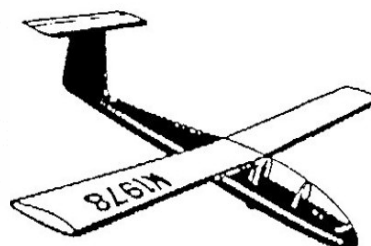
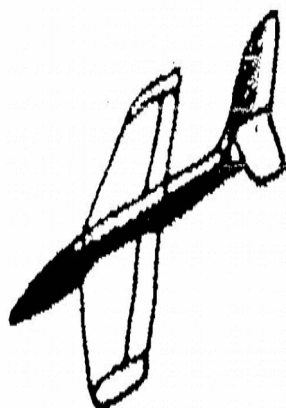
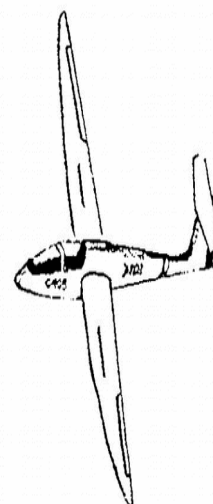
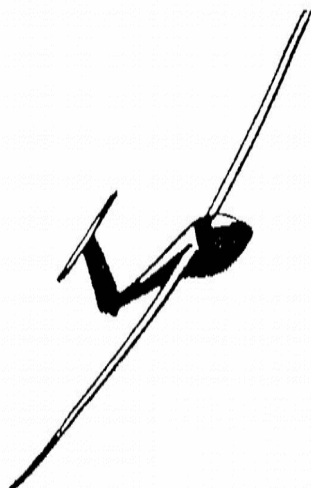
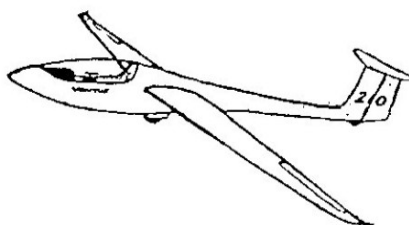


Jan
2019
V.24

MVSA Broadsheet

Meon Valley Soaring Association Information

Information and Rules of the Club



BMFA affiliation
No. 2134

WELCOME TO THE M.V.S.A

This Broadsheet is to enable you to enjoy your flying in the fullest and safest way. Contained within these pages, is most of the information you need to know, to find the sites and the rules that we have to follow to ensure we all fly safely and do not forfeit our sites.

Club Meetings

Meetings are usually held on the second Wednesday in the month, (except July and August, when some meet informally on the slope for a fun fly) at the West Meon Sports Pavilion behind West Meon Village Hall, located just off on the A32 and just north of West Meon.

Juniors are welcome to attend but must be accompanied by an adult. The club meetings are the best way of keeping up to date with the latest club activities, listening to guest speakers, club member demos, auctions, asking other members for advice or just meeting up with fellow members for a drink and a chat.

Safety

We owe all of our sites, to the goodwill of others. Therefore we must act responsibly. It is necessary and in all our interests to tie down the abstract phrase "Responsible Behaviour" to a more detailed code of practice, which will act as a guide to us all, providing working rules in situations where there could otherwise be doubt. We have formulated a code which doesn't impose on the freedom of the individual more than is necessary and we do hope that members will appreciate the many benefits to be reaped from this guide, rather than bemoaning the erosion of individual freedom and follow them for the safety of all.

The rules are guided primarily by the BMFA who provide our insurance, or should their rules not cover a situation, then by the CAA. We also are required to adhere to restrictions placed on us by land-owners whose land we use.

Safety is EVERYONE's responsibility and all members present must ensure that safety is not compromised, this is a QECP requirement which should nonetheless be applied to all our sites.

Where an unsafe situation arises or appears to be arising, any competent member present should intervene. If the situation involves a non-member, guidance should be offered and if the situation is not resolved, QECP should be contacted and advised.

Novice and junior members will be expected to take the advice of senior members on the slope.

