

LIFT

AGM Minutes including the
competition rule changes

SLOPE PYLON RACING
(As practised by TVSF)



Annual Trophy
Presentations



Wales 2010

Thames Valley Silent Flyers Newsletter
March 2011 Issue No:65

Wales—October 2010



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Front Cover Photo: Roger Stacey's Condor over Ceiriad

Frontispiece: Montage of the October visit to Wales

Back Cover: Photograph of the Canvas presented to Brian Pettit

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Editor's Introduction

By Tony Ridler



This edition is a dual first – the first of the New Year and the first from your new scribe.

Following a phone call from our Chairman I was made an offer of the illustrious post of the “Editor”. It was suggested that it was the “done thing to volunteer” to be the Newsletter Editor as refusal may offend.

I now have the difficult job to follow in the footsteps of Brian over his 17 years of stewardship. At least I have a format to follow. As they say “don’t fix it if it isn’t broke”. I hope I can edit the magazine without losing his good work.

First a bit about me, as I am a new boy of only 10years standing I am probably considered just about “in”, considering my dual “nationality”.

At the tender age of 7 years old, my father introduced me to modelling with a Kiel Kraft rubber powered kit. We/he built the model and it flew quite well. Dad was a Forman Engine Fitter at Bristol Aeroplane Company and his brother was a pilot in the Fleet Air Arm, so I had a good introduction to aviation activities.

Through the following years I built a number of kits including a Golden Wings (the club members of advancing years will remember it well). There was a National competition for schoolboys run by the Aeromodeller, the first prize being a bicycle and a number of other prizes. I did not win the bicycle but I did win a modelling voucher for 10 shillings (50p), enough to buy a good kit.

My first engine was a Frog 50, which was flown in several free flight designs by Vic Smeed, also in control line models built from designs in the Aeromodeller. One I remember was “Tea Tray”, another was “Blue Pants”.

I guess I could ramble on for several pages but this newsletter is about the club and not just me, perhaps I will do a few short articles about the early days in future editions.

I would like to finish this introduction with a thank you to Brian for an excellent Newsletter, I hope he will continue to contribute and I will try to follow in his footsteps with a magazine that all members will appreciate.

One final request, keep sending me your articles, this Newsletter is about you, our club activities and other interesting subjects.

To finish I would like to wish Trevor a speedy recovery, I was under the impression that without Trev and Cris on chuckie night I may have moved up the table, unfortunately - Hero to Zero, a lot can happen in 10 years.

Chairman's Chat

By *Graham
Stallard*



I hope you all had a good Christmas and received the 'goodies' you hoped for. The indoor flying season is in full swing with a good turn out.

Tony and Simon Woods have found another venue at Edgebarrow sports centre Crowthorne to provide more opportunities to fly. The 4-Site is proving a popular model with good flying characteristics. You do have to be careful though as their light weight means they susceptible to wall damage, mid-air wipe out or shredding whilst in the pits!

The snow before Christmas motivated me to put skies on my Mini Katana. This was quite good fun, but the snow was too soft or perhaps the skies need to be bigger. Still the mk2 versions will work better all I need is some more snow.

Some have been out flying in the cold with weak winter lift to flirt with. It is essential to keep your LiPo's. This is best done but keeping them in the airing cupboard overnight to heat soak the battery, then keeping them next to your body until fitted in the model. Once fitted they will eventual cool to air temperature and performance will drop.

Change is on the horizon for the trips to Wales. The venue we have used for over 10 years is changing hands so we have had to find an alternative. Fortunately, Chris was in the Abersoch area on business and via a number of conversations has located another venue called Tyn Don. Although not as salubrious as Cim Farm it is close to the beach at Hells Mouth (150M) and 1 kilometre from The Sun pub at Llanengan. There is a lot of open space around so the location offers a number of new possibilities. I am sure the editor will twist an arm or two for a write up on this. *(of course. Ed)*

Traditionally this time of year is the time for building which many club members are busy with. At the April club meeting we will be having a club member's model session. The way this will work is that the business of the club meeting will be completed by 2100 or sooner. Club members will then be with have their various models for others to look at and chat about. Clive Learwood will have parts of his 1/3 scale Flamingo, there will a finished K8 and a part built one, a hand launch, free flight F1A, Electric thermal and indoor model(s). See you there if not sooner. *(See Clive's update on page 21)*

