

THE RULES OF THE WEST MENDIP SOARING ASSOCIATION

Name

1. The Club shall be called " The West Mendip Soaring Association".

Objects

2. The objects of the club shall be the promotion, fostering and maintaining of the sport of flying model gliders.

Constitution

3. The club shall consist of:-

(a) Junior members

who shall be persons under the age of 18 years and shall pay such reduced annual subscription as the members of the Club shall determine from time to time in General Meeting.

Junior members shall be entitled to the benefits and privileges of membership except that they shall not be qualified to be officers of the Club or members of a Committee (other than the Competitions committee) or vote as members or to claim any share of the property or assets of the Club upon its dissolution.

(b) Full members

who shall be persons aged 18 years or over.

(c) Partner of a Full Member

The Partner member is applicable to any partner of a Full Member residing at the same address (as is the case with the BMFA Family Partner membership). Partner members have the same privileges as full members.

Admission of members

4. A candidate for membership shall be given access to a copy of these Rules and the Club Safety Rules and shall forthwith complete an application form confirming that he or she has read and will comply with these Rules and the Safety Rules and shall pay to the treasurer of the club the amount of his or her first subscription and insurance contribution. Upon payment of his or her first subscription and insurance contribution he or she shall become a member of the club and be entitled to all the benefits and privileges of membership and be bound by these rules and the Safety Rules.

Insurance Cover through Membership of the BMFA

5. (a) It is a condition of membership that every flying member of the Club shall at all times be insured against civil liability and personal accident risks through individual membership of the BMFA, with whom the Club is affiliated to provide support and insurance cover.

(b) In addition to the annual subscription provided in Rule 6 every member shall pay to the Club such sum as shall from time to time be equal to the membership of the BMFA to include his or her insurance cover required by the Rule above unless a member shall satisfy the Committee of the Club that he or she has membership with the BMFA through individual membership or through another affiliated club. Note that those members honoured by waiver of annual subscriptions shall require membership of the BMFA at their own expense.

(c) A member shall do nothing whereby such insurance shall be rendered void.

(d) If the insurance of any member shall become void or lapse he or she shall forthwith cease to be a member of the Club.

Annual Subscription.

6. The annual subscription shall be such sums as the members of the Club shall from time to time determine at a General Meeting.

All moneys received on account of entrance fees, donations or otherwise and any interest received on investments shall be applied in carrying out the objects of the Club and the requirements of these Rules.

Waiver of Annual Subscription

7. The members of the Club may by a resolution at an Annual General Meeting waive for life or such other period as they shall think fit the payment of the annual subscription of a member where in the opinion of the members of the Club such member has by long and exceptional service to the Club earned such honour.

Notice of intention to propose such a resolution shall be given to the Secretary at least four weeks before the Annual General Meeting at which it is intended to propose such resolution and he shall give all members written notice thereof at least fourteen days before the Annual General Meeting at which such resolution is intended to be proposed. Voting upon such resolution shall be by secret ballot. No such resolution shall be deemed to be passed unless it is carried by a majority of at least two-thirds of the members voting thereon.

There shall be no more than three such members honoured by a waiver of their subscriptions in accordance with this rule at any one time.

Date when subscriptions due

8. All annual subscriptions and insurance contributions shall be payable by the thirty-first day of December in each year to ensure continuous insurance cover.

Payment of subscriptions etc.

9. All entrance fees and subscriptions shall be paid to the Club.

Members in arrears.

10. If any member shall fail to pay his or her annual subscription and/or insurance contribution on or before the thirty-first day of January after it has become due he or she shall cease to be a member of the Club. Note that a member who has not renewed his or her BMFA membership until this time will not be covered by the BMFA insurance cover and should not fly model aircraft on Crook Peak or elsewhere.

Resignation of Members

11. Any member may resign his or her membership by giving to the Treasurer / Membership Secretary notice in writing to that effect.

Expulsion of Members.

12. It shall be the duty of the Committee if at any time they shall be of the opinion that the interests of the Club so require, by letter to invite any member to resign his or her membership within a time specified in such letter, and in default of such resignation to submit the question of his or her expulsion to a special general meeting to be held within six weeks after the date of such letter. Not less than four weeks notice of the meeting shall be given to the members of the Club. It shall be the duty of the secretary to inform the member in question of the time and place of such meeting and of the nature of the complaints against him or her in sufficient time to afford him or her a proper opportunity of offering his or her explanation. At such meeting the member shall be allowed to offer an explanation of his or her conduct verbally or in writing and if thereupon two-thirds of the members present shall vote for his or her expulsion he or she shall forthwith cease to be a member of the Club.