Hang Gliders and Paragliders

A close liaison exists between the MVSA and the Sky Surfing Club (Skysurfers), using Butser Hill, the slope at Whether Down (Mercury) and Harting Down. It has been agreed that we shall endeavour to keep clear of one another's air space, but should a model and hang/paraglider appear to be on a collision course, the model must give way. A model must **NEVER** be allowed to cross the silhouette of a hang/paraglider. Even the most experienced of pilots has little depth perception at any real distance.

Should a model make contact with a hang / paraglider, the member responsible, must report the incident to the Safety Officer or if not, a Committee Member, within two days.

A written incident report will be required in the event of a near miss, injury or damage to either party.

Full Sized Gliders

From time to time, full sized gliders make use of some of the slopes we use, principally Harting Down and the Northern Slopes of Butser Hill. The same rules apply regarding full sized gliders using the slopes we use as for hang gliders and paragliders in respect of right of way, crossing of silhouette and reporting of incidents.

In addition, if there is any belief that full sized gliders may be in the area, it may be advisable to get a spotter to look out for any full sized gliders which can appear very quickly as if out of no-where. This is particularly the case when a glider passes, the chances are it will be returning before long, or will be being followed by others. If in any doubt, either do not launch, or land immediately. Full sized gliders may be surprisingly close to the slopes, certainly well within distance of where we fly even quite modest models.

INSURANCE

The club's **full** subscription includes BMFA membership and insurance (see BMFA members handbook for full details). Subscriptions are due by 31st December to ensure continued insurance cover.

Juniors

The club's policy is to welcome junior members and their supervision is in line with BMFA guidelines.

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.

No senior member is to be expected to assume full responsibility for a junior member unless they have been clearly requested to do so by the junior member's parent / guardian and have explicitly agreed to do so.

Should a member discover a junior member is unsupervised he 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 or nominated supervisor. Any instance of such an occurrence is to be reported to the Club Committee as soon as possible to prevent this in the future.

A junior member is usually defined as being under 18 years of age but particular care must be taken with the supervision of those juniors under the age of 14 years.

A junior novice is required to be supervised while flying in the same way as any other novice.

First Person View (FPV)

With the increasing availability of First Person View (FPV) the club has been required to take a stance and give ruling on the use of FPV. These rules are guided by governing bodies, namely the BMFA, CAA, National Trust and QECP.

The MVSA does NOT currently permit the use of FPV on Butser Hill. The National Trust does not permit use of FPV on it's land, including Harting Down and both sites have too many members of the public in close proximity to the slope and landing area for this to be safe and also to conform to the law regarding separation from the public.

The MVSA does permit the use of FPV at Mercury provided all members present agree, that there are no Skysurfers in the air and subject to BMFA rules (see the Resources section). An observer needs to keep a particular eye out for members of the public on the public path crossing the field and for Skysurfers considering launching. As soon as a Skysurfer becomes airborne, any FPV model must land as soon as it is possible to do so safely.

Currently the MVSA only permits the flying of FPV models less than 3.5kg take off / launch weight.

Models must not pass closer than 50m to a non-club member, structure or similar, or 30m while landing. **This is a legal requirement.**

Consideration in particular to the 50m / 30m rule should be given to any public paths which may be free from public at the start of the flight but onto which the public may walk during the flight.

Legal Liability

Being on land places a legal liability for our safety on the land owner. If a land owner believes there may be an increased risk of a claim we are likely to lose access to the land.

CODE OF PRACTICE

Section A - WHEN YOU ARRIVE

- **Do not switch on your transmitter** until you have made contact with other members already present and never in the car park.
- **Assess the wind direction** to locate the flying site, but be aware, there could still be flying elsewhere.
- **Locate and make contact with any flyers** already present, even if they are not at the spot from which you would personally wish to fly.
- **Never fly from more than one slope.** Stay together as a group during your visit, if the wind shifts, take a vote whether or not to move.
- **Obey the country code** during your visit.
- **If you have not** completed the MVSA competency assessment successfully, you **MUST** obtain the assistance of someone who has.
- **If you are a relative newcomer** to the sport, please never be afraid to ask our long-standing members for help or advice, which is usually readily and generously given.
- **Make sure your mobile phone** is turned off or in 'airplane mode' before entering the flying area, as these may cause interference to computerised control systems.