Graham ☺



Thames Valley Silent Flyers Annual General Meeting

Binfield Club, Binfield. 7th December 2010

1 Apologies

Apologies were received from Ian Lancaster – Ian Kingsley – Peter Chance – Vic Thomas – Barry Jordan – Phil Hill – Andrew Pugsley

2 Minutes of 2009 AGM

Proposed as a true record

Proposed Chris Moynihan Seconded: Trevor Hornby

Accepted unanimously

3 Matters Arising

None

4 Committee Reports

Secretary, Geoff Bentley

For some reason it is the Secretary that reports first to the AGM and not sure what to say I ventured into past AGM minutes and found that I am required to tell you what I have done in the last 12 months – not particularly enthralling listening I'm sure but I will keep it short.

As club secretary during 2010 I have attended the 3 Committee meetings that have been held together with all 11 club meetings – the January meeting being cancelled due to the weather – in addition I also attended the one day BMFA Chairman's conference with Graham which was held in Basingstoke

On a slightly more practical note I acted as Quartermaster for the 2 Wales trips this year – was CD for the EFNL and the one day eSoaring competition and participated in the organisation of the Club Auction

All of this has lead to a busy year and as I have mentioned occasionally in the monthly email for the club night reminder Just where does the time go.

Membership Secretary, Ian Lancaster

Membership during 2010 has followed its usual even tenor with few new joiners and a few leavers giving us a net increase of 3 to give a current membership of 69. The TVSF web site has been a useful introduction to TVSF for some of our new members and there have also been several enquiries which, for this year at least, have not yet resulted in membership.

AGM Minutes cont.

To help a secretary afflicted amongst other ailments with a defective memory, will you please append you name and any changes in details to the form I will supply when taking subs.

Competition Secretary, Trevor Hornby

TVSF Competitions

- Similar to 2009 this year a full calendar has been flown on Thermal and Electric. Slope ran F3F and the X country but this year not a single pylon race. Aerobatic is still a possibility.
- – Despite the lighter slope activities we have had 35 separate individuals compete this year compared to 29 last year and 22 in 2008.
– Best supported competition was EFNL with 20 entrants in the league hotly followed by the indoor chucky which had an amazing 19 builders. Overall event participation year on year is up by 12% but active individuals are up 21%.
 - ◇ Extra detail
 - * Thermal – All 7 events run 89 (+13%) event participants attended by 31 different members (+11%)
 - * Electric – All events run 38 event participants, 20 members All 3 events ran but the weather was marginal for the eXcountry and we ran it with 4
 - * Slope – F3F and Xcountry, Could still run the Aerobatic (this Sunday). We have cancelled/postponed 12 potential Pylon Sundays mostly due to unsuitable weather and this impacts 4 contests the Crunchy and EPP leagues as well as their one-offs.
 - ◇ No Scale Day which we will probably drop from the 2011 schedule.
 - ◇ eXcountry will be simplified if it is run.
- National/Open events run at TVSF
 - ◇ 2 of F3K –13 & 12 entrants with TVSF entries from Mike F and Graham S, Mike managed a 4th and 3rd
 - ◇ eSoaring (F5J) 22 & 21 entrants good number of entrants from TVSF in the July event Martin B got 3rd with Terry Pelling in 5th and on the September event Martin Gilbert 3rd and Terry Pelling 4th
 - ◇ We also played host via Paul Wright to a few like minded guys practicing F5B

AGM Minutes cont.

Calendar

- We started this year publishing over 65 TVSF scheduled events with a dozen or so other local events through a new style planner which was delivered with the first Lift. We kept track during the year through the Web, the meetings and further Lift issues.

Handbook

- This year we published the updates from AGM's 2006, 2007 and 2008. This consisted of a full handbook reprint with a new binder available.
- The AGM changes 2009 were available in Lift. These together with this AGM changes are planned for the early next year publication which will be in the form of an update.