Effect of ceasing to be a Member

13. Any person shall, upon ceasing to be a member of the Club, forfeit all right to and claim upon the Club and its property and assets and funds.

Committees

14. The management of the Club (except as otherwise provided by these Rules) shall be deputed to a Committee consisting of the Chairman, Treasurer / Membership Secretary, Secretary, Competitions Committee Chairman and a Fifth Member.

Club competitions shall be managed by the Competition Committee comprising the Competitions Committee Chairman and not more than three members of the Club co-opted by the Competitions Secretary at his discretion.

Competitions

15. There shall be not more than 5 open competitions held by the Club in any year.

Election of members of the Committee

16. At the Annual General Meeting all of the members of the Committee shall retire and shall be eligible for re-election.

Candidates for election to the Committee must be proposed and seconded by full members of the Club. The name of any candidate with the names of his or her proposer and seconder must be sent in writing to the secretary before the 31st October in any year.

It shall not be necessary for the proposer and seconder to be present at the meeting. It shall be necessary for the candidate to

be present at the Annual General Meeting or in exceptional circumstance only to confirm in writing his or her willingness to stand as a candidate.

If no names or an insufficient number of names of candidates eligible for election be received by the secretary before the 31st October candidates may be proposed at the Annual General Meeting without notice.

If the number of candidates duly proposed and seconded exceeds the number to be elected, voting shall be by secret ballot.

The Committee shall have power to fill any casual vacancy on the Committee until the next Annual General Meeting. Any member so appointed shall retire at the next Annual General Meeting but shall be eligible for re-election.

Officers

17. The officers of the Club shall be a Chairman, Treasurer / Membership Secretary, Secretary, Competition Committee Chairman and Fifth Member. They shall be elected at the Annual General Meeting and shall remain in office until the next Annual General Meeting. They shall be eligible for re-election. If there shall be not more than one nomination for any office the candidate nominated shall be declared elected. If there shall be two or more candidates a secret ballot shall be held in accordance with the procedure prescribed in Rule 16 for the election of members of the Committee. If there shall be no nomination for any office, or if any office becomes vacant before the Annual General Meeting the vacancy shall be filled by election by the Committee or left vacant.

Meetings of Committee and appointment of sub-Committees

18. The Committee shall meet at least once in every month to examine the accounts and to arrange the affairs of the Club. Three members of the Committee shall be a quorum. This meeting can be at the club business section of the normal monthly meeting where the state of the accounts and the affairs of the club are discussed with all members present.

Every member of the Committee shall have one vote on every question and in the case of equality the Chairman or other member presiding at the meeting shall have a second or casting vote.

The secretary shall keep minutes of the proceedings of each meeting, which shall be read and confirmed at the next meeting.

The Committee may appoint such sub-committees as it thinks fit and depute to them any of its powers, except those relating to the election and expulsion of members.

Annual General Meeting

19. The Annual General Meeting of the Club shall be held on the second Thursday in the month of November in each year at a time to be fixed by the Committee for the following purposes:

- (a) to receive from the Committee a report, balance sheet and statement of accounts for the preceding financial year.
- (b) to elect the officers.
- (c) to appoint an auditor for the ensuing year;
- (d) to decide on any resolution which may be duly submitted to the meeting in accordance with these Rules.
- (e) to decide upon the amount of the annual subscription for the ensuing year.

Notice of Business

20. Any member desirous of moving any resolution at the Annual General Meeting shall give notice thereof in writing to the Secretary not less than four weeks before the date of such meeting and the secretary shall notify each member of such proposed resolution.

Extraordinary General Meeting

21. The Committee may at any time for any purpose call an Extraordinary General Meeting and shall do so as soon as practicable upon the requisition in writing of any fifteen members stating the purpose for which the meeting is required.

Convening General Meetings

22. 14 days at least before the Annual General Meeting or any Extraordinary General Meeting a notice of such meeting and of the business to be transacted thereat shall be sent to every member.

Proceedings at General Meetings

23. At all General Meetings of the Club the Chairman or, in his absence a member selected by the Committee, shall take the chair. Every full member present shall be entitled to one vote upon every motion, and in the case of an equality of votes, the Chairman shall have a second or casting vote. The Committee shall be empowered, if they think fit, to make regulations for enabling members unable to be present to vote by proxy or in writing.

Voting shall be by a show of hands unless any member present at such a meeting shall demand a secret ballot.

Quorum

24. The quorum at all General Meetings shall be ten.

Financial year

25. The financial year of the Club shall end on the 31st October in each year, to which day the accounts of the Club shall be balanced.