Section B - BEFORE SWITCHING ON (35MHz)

- You must make use of the pegboard if there is one present. The peg must always be visibly clipped on your transmitter while you are in possession of it.
- Check which frequencies are in use (doubly important if the landing site is remote from the launch site and there is no pegboard in operation).
- Check that your crystals are not reversed and that you are displaying the correct pennant.

Section C - BEFORE YOU LAUNCH

- Ensure that your transmitter and receiver cells are well charged.
- Switch on the transmitter and then the receiver. Never the other way round.
- If there is any doubt at all about your gear and before you first fly, carry out a range check. i.e. check the control surfaces are following stick movements of transmitter (Tx aerial fully retracted or in range check mode if available) when model is at least 20 paces / metres away (or in line with the manufacturers guidance) and clear of other transmitters. If not achievable, DO NOT FLY.
- Check that the flying surfaces move in the correct sense and are reliable, smooth and slop-free in before every every flight.
- Before launching, ensure your transmitter aerial is fully extended if appropriate.
- Assess all possible flight hazards. These may include other models, people, sheep, hang / paragliders, kites, bushes, trees and turbulence.
- Assess the wind speed and direction (a bit of wool tied to the transmitter aerial is a practical way). Ensure your model is suited to the conditions. If in doubt, ask.
- Decide where you intend to land before you launch. This will be defined by flyers on the day.
- Pilots should always stand together when flying. Should you wish to fly 'cross country', first discuss this with other flyers on the slope so they are aware.
- Immediately prior to launch, loudly inform other flyers that you are "launching".

Section D - IN THE AIR

- Be aware of other models and hang / paragliders at all times.
- Plan your flight pattern clear of other models and hang / paragliders. If it appears a head-on situation is occurring, then models must give way to hang / paragliders and must do so in good time.
- Warn other flyers present, before you perform low passes along the front of the slope or if performing aerobatics such as spins, in a crowded sky.
- A minimum safe distance of 25 metres must be observed between the flight line and flying models.
- Be aware all the time of the changing situation regarding obstructions in the landing area, a change in wind speed or direction, which could affect the intended landing area.
- Wherever possible, transmitters must not be taken in front of the flight line switched on. Should an unexpected situation arise which requires you to go forward, try to inform other flyers that you are going to do so and switch your Tx off as soon as it is safe to do so.
- Always fly within the limitations of your plane and your skill, all governed by the conditions at the time.
- Remember we are constantly on view to the public.

Section E - THE LANDING

- Before starting your approach, call to other flyers that you intend "landing".
- See and be seen. Stand well in the clear and on relatively high ground as far as is practical.
- Ensure your approach and landing area are free and will remain so during this operation.
- Land as soon as is practical after calling, bearing in mind other models (parked as well as in the air), the public and their cars, animals and park property.

Section F - AFTER LANDING

- Switch off as soon as possible.
- Return any peg to the peg board.
- Check the model for grass clogged hinges, shifted ballast, broken wing bands etc., which could constitute a hazard on the next launch.
- Do not leave your landing spot littered with bands, rudders, tail planes, smashed canopies, splintered balsa or torn covering. This constitutes litter.

Remember - rubber bands constitute a deadly danger to sheep if ingested.

Section G - COMPETITION DAYS

- If it is a day when a competition is being held, please note that general sport flying is only permitted after the event has finished or with express consent of the competition organiser. Any competition dates are on the groups.io calendar.
- During the competition, the Competition Director has total control over the flying site and his decision is final.