CD's and Helpers

- A special thanks to the CD's Graham Stallard, John Price, Geoff Bentley, Martin Bell, Chris Moynihan, Tony Morgan and those who helped without whom the events would not succeed in the way they do.
- Lastly Geoff is standing down as CD for our most popular eSoaring so we are looking for a volunteer to step into his shoes, let me know if you are interested.

Records Officer – John Skinner

Club assets

Thanks to all Club members for supporting me with information on who is holding various pieces of Club equipment. E.g. Club Winches, Trophies and the support in providing an up to date Frequency chart. The missing Trophy for (Best F3J Performance Nationally) has now been retrieved.

Records and Achievements.

Congratulations to Mike Fantham who flew his 60" HLG to a new TVSF club record of 54 Minutes and 26 Seconds. The previous record also held by Mike was 35 minutes and 12 seconds. The record was achieved at the Club BBQ in August.

Awards and Trophies

We have a new Trophy – A Glass Tankard for Photographer of the year, presented by Roger Stacey – Thanks to Roger

Crystal Chart

Maintained but only one recorded change this year. This is mainly due to the increase in use of 2.4ghz

AGM Minutes cont.

Newsletter, Brian Pettit

This year has been one of the best for contributions from the TVSF members. So much so that I had to increase the page count for the last two issues. My thanks to all our contributors.

After such a good year it seemed to be the right time for me to stand down as Editor as all the contributions would encourage my successor that he would be well supported by the Club Members.

After seventeen years I believe it is time for someone else to review the current format and frequency of LIFT to see if changes would be beneficial and consider the relationship of LIFT and the Club's website.

I wish every success to the new Editor, Tony Ridler, another volunteer, and have promised to help him to understand Microsoft Publisher. Seventeen years passes by very quickly Tony.

Thank you to all my readers.

Chairman, Graham Stallard

Well 2010 has been an eventful year one way or another. With the January meeting cancelled due to snow and then catch-up at the following two meetings. The standard of talks this year has been very good covering A123 batteries by Clive and real flyers in the form of Nick West and his micro light.

My personal favourite being the March presentation on thermalling from Graham Griffiths, Mike Fantham and Chris Moynihan being. Since then there have been a number of opportunities to put their information into practice.

There have been some notable successes this year with Martin Bell winning the eSoaring Euro tour HL at the Nats and coming second in the BMFA eSoaring league. Joel West (36.04) posting a third at the BMFA F3F Nationals.

The variety and level of activity in the club is high with many supporting the various competitions especially eSoaring ones. For the sports flyer there have been aero tows at Siege Cross and Middle Wallop, the club day out, the club barbeque, thermal workshop, two trips to Wales and indoor flying.

All this happens because of the efforts of the committee members, CD's and other willing club members. Please put your hands together to show your appreciation of these people.

AGM Minutes cont.

Vice Chairman, Chris Moynihan

In 2010 I attended all the Exec meetings and all bar one of the monthly club meetings.

I enjoyed CDing the annual 100s event, which being run on its own for the first time this year, was a great success aided by magnificent weather and followed by the BBQ. I also CD'd the annual F3J which also went well with record entry numbers.

I also act as the most usual focal point for dealing with Innes McEwan who is the flying field farm manager.

I also arranged as usual the two pilgrimages to CIM farm for the week's slope soaring.

My activities at BMFA level take a lot of my time and sometimes mean me missing some club w/e events. Despite this, I exploited a recent few days in N Wales to secure suitable alternative accommodation to replace the loss of Cim Farm.

I also report an accident free year on the field.

I look forward to continue to serve the club and all its members as Vice Chairman if I am honoured by a re-election.

In addition to the above I would like to thank Brian Pettit for all his contributions to the club in his position as newsletter editor – a post which he has now decided to relinquish after 17 years. I would therefore - in recognition of his work - like to propose that he is made an Honorary Member of the club (*seconded by Terry Pelling*) and would ask for a show of hands on this (*the result was a unanimous vote in favour*)

Webmaster Chris John

We now have a Joomla website. It is currently version 1.5. Joomla version 1.6 should be available soon. We also have a Joomla test site so that new ideas can be tried out. Anyone can use the Joomla test site without affecting the main site.