Amendment of Rules

26. These Rules may be added to, repealed, or amended by resolution at any Annual or Extraordinary General Meeting, provided that no such resolution shall be deemed to have been passed unless it is carried by a majority of at least two-thirds of the members voting thereon.

Dissolution of the Club

27. If at any General Meeting a resolution for the dissolution of the Club shall be passed by a majority of the members present and at a Special Meeting held not less than six weeks thereafter (of which not less than four weeks written notice shall have been given to each member) and at which not less than one half of the members shall be present and that resolution shall be confirmed by a resolution passed by a majority of two-thirds of the members voting thereon, the Committee shall thereupon, or at such future date as shall be specified in such resolution, proceed to realise the property and assets of the Club and after the discharge of all liabilities shall divide the same equally amongst all the full members of the Club and upon the completion of such division the Club shall be dissolved.

SAFETY RULES

Introduction

These safety rules are to be followed by all WMSA members as a condition of club membership and resultant Third Party insurance cover provided by membership of the BMFA. The rules are intended to provide a series of measures to ensure that model flying is performed as safely as possible in order that we can minimise the risk of any personal injury or property damage. These rules will be made available to all WMSA members in addition to Open Competition competitors.

General

Pilots shall operate their equipment in accordance with BMFA guidelines.

1. If two or more fliers are present in the flying area then a common base shall be used for all flying activities. This will ensure that all fliers are aware of the presence of others and the frequencies in use at any time.
2. If there are multiple users of non 2.4 GHz equipment present it is recommended that a peg board system shall be used to identify which frequencies are in use at any time. This system shall require that any flier shall provide a marker peg which indicates his use of one of the available frequency channels. Each marker peg shall be clearly marked with the owner's name and the frequency channel in use.
3. No non 2.4GHz transmitter equipment shall be switched on within 2 miles of the flying site unless an appropriately marked peg is in place on the peg board, (if used).

Pre-Flight Checks

1. Radio equipment shall be limited to that approved for the control of model aircraft within the UK and shall be in good working order. At the time of writing, the following types are applicable for glider flying by the WMSA:

- a) 2.4GHz
 - b) 27MHz (Solid Colours: Brown, Red, Orange, Yellow, Green, Blue).
 - c) 35MHz (Even Channels):
 - d) 459MHz (UHF) (Even Channels):
2. Prior to operation of any radio transmitter equipment, the following checks shall be made:
- a) Unless using 2.4GHz equipment ensure that you are fully aware of the frequency channel number or colour at which the transmitter is set to operate.
 - b) Unless using 2.4GHz equipment ensure that you have placed a frequency marker peg on the pegboard (if in use) and that it is the only one present for that frequency or that you know the frequencies of other pilots using your frequency band.
 - c) Unless using 2.4GHz equipment ensure that the receiver uses the same frequency channel as the transmitter.

Transmitter equipment may only be switched on after all of the above checks have been made.

3. The following checks shall be made before each flight:
- a) Control surfaces have full and free movement in the correct sense.
 - b) Model checked for airworthiness and security of internal/external fittings.

Launching

1. Pilots shall either launch the model either themselves, or with the aid of another person acting as helper. The use of a second person is to be preferred, especially with larger models. I
2. Launching of all models shall take place to one side of the pits area in order to minimise the effects of any inadvertent "arrivals" or low flying immediately after launch when a model may be blown downwind.
3. The pilot shall ensure that any helper is capable of correctly launching the model and has been briefed on the required technique for safely launching the model in the prevailing conditions.
4. The pilot shall warn other pilots in the area that he is about to launch a model and shall ensure that the launch area and immediate flight path is clear before launching his own model or giving an instruction for a helper to launch. The pilot or launcher shall call "Launching" prior to the launch to warn other pilots in the area.

5. After the launch, the model shall whenever possible be flown out away from the slope for a safe distance before starting to fly a desired flight pattern. Following the launch, pilots shall move away from the launch area as soon as possible.

Landing & Switching Off

1. Pilots shall at all times attempt to land their models in a safe location, ensuring that the flight path avoids overflying walkers or other people.
2. The intended flight path should be planned in advance and the landing area checked as being clear prior to commencing the landing approach.
3. The receiver and transmitter shall be switched off as soon as possible after landing to ensure that they are not inadvertently left on.
4. Where used the pilot shall remove his peg from the pegboard as soon as possible after switching off to indicate that the frequency channel is free.

Overflying of Pits area

1. Wherever possible, a model shall not be flown directly over the Pits area unless it is at a safe height.
2. Under no circumstances shall low passes be made over the Pits area or any other area where people are, or may be, gathered.