Section H - FREQUENCY CONTROL

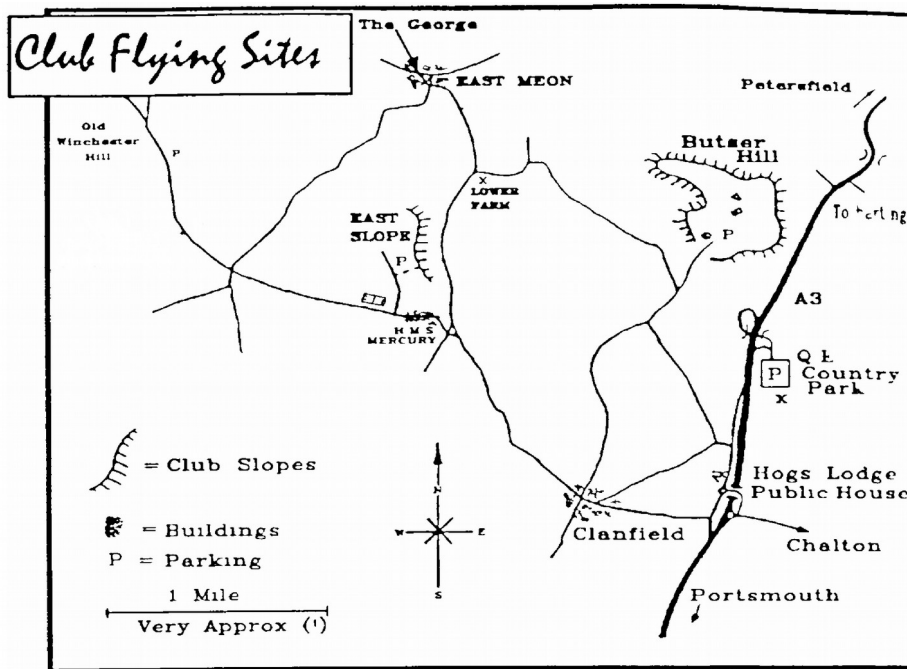
- The only frequencies permitted on our sites are 2.4GHz, 868MHz and 35MHz (evens only). Should you wish to use another frequency please check with the committee first. So long as the transmitter is purchased from a UK supplier there should not be a problem.
- A maximum of 13 models are allowed in the air at any one time (note - this number may be reduced on certain slopes).
- The way that we operate the pegboard is known as the peg off system. This means that you must take a peg off the peg board and clip it to your transmitter before you switch it on. If your frequency peg is not on the board, then you **MUST NOT** switch on your transmitter, but locate the person with it, so that they are aware that somebody else is sharing that frequency.

Identification of Frequencies

- When operating on 35 MHz, **an orange pennant must be attached** to the transmitter with your frequency number marked in white.
- When changing crystals make sure :-
 - (a) You read the numbers on them (many crystals simply have an orange mark to indicate 35 MHz band).
 - (b) You put the transmitter crystal in the transmitter and the receiver crystal in the receiver.
 - (c) You change your frequency pennant.
 - (d) If the frequency you require is already in use, you should introduce yourself to the person who has the peg, so that you are both aware that the frequency is shared. As a general rule, if the person is in the air, you can reasonably expect them to land within 20 minutes. Before switching on, ensure that they have switched off their Tx and Rx and that you have the peg.
- Due to the way they work, 2.4 GHz and 868MHz Tx do not require frequency identification.

Much of the above is obvious, but these are the things that cause most crashes. So make sure it's not you. If you see something that is not right, don't be frightened to say so, it can save models and insurance claims.

CLUB FLYING SITES



The club has the use of four slope soaring sites, Butser Hill serving multiple directions, an East slope at Whether Down (near the former HMS Mercury site) and Harting Down, on the A2141 above South Harting, which flies North to North-North-West. All these slopes are shared with the Skysurfers. We also have a reciprocal arrangement with CADMAC which gives us permission to use 'The Trundle' under CADMAC rules.

In the following pages are the locations of each slope site and any special rules applicable to each site. Before flying at any site for the first time, please get a briefing from another member familiar with the site as to where to launch, land, what potential hazards exist and other important information. Ideally watch others fly to see where the best / normal areas to fly are.