We have enough space to create more Joomla sites. In principle anyone can have their own Joomla site. Anyone with a Joomla site can transfer information to it. You do not need to understand anything technical. It is just like using Word or Excel.

It is not easy to understand how to do things in Joomla, but if anyone wants to do anything, I can provide step by step instructions. I can link information from the individual sites to the main site, so that Competition or Event information can appear on the main site without my intervention.

AGM Minutes cont. *Chris John*

I have provided FTP access to allow photos to be uploaded. This can also be provided for anyone who needs to do this. FTP programs are no more difficult to use than a web browser.

The Competition and Event information is provided in Excel and then converted to a jpg using a screenshot.

When people register on the website, they are asked to supply an email. This can then be used to contact the member and serves as a reference that can be kept up to date by the member.

5 Elections of Officers

Seven existing officers stood for re-election namely

Graham Stallard – Chairman

Chris Moynihan – Vice Chairman and Safety Officer

Geoff Bentley – Secretary

Richard Thornton – Treasurer

Trevor Hornby – Competition Secretary

John Skinner – Records Officer

Chris John – Webmaster (not Committee position)

These were proposed by Alan Butterworth and seconded by Brian Pettit and voted for unanimously.

The Social Secretary role has now been taken over by Graham Stallard following Vic Thomas's resignation due to ill health.

Tony Ridler was appointed as Newsletter Editor following a proposal by Terry Pelling seconded by Brian Pettit and voted for unanimously

6 Report on Accounts – Appointment of Auditor – Subscriptions – Richard Thornton

This year I really would like to say how wonderful and fulfilling the job as treasurer has been over the last eight years..... as I said I would like to.

The accounts for the financial year presented to the membership show a surplus on the year, and with a healthy bank balance it is proposed that the club subscription remains the same for 2011.

An unexpected income of £120-00 was received with thanks from Martin Bell as surplus from the eSoaring competitions held on the field.

Thanks to Peter Williams for examining these accounts

Looking forward to a profitable 2011 both on and off the field.

Merry Christmas and a Happy New Year to you all.

AGM Minutes cont. Richard Thornton

Given the healthy state of Club funds , Committee recommended no increase for 2011 thus remaining at £35-00.It was also advised that the BMFA subs are to increase by £1-00 to £29-00

Proposed by Trevor Hornby and seconded by Ian Lancaster – voted unanimously.

7 Proposals

Proposal 7.1

That the start time of the Free Flight Hand Launch comp be 7:30pm not 8pm.

Reason: it was trialled at the May comp this year when the extra time proved useful and made it a better comp.

Proposed by John Price and seconded by Mike Fantham

Votes for 26 – against 0 – abstentions 0 – carried.

Proposal 7.2

That if the start of a Miniglider comp is delayed for any reason (e.g. rain) the number of flights and discards may be reduced in proportion. e.g. if 20% of the allotted time is lost then the number of flights and discards should be reduced by 20%.

Proposed by John Price and seconded by Mike Fantham.

7.2 1st Amendment

That this change if agreed applies to all the comps in 2011 not just the first 2 as originally proposed

Proposed by Trevor Hornby seconded by Chris Moynihan

Votes for 14 – against 1 – abstentions 11 – carried.

After further discussion a point was raised that proposal 7.4 may impact on this proposal.

7.2 2nd Amendment

That item 7.4 to be discussed and decided before returning to 7.2

Votes for 12 – against 7– abstentions 7– carried.

Returning to 7.2 after 7.4 had been discussed and voted on 7.2 was the debated then voted on.

Votes for 5 – against 15 – abstentions 6 – failed

AGM Minutes cont. *Proposal's cont.*

Proposal 7.3

That the max wind strength for a Miniglider comp be 15mph. This to be sustained rather than an occasional gust. To be measured on CD's anemometer.

Reason : This was agreed at some juncture in the past but never got into the rules.

Proposed by John Price and seconded by Mike Fantham

Votes for 7 – against 8 – abstentions 11 – failed.

