Chalbury go to the green box in the farm yard.

1. The field number is shown on the small plate on the box front . LEAVE THAT WHERE IT IS.
2. Remove the large red plate from inside the box and place it on the box front. It indicates the WSA are on site.
3. Also take the required equipment out of the box and to the flying field, i.e peg board, bungees etc.

4. If it is an event where you are expecting a large number of people take the corresponding field number out of the box and place it on the fence hook at the road entrance to the drive. There is no need to put the number on the hook if you are flying there alone or with just a few other people
5. The last to leave the site, ensure everything is replaced in the box, including the red plate and number on hook if used, but **LEAVING THE FIELD NUMBER INDICATOR ON THE BOX FRONT.**

Be aware of the field condition, e.g. after rain. Do NOT leave wheel spin marks. If in doubt, park off the lane outside the field. Leave space for farm traffic.

Be aware of footpaths across the fields, Do not launch if walkers are on the paths. Do not launch if horse riders are nearby.

No low flying over power lines. **No flying over farm buildings and the cottage, AT ANY HEIGHT, or immediately upwind of the farm complex.**

Fly SAFELY at all times. Especially launching and landing. Do not launch over cars and do not approach a landing over other flyers, fly a proper circuit.

Report any problems to the flat field rep, Doug Bowmann.

Guidance Notes for CAA Model Flyer Registration Scheme by Alan Butterworth

To comply with the new CAA procedures all WSA Club members who are planning to renew for 2020 must carry out the following actions, to be able to fly lawfully after the end of November 2019.

If you have a BMFA "A" or "B" certificate you just need to renew your BMFA membership for 2020 in your usual way before the end of January 2020, paying the extra £9 to opt-in for the CAA registration scheme. The BMFA will then provide the member with an Operator ID and a Flyer ID. You need both IDs to lawfully fly your own radio controlled models outdoors if they have a mass of 250g or more.

If you do not have a "A" or "B" certificate, members must have passed either the BMFA or CAA theory test to get a Flyer ID. You need internet access and a functional email address in order to take the on-line theory test for either and they are free. The BMFA test is at <https://rcc.bmfa.uk/rcc> which gives you all the information you need to take (and pass) the test by following the links. Alternatively the CAA on line test can be found at <http://register-drones.caa.co.uk>. The sites include a link to access the "Drone and Model Aircraft Code" which all the questions in the on-line theory tests are based on. Upon completion of the on-line theory test you get an email from the CAA or BMFA with your Flyer ID which should be printed and a copy kept available when you go out flying. The Flyer ID is valid for 3 years. Then just renew your BMFA membership for 2020 in your normal way, including the extra £9 to opt-in for the CAA registration scheme, before the end of January 2020. The CAA will email them their Operator I.D. in early February.

Flyers are required to display their Operator ID in an easily accessible location on or within their aircraft, though BMFA Members are exempted from this requirement until 23rd February 2020. The CAA gives the following details about displaying your Operator ID stating that it must be:

- Visible from the outside, or within a compartment that can easily be accessed without using a tool
- Clear and in block capitals taller than 3mm
- Secure and safe from damage
- On the main body of the aircraft

You should use a removable label as your operator ID may change when you renew. You will need to remove your label if you are no longer responsible for the drone or model aircraft.

Individuals who may have already registered and paid the £9 registration fee direct to the CAA for an Operator ID should opt-out paying the extra £9 when renewing BMFA membership for 2020. You do not have to pay twice and should only pay the £38 BMFA fee.

There are circumstances where it would be appropriate to apply for only one of the IDs. For example if you own models that you will not be flying yourself or it could be a Parent / Child situation. The parent needs to apply for an Operator ID and pay the £9 fee (they do not need to be a BMFA member to do this on the CAA web site), The child needs to apply for a Flyer ID only which is free. However I expect most (if not all) WSA members will need both an Operator ID and a Flyer ID to fly lawfully outdoors.

Membership Secretary and Treasurer's Report for Year Ending 30thNov 2019

There was considerable churn in membership this year: 12 members did not rejoin, but we were pleased to welcome 9 new members for an end-of-year total of 68. Still a very buoyant membership. A potential concern for the coming year is whether the impositions by the CAA will affect membership. I sincerely hope not as the BMFA, along with other national bodies, managed to get the ridiculous cost of registration down from £16.50 down to a more reasonable (but still excessive) £9. For those members who pay their BMFA subscription through WSA, I will be pleased to take the CAA payment which will be passed to the CAA (along with your details and email address).

The year's accounts are shown below. The bottom line is that there was a small deficit of £31.01, mainly as a result of the small decline in membership. You may notice a large increase in both income and expenditure of "PC+Miscellaneous"; this was principally due to the in-and-out cash flow for the celebratory skittle evening organised by the Chair. Otherwise, expenditure was largely as budgeted. The committee are proposing that the club subscription will remain at £25, a bargain considering the excellent slope and flat field sites which we can use at any time. The other good news is that the BMFA subscription remains at £38 (though with the addition of £9.00 for people applying for the CAA registration through them)

A summary of the accounts are shown below and I will be more than happy to take any questions at the AGM.

Income	2019	2018	Balances	2019	2018
Club stickers	0.00	2.00			
PC+Miscellaneous	207.78	0	Current	2896.67	2927.66
Membership fees	1733.00	1860.00	Deposit	0.00	0.02
BMFA Subs In	589.00	646.00	Cash	21.92	21.92
Donations	20.00	0.00	Total	2918.59	2949.6
Total	2549.78	2508.00	Diff	-31.01	104.42
 Expenditure					
Engraving / Prizes	32.00	38.00			
Equipment	0.00	35.00			
Glidepath	58.00	0.00			
Gratutities	506.75	527.64			
Room Hire	60.00	61.00			
PC+Miscellaneous	255.04	15.94			
BMFA Fees	589.00	646.00			
Flying site	1080.00	1080.00			
Total	2580.79	2403.58			
 Income-Expenditure to date	 -31.01	 104.42			

Calendar (WSA events in bold)

1,2 Feb **Slope Fly-in**
0,1 Mar **Slope Fly-in**

Contacts

The committee members for 2019 have been;

Chairman- Martin Burr, 01202 773144, martinburr9@gmail.com

Secretary - Bill Ebdon, 01258 861612, bill.ebz@gmail.com

Treasurer and Member Secretary- Alan Butterworth, 07905 765634, ajbutterworth16@gmail.com

Glidepath Editor – Roger Crickmore, 01929 550680, roger.crickmore@btinternet.com

Flat Field Representative – Doug Bowman, 01202 416664, dougbowman@hotmail.co.uk

Slope Representative – Pete Carpenter, 01722 328728, pete.carpenter12@gmail.com

Deputy Slope Representative- Ian Wettstein, 01202 524620 ianwets@gmail.com

Flat Field Competition Director – Martin Burr, 01202 773144, martinburr9@gmail.com

Member without Portfolio - Geoff Collins, 01202 601732, gliderguidegeoff@hotmail.com