Please follow the rules laid down for each site to ensure we keep them for the future.

BUTSER HILL

Butser Hill is part of the Queen Elizabeth Country Park and comes under the jurisdiction of Hampshire County Council (HCC). Contact Number 02392 595040.

The MVSA has an agreement with HCC, which gives us the controlling interest for model soaring on the hill - see map on following page.

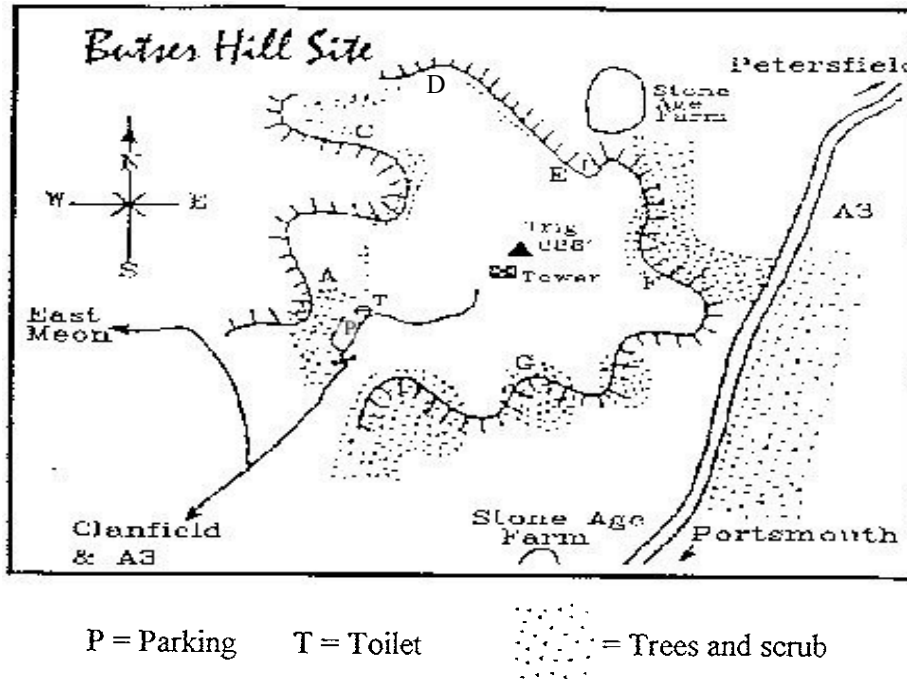
There is an entrance fee to Butser Hill car park. If you use the site on a regular basis, it is worth buying a season ticket from the QECP centre.

Visitors

Because Butser is a public site, any non-member can fly there providing they can prove adequate insurance and check with a senior member present regarding safety and conformity.

MVSA members should extend a polite and friendly welcome to visitors and ensure they fly with the club in a safe fashion, abiding by frequency control and safety rules.

After several visits, a visitor will be encouraged to become a member. Members introducing a guest will be held responsible for their conduct.



Butser Hill rules of use

Butser is a public open space and during the summer it becomes crowded. When such conditions exist, members should be constantly aware that the public have every right to be on the hill, albeit that from time to time they foul our approach and landing areas. It is in our interest to fly and act responsibly so as not to jeopardise this site.

Remember to be polite and diplomatic when dealing with the public, even they seem to be 'in your way'. The public should always take priority, even if it means endangering the model.

No bungees or tow-lines are allowed on Butser.

There is a limit of 13 airborne models at any one time.

However, if any paragliders are flying on the west slope, there is a maximum of only 6.

Only model gliders and electrically "power assisted gliders" (i.e. are able to stay afloat without a motor in all but sinking conditions) are allowed.

Electric motors must be very quiet and are to only be used occasionally for the purpose of gaining height in order to float. They are not to be used to gain height for the purpose of performance runs after the climb.

All other powered models are forbidden.