Proposal 7.4

That for the first two Miniglider comps of 2011 the number of flights be increased from 10 to 15 and the number if discards be increased from 2 to 5. At the end of the 2nd comp a ballot will be held to decide whether to change these numbers.

Reason : To get more flying. When this comp first started we did 10 flights in one hour. Now we have two and a quarter hours it should be possible to do 15 flights. More than this would make it difficult for a group of 3 flyers to complete all their flights. Having only 2 discards this year made people very cautious and we waited for ages to see if anyone found lift. 5 discards would reduce the pressure to make every flight count.

Proposed by John Price and seconded by Mike Fantham

Votes for 16 – against 1 – abstentions 9 – carried.

Proposal 7.5

It is proposed : that the TVSF eSoaring competitions shall be run to the BMFA eSoaring Competition rules except that Friday Night League events shall not apply the 11 minute slot time.

Proposal by Peter Williams and Seconded by Martin Bell

7.5 1st Amendment

That the annual competition and EFNL be debated and voted on separately.

Votes for 22 – against 0 – abstentions 4 – carried.

For the one day eSoaring comp to have the rules changed to the BMFA eSoaring rules.

Votes for 22 – against 0 – abstentions 4 – carried.

AGM Minutes cont. Proposal's cont.

7.5 2nd Amendment

For the EFNL– amendment to include the BMFA rules but not the 11 minute time but to include one relaunch within the first 30 seconds.

Proposed Chris Moynihan seconded Alan Butterworth

Votes for 16 – against 1 – abstentions 9 – carried.

For the original motion to run the EFNL to the BMFA eSoaring rules with a 10 minute flight target – allow overfly to 10:30 secs with deduction to score but no landing bonus with one re–launch called within 30 seconds of launching.

Votes for 18 – against 1 – abstentions 7 – carried.

8 Date of Next AGM

Tuesday, 6th December 2011



The Chairman thanked the club members for their attendance and closed the meeting at 10.24 pm.

G Bentley

Club Secretary

7th December 2010

Aviation Quotes

Every time I fly and am forced to remove my shoes, I'm grateful Richard Reid is not known as the Underwear Bomber.

— Douglas Manuel, aerospace executive regards airport security

Both optimists and pessimists contribute to the society. The optimist invents the aeroplane, the pessimist the parachute.

— George Bernard Shaw

Programme Update

1st - March	Tuesday	Club Meeting - <i>Martin Bell on the proposed F5J rules</i>
5th - March	Saturday	Indoor - 3 -6 pm - <i>Woodley Park</i>
19th - Match	Saturday	Indoor 3-6pm - <i>Woodley Park</i>
20th March	Sunday	F5B 4 proposal
2nd / 9th - April	Saturday	Wales Week
12th - April	Tuesday	Club Meeting - <i>Club members models</i>
17th - April	Sunday	F3F or Xcountry
29th - April	Friday	<i>Slope day out if windy or down the field for fun.</i>
1st - May	Sunday	F3F or Xcountry
3rd - May	Tuesday	Club Meeting - <i>Quiz Night</i>
10th May	Tuesday	Mini Glider L 1
13th - May	Friday	eSoaring FNL 1
14th - May	Saturday	Blackbushe Show
15th - May	Sunday	Thermal Workshop
20th - May	Friday	eSoaring FNL 2
21/22 - May	Sat/Sun	TVSA 2day - <i>Middle Wallop</i>
22nd - May	Sunday	Slope Aerobic
24th - May	Tuesday	Free Flight Chuckie
27th - May	Friday	eSoaring FNL 3
28/29/30 - May	Sat-Mon	Radioglide
3rd - June	Friday	eSoaring FNL 4
5th - June	Sunday	eSoaring Open (&2m)
7th - June	Tuesday	Club Night - <i>Jim Jakes on LMA and his Hercules</i>
14th - June	Tuesday	Mini Glider L 2
10th - June	Friday	eSoaring FNL 5
12th June	Sunday	AMC National eSoaring
17th - June	Friday	eSoaring FNL 6
18/19 - June	Sat/Sun	TVSA 2day - <i>Middle Wallop</i>
24th - June	Friday	Thermal FNL 1
25th - June	Saturday	TVSF Open F3K (1)
1st July	Friday	Thermal FNL 2
3rd July	Sunday	TVSF Open eSoaring (1)
5th - July	Tuesday	Club Meeting - <i>Innes McEwan on the business of farming</i>

'Eternal' solar plane's records are confirmed

The UK-built solar-powered Zephyr aeroplane has been confirmed as a record-breaker following its non-stop two-week flight. The world governing body for air sports records, the Federation Aeronautique Internationale (FAI), gave Zephyr three records including longest time aloft.

Built by defence technology company Qinetiq, the craft completed its two-week flight in the US in July. The company sees applications in surveillance and communications. The feat led to Zephyr being dubbed the "eternal plane".



This aircraft can help track pirates off the Horn of Africa, alert the authorities about where and how fast forest fires are spreading, and ensure that soldiers' communications remain unaffected when fighting in mountainous or hilly terrain," said Qinetiq's chief designer Chris Kelleher.

The FAI noted that Zephyr smashed the previous record for the absolute duration of an unmanned autonomous vehicle (UAV) flight - set by Northrop Grumman's Global Hawk in 2001 - by a factor of 11.

The organisation set the official duration at 336 hours, 22 minutes and eight seconds. Zephyr's flight also set a new mark for flight duration for a UAV of its class - unmanned craft weighing 50-500kg - and, for that class, the altitude record of 21,562m (70,741ft). Launched by hand, the aircraft flies during daytime on electricity generated by photovoltaic arrays solar panels - on its wings.

Made of amorphous silicon, the arrays are about as thick as a sheet of paper. They also charge lithium-sulphur batteries that power the craft by night. Key to its success is the ultra light design, based on carbon fibre, which means that with a wingspan of 22.5m (74ft) it weighs little more than 50kg (110 lb).

Solar-powered high-altitude long-endurance (Hale) UAVs are expected to have a wide range of applications. The military will want to use them as reconnaissance and communications platforms. Civilian and scientific programmes will equip them with small payloads for Earth observation duties. Their unique selling point is their persistence over a location. Low-Earth orbiting satellites come and go in a swift pass overhead, and the bigger drones now operated by the military still need to return to base at regular intervals for refuelling.



BBC News

Annual Trophy Presentation 4th January 2011



Picton Pot — Colin Hutchinson

TRL Cup — John Price



Bill Hatton Memorial
Mike Fantham

Moss End Plate
Richard Thornton



Moss End Trophy
Joel West

Propeller— Electric Cross Country
Tony Ridler



Watership Shield
Richard Thornton



Findley Trophy
Joel West



Electric Cup— Terry Pelling
Collected by Geoff Bentley



Photo Pot
Alan Butterworth



Improver Award — Lift Cup
David Puddephatt



With so many trophy's to Graham
We thought the chairman of vice
should be included, sorry I meant
Vice Chairman.

[See the full results on page 20](#)



A special presentation of a canvas print of one of his many flying moments was made to Brian Pettit who retired as editor of *LIFT* after 17 years



Who's Silhouette's are these ?



Annual Chuckie Competition 2011 TRL 1st February

Annual Chuckie Competition 2011

TRL 1st February



By Vic Thomas

Without Trevor's immaculate analysis of the results, (he normally takes my scribbles away and somehow makes sense of them), we have to manage with my one-fingered calculator. However the first competition of the year produced a very conservative set of designs, no canards, biplanes or other oddities, (perhaps one or two could have done no worse!)

Last year, as I said in my report, there was a certain amount of boredom setting in towards the end of ten flights in each round and with an aim to finish by 11pm, as CD I made an executive decision, nearly always wrong in my experience, to limit the free flight element to five rounds, all to count. On reflection it might have been better to shorten the distance task but there is always next year... more anon. Over to the Committee.

This year the best scores in the Distance task went to the models and launchers who produced a flight as distinct from the missile launches of previous years. We did not see a twelve scored but a large number of elevens, quite apart from the zeros. There were the usual cyano requirements but no bin bag jobs at all.

Colin Hutchinson achieved a first place in round one with four elevens and a ten, a remarkable consistency, followed closely by Peter Williams with three elevens and two tens. Third place went to John Price with an eleven, two tens and two nines. This level of consistency certainly covered the top six.