Cross Country Flights

1. Pilots wishing to fly their models away from the main flying area on a cross country flight shall ensure that other fliers are aware of their intentions and have noted the frequency channel to be used.

Pedestrians

1. It must be remembered that any member of the public has every right to use our flying sites. The onus is therefore on model pilots and other club members to ensure that models are flown such that there is minimal risk of causing any disturbance or injury to any other person.

Instruction & Instructors

Instruction shall only be given by suitably experienced club members.

Flights using Electric Assist Gliders

1. The licence the WMSA have with the National Trust (NT) allows us to use electric assist gliders in light lift conditions.
2. Electric assist will only be permitted in light lift conditions where sustained soaring flight is not possible, i.e. where it is not possible to gain height without the use of electric assist.
3. Launching of the model to be done without power. Should the model fail to gain height the electric assist can be deployed.
4. Electric assist can also be used to gain height in order to safely navigate the model to a suitable landing area.

SAFETY NOTES & RECOMMENDATIONS

1. Pilots should try to be aware of any other models in the vicinity of their model at all times and take avoiding action if necessary to prevent a near miss or collision.
2. Models should be flown well within their flight envelope limits to minimise the possibility of structural damage and the resultant loss of control and risk of damage to personnel or property.
3. Models should not be flown at a distance which present difficulties with visibility or model orientation.
4. Less experienced pilots should obtain assistance from an experienced pilot when landing their model.
5. It is desirable to be able to abort the landing approach and overshoot the landing area, flying back into lift if for any reason it is not possible or safe to land the model at a given attempt.
6. Wherever possible, models shall be flown to keep them a safe distance (in any direction) from the Pits area.

7. Pilots returning from cross country flights should be aware of possible radio interference problems which may arise if they fly their model at a distance from themselves but in relatively close proximity to other transmitters.
8. Pilots shall be careful to maintain sight of their model and to always fly within their capabilities to minimise the chance of loss of control due to orientation problems at long range.
9. In the event of a landing being necessary in any location away from the normal site for the slope of the day, the pilot shall ensure that he identifies the landing area and checks that it is clear before making his approach and landing.
10. A radio range check should be made after a frequency channel change on non 2.4 GHz equipment, otherwise periodically, with transmitter aerial retracted or using the Range Test function on the transmitter with the model resting on the ground.
11. If a model is equipped with electric assist then a switch on the transmitter will be assigned as a 'throttle cut' to prevent accidental operation of the throttle. If this is not possible then the motor must not be armed until you reach the launching area.
12. If it is required to test the electric assist in the pits area the model must be held or restrained while the test takes place with the model pointing away from people.
13. It is recommended that pilots flying electric assist gliders shall carry a first aid kit.

Horses

1. Many horses are nervous of flags or models being carried. If a horse appears to be disturbed in the presence of these, they should be placed onto the ground and you should stand still until the horse has passed by.
2. Models in flight should be kept well clear of all horses, whether ridden or not.

Pedestrians

1. It must be remembered that whilst we can advise a member of the public that an area is being used, (e.g. as a landing area), we have no right to force people to keep clear.

Battery Checks

1. Wherever possible, pilots should always be aware of the battery state of both Transmitter and Receiver sets. wherever possible, checks shall be made prior to any flight to ensure sufficient charge remains in both items to ensure correct operation for the expected flight duration.
2. It is recommended that some form of receiver battery checker is fitted to the model or used before each flight to confirm sufficient charge for the planned flight duration).
3. Batteries should be periodically checked for charge capacity and discarded in a safe manner when identified as faulty or after a predetermined life.
4. Radio equipment should be periodically checked to ensure good connections and that battery wiring through to the receiver does not suffer from the "black wire" syndrome.
5. The use of dry cell batteries is to be discouraged as it is very difficult to identify the battery state, particularly in a receiver pack. The use of pressure contacts with this type of battery also presents a potentially low reliability connection and associated reduced voltage supply, particularly under load conditions.

COMPETITION RULES

Before attempting any of the following challenges one must first nominate which.

1. To start over-fly the peak.
2. To finish again overfly the peak. (except Eagle)
3. The task must be achieved on foot.
4. The minimum distance for an Eagle flight is the trig point on Wavering down.
5. Flights to be registered with the competition committee chairman A.S.A.P.
6. The club challenge year ends 31st October.
7. Electric assist cannot be used on any challenge.

Eagle and Kestrel trophies are awarded at the A.G.M. Others are awarded at the club meeting following registration.