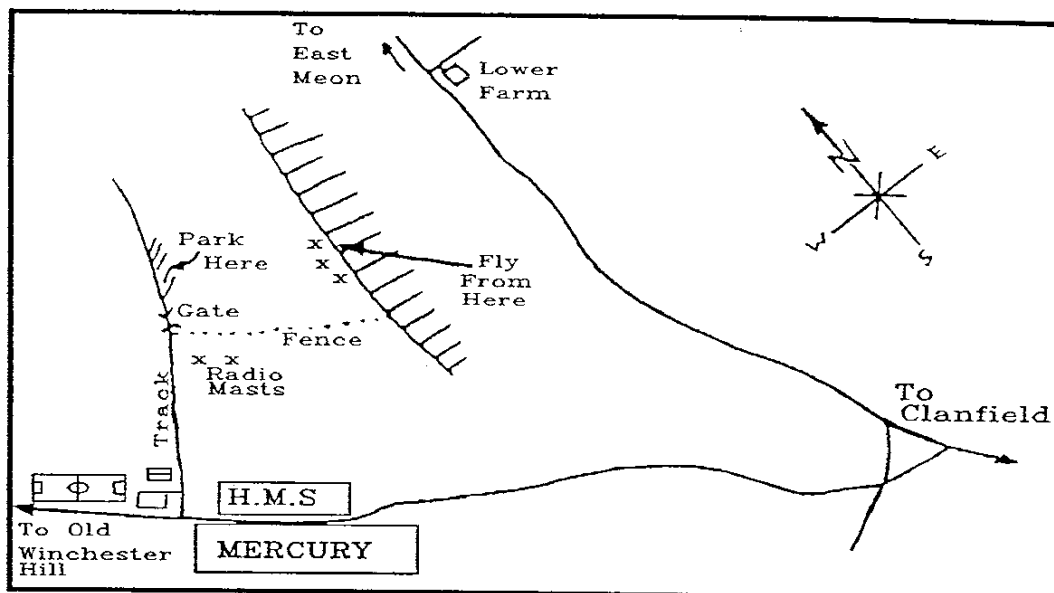
Most Butser slopes are shared with the Skysurfers and there are no fixed allocation of airspace. Contact should be made with the Skysurfers on the day to agree safe operational use for the day, this being a requirement from QECP.

EAST SLOPE (Private)

This slope is for the exclusive use of the MVSA and the Sky Surfing Club.

The club's private East slope is on Whether Down (behind the former HMS Mercury site). Access is gained from the track a little to the West of the Sustainability Centre car park and on the north side of the road. Proceed along this track, past the farm buildings and radio masts, to a gate on the right, inside the gate and along the wire fence. The gate must be kept shut.

Note: Near the start of the access track there is a road traffic sign suggesting vehicle access is not permitted, we have however received written permission to use this track for access to the slope.



A charge of £1 per person is charged by Mr Atkinson and a pillar is provided for the purpose near the gate. (PLEASE ENSURE THAT YOU PAY, THIS IS A SMALL PRICE FOR SUCH A FINE SITE)

No dogs, litter, kite flying or games are allowed.

To avoid interference with members of other clubs, who fly close to Mercury, it is essential members using 35 MHz only use **EVEN** frequencies **from 56** to 90. The other clubs will use odds.

Only model gliders and electrically "power assisted gliders" (i.e. are able to stay afloat without a motor in all but sinking conditions) are allowed. **All other powered models are forbidden.**

We share the Mercury site with the Skysurfers, they take the South end of the field and we the North end.

There is a marker on a fence post delimiting where each normally fly, however this does not prevent the Skysurfers from 'transiting' North in good lift and at good height or South in order to return to the slope. Similarly, when no skysurfers are present, we may fly beyond the marker.

There is a natural hollow in the ground a little to the left of the fence marker, we must stand to the North (left) of this hollow when flying.

When the field is very muddy it is permissible to park cars in the barn area South of the field, subject to this not being in use by the farmer. Site fees are still payable.

We are permitted to fly electric thermal models in all wind directions.

Note:- CADMAC have an open invitation to fly, under MVSA rules.

NORTH SLOPE - HARTING DOWN (Private)

This site is the property of the National Trust with whom the MVSA have an annually signed agreement. Model flying is exclusively for MVSA members and guests invited **by the club**. The slope is also used by the Sky Surfing Club.

A parking fee is payable by cash, phone or internet. Since this is a National Trust site, National Trust members may be able to park in line with NT member parking policies.

Model flying is subject to the following conditions:-

Up to 6 model gliders may be flown at a time.

Launch within 25ft to the East of the bench situated in front of the copse on the hill top.

Landing areas are in front of and behind the pathways (see map). IMPORTANT - Do not fly below 25ft over or land within 50ft of the two pathways. Use common sense by avoiding public, horse riders, livestock & kites.

Members must carry MVSA membership cards.

Abide by the MVSA code of conduct (including frequency requirements), obey NT bye-laws and requests by NT representatives.

Make other model fliers aware they are not allowed to fly, use only reasonable endeavours, we are not policing the site. Should visitors persist in flying, ensure usual care with frequency control.

Co-operate with Skysurfers who also have a NT agreement. Please speak to them if you think a dangerous situation is developing, discussion is appreciated.

No competitions.

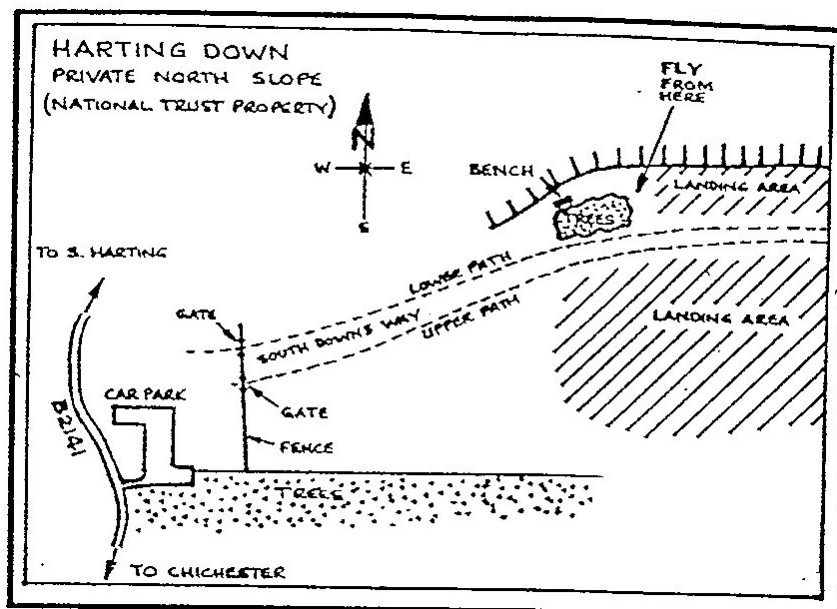
If any member is unable to ensure that the above terms of agreement are met, he MUST make reasonable endeavours to prevent flying taking place, until they are met.

Members MUST inform a NT Warden / Manager & a MVSA Committee Member of any incident, near miss or unresolved disagreement.

At Harting Down, members are legally regarded as "representatives of the MVSA".

Remember X-Country type activity should not be attempted, unless other members remain in the launch area to maintain frequency control.

Note:- CADMAC have an open invitation to fly, under MVSA rules.



'The Trundle' South West (Private)

The MVSA has a reciprocal arrangement with CADMAC which gives us permission to fly on the Trundle under their rules. The Trundle is near to Goodwood.

For further details, please see the CADMAC website and ensure you read the rules for use of the site and abide by them. In particular, note a number of unusual restrictions and requirements which you will need to be aware of before you leave home and may need to action upon your arrival.

Please ensure that you carry proof of MVSA membership with you in case anyone wants to see it and your BMFA membership card and proof of insurance.

BEGINNERS SECTION

Choice of Radio

The short answer is the best that you can afford. It is suggested that a reasonable yardstick to go by when making this decision, is to be guided by the equipment most commonly used by other flyers. Taking this approach increases your chances of getting assistance on the slope should you need it.

Talk to them about their gear. Most modellers will give you an honest assessment of its performance and reliability.

When buying a radio system, it is advisable to buy at least a 6 channel 2.4 GHz set.

NEW MEMBERS/NOVICES

This procedure is to be followed by all new members.

- As a new member you will have received this broadsheet, a membership card, a list of assessors, the MVSA competency test sheet and a car sticker. If BMFA membership was requested, you will receive from the BMFA their membership card, insurance certificate, handbook and a BMFA sticker. Some of these may be provided in soft copy.
- Flying must be supervised by a full member of the MVSA, until your ability is proved by successfully passing the MVSA competency assessment, witnessed by at least one of the listed assessors. **REMEMBER** If you fly alone - you may have your membership withdrawn.
- Novices are not permitted to use airspace when SSC are flying, or attempt landing unless accompanied by a competent flyer. This is a requirement of QECP.
- When you have gained sufficient experience and confidence and wish to progress from Novice to Slope status, you must successfully pass the MVSA Competency Assessment as below.

The above procedures have been adopted by the club to ensure a basic competency level, to reduce the risk of injury to yourself, other members, the general public and damage to property. This in turn helps the club maintain its flying sites, by virtue of demonstrated safe conduct, keeping insurance claims, premiums and club fees at an affordable level. Incidentally, it helps to keep your nice new model in one piece. So please follow the above ruling, whatever the temptation is to have a go.

- If a new member is seen flying without assistance, for whatever reason, the incident should be reported to the Safety Officer, who may arrange for membership to be withdrawn without refund.
- If the Safety Officer or any Committee Member feels a full member is not flying in a competent or safe manner, he may request the test flights be retaken, before flying again without assistance or withdraw membership totally, if both verbal and the following written cautions are ignored.

MVSA COMPETENCY ASSESSMENT DETAILS

Slope

Read and understand the MVSA code of practice.

The assessment involves correctly answering 5 questions on the information in this broadsheet and successful completion of an assessed flight. After this the member may fly unaccompanied.

Further details can be found in the Competency Assessment sheet.

Once a candidate has been assessed as competent, the Assessor should inform the Membership Secretary.

However, remember there is nothing quite like experience. It can take years to make a plane do just what you want, so do continue to fly safely and within your capabilities.

If a novice passed the test with a 'rudder/elevator' model, as a safety measure, it is recommended the assistance of an experienced member is sought on the initial flights of a first 'aileron' model, as it will require acclimatization to the reduced stability and quicker responses.

Rejoining Policy

If a solo member leaves the club for more than one year, then upon re-application, they must pass a safety and flying test to fly solo again.

If membership is not renewed by 31st January, a £10 administration charge is levied.

Remember safe flying is no accident!

Useful Resources

Members may find the following resources of use.

It should be noted that all the following are dynamic documents subject to continual change.

<http://mvsa.bmfa.org/> - MVSA Website



<https://groups.io/g/mvsa/> - MVSA groups.io forum

<https://www.facebook.com/groups/334541189982284/> - MVSA Facebook Group

<https://bmfa.org/Info/Downloads/BMFA-Handbook> - BMFA Members Handbook etc.

www.caa.co.uk/CAP658 - Model Aircraft: A Guide to Safe Flying

www.caa.co.uk/CAP393 - Air Navigation: The Order and the Regulations
(certain articles in here are referenced from CAP658)

<http://publicapps.caa.co.uk/docs/33/1108.pdf> - CAA rules regarding FPV

<http://www3.hants.gov.uk/countryside/countryside-service/country-parks/qecp/qecp-seeanddo/qecp-adventure.htm>
What QECP have to say about model flying at Butser Hill

<https://www.nationaltrust.org.uk/features/visitor-faqs> - National Trust Policy on 'Drones'



We hope you have enjoyed reading this broadsheet
and that you will reap the benefits of membership of the
MEON VALLEY SOARING ASSOCIATION