Moving on to the Duration task, again the usual suspects produced some remarkable flights, John did two over 7secs. Again consistency, particularly with all flights to count, scored well. John Price won this round by a 21% margin over Peter Williams, largely as a result of two flights of 7secs. There is obviously a strong element of luck in achieving a long flight as a number of potentially long flights were curtailed by the furniture. What do they say, "the more you practice the luckier you get"

Looking at my earlier comment concerning which task could be shortened, Colin Hutchinson seemed to be getting it together on his fourth and fifth flight and so might have benefited from a "best from ten".

My thanks to Peter Ing for his invaluable assistance, particularly when my mind wandered.

To the results, all percentages within each round:-

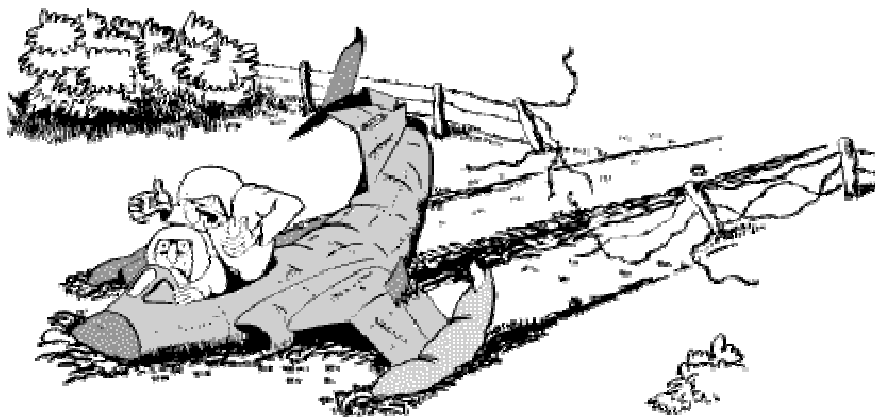
1.	John Price	$100+91 = 191$
2.	Peter Williams	$79+98 = 177$
3=	Paul Harvey	$64+87 = 151$
3=	Colin Hutchinson	$51+100= 151$
5.	Chris Moynihan	$40+85 = 125$
6.	Richard Edmonds	$70+54 = 124$
7.	Richard Thornton	$45+76 = 121$
8.	Brian Pettitt	$42+76 = 118$
9=	John Skinner	$33+59 = 92$
9=	David Puddiphatt	$31+61 = 92$
11.	Ian Lancaster	$36+35 = 71$
12	Andrew Horne	$29+22 = 51$
13	Tony Ridler	$13+31 = 44 - (Must try harder Ed.)$

Photo's of the successful Flyers next issue

Quote of the Month

The scientific theory I like best is that the rings of Saturn are composed entirely of lost airline luggage.

— Mark Russell



No, I did not say "I have control"

Full Results of the Trophy presentations

Competition	Award name	1st	2nd
One off Annual comps			
Indoor Chucky	Picton Pot	Colin Hutchinson	Martin Bell
Hand Launch F/F	TRL CUP	John Price	Richard Thornton
Hand Launch R/C	Bill Hatton Memorial	Mike Fantham	Chris Moynihan
Cross country	Lancaster Pot	Graham Stallard	Roger Critchley
100S	Moss End Plate	Richard Thornton	Graham James
Open	Moss End Trophy	Joel West	Roger Critchley
Electric Thermal	Electric Cup	Terry Pelling	Chris Moynihan
Electric cross country	Propeller	Tony Ridler	Graham Stallard
F3F	Watership Shield	Richard Thornton	Graham Stallard

Special Awards		
Best F3J Performance	Findlay Trophy	Joel West
Improver Award	Lift Cup	David Puddephatt

Photo Contest	Alan Butterworth	
Class Winners	A: Chris Moynihan	Class A - A 1VSF member and model in action
	B: Roger Stacey	Class B - A 1VSF member's model in flight
	C: Graham Stallard	Class C - Photo of any TVSF activity (or lack of activity)
	D: Clive Learwood	Class D