Eagle and Kestrel Trophies

These tasks are based on an idea put forward by Bob Steadman. Bob was an active member of the club in the 1980's before moving away from the area.

The Eagle Trophy was named after Brian Eagle. Brian was an enthusiastic member of the club through the 1970's until his death in 1980. He was interested in all forms of aviation, particularly Scale, Vintage power and Gliders. He was a keen Slope-Soarer and spent many hours on the peak - Just Flying.

Eagle Trophy

This is a maximum distance task.

The shortest acceptable distance is the trig point on Wavering down.

Kestrel Trophy

This is an out and return task and the turn point must be nominated before the start. The shortest acceptable distance is the trig point on Wavering down.

GOLD - SILVER - BRONZE Achievement awards

These tasks are set as a challenge to club members and must be tackled in order Bronze, Silver, Gold. Medallions of the appropriate colour are awarded.

The task is an out and return flight to,

BRONZE The trig point on Wavering down

SILVER The Ash tree situated on Cross Plain above the village of Cross. To find this point walk down the spur and take a sight line from the peak through yourself to Cross and Cheddar church spires. The tree is to the East in a clump of gorse.

GOLD The roundabout at the west side of Axbridge.

GOLD for Senior citizens

This alternative is a three turn task and cuts out the descent and return to Cross. The turn-points are:-

1. The Trig-point on Wavering down.
2. The Silver turn-point.
3. The wooden gate in the wall between Winscombe Hill farm and the entrance to Kingswood, (to the east of the Trig-point)

DIAMOND

1. On the Axbridge by-pass take a north-south sight line through the church,
2. On the Axbridge by-pass take a north-south sight line through St Michael's Home (in the woods at the east end of the by-pass)
3. Cross-roads filling station (to the west side of Cheddar).

WEST MENDIP SOARING ASSOCIATION (WMSA) RISK ASSESSMENT

What are the Hazards	Who Might Be Harmed	What are We Already Doing	Any Actions required to control the Hazards?
Slipping and tripping up whilst walking on Crook Peak	Members of the WMSA and members of the public	WMSA members are advised to wear appropriate footwear be on the lookout for rocks and avoid walking in areas where footing is poor such as steep slippery slopes and where there is wet mud. WMSA members are also advised to be on the look out to assist anyone who requires help.	No
More than one model operating on the same radio transmission frequency resulting in loss of radio control and possible crashes.	Members of the WMSA and members of the public	To avoid radio transmission frequency clashes the WMSA operate a frequency control peg board which is located in the Pits area. Peg boards are carried by several WMSA members. Prior to switching on his or her radio transmitter each pilot is required to place their frequency peg with name and frequency channel on the board to make sure that nobody else is using their frequency. In the unlikely event that more than one pilot wants to use the same frequency they will have to negotiate at what times each is allowed to use it. Note: WMSA Pilots are encouraged to use the latest 2.4Ghz radio band where digital encoding guarantees that clashes are not possible.	No
Models flying close to people	Members of the WMSA and members of the public	WMSA rules require that: - Models are always launched and flown at a suitable distance away from Club members or members of the public. - Pilots are advised not to land a model close to Club members or members of the public. - If a pilot is faced with the choice of flying into someone or crashing in an area away the latter shall always be take precedence.	No
Dangerous flying which could result in injury to Club members or members of the public	Members of the WMSA and members of the public	WMSA members are advised to inform a member of the Club committee if they see any flying which is contrary to Club rules and/or could be deemed to be dangerous. In such cases the guilty pilot will be advised to moderate his or her flying in accordance with WMSA rules.	No
Inexperienced pilots flying unsuitable models or attempting to fly beyond their ability which could result in a crash	Members of the WMSA and members of the public	Experienced members of the WMSA are usually available to assist anyone who needs help with pre-flight checks or to fly their model. If a model is deemed not to be airworthy or weather conditions are unsuitable the pilot will be advised not to fly.	No
Visiting Pilots not being aware of WMSA rules, possibly flying in a dangerous manner and/or not having appropriate third party insurance .	Members of the WMSA and members of the public	If any member of the WMSA sees a pilot who is not a member of the Club they are encouraged to welcome them, advise them of the WMSA operating and safety procedures and enquire whether they have appropriate third party insurance. Note: All members of the WMSA are required to be members of the British Model Flying Association (BMFA) and to have BMFA third party insurance	No
Upsetting livestock	Any livestock grazing on Crook Peak	WMSA members are advised to be considerate and avoid upsetting livestock on Crook Peak. This includes giving them a wide birth especially when carrying large model aircraft and not flying model aircraft near to them.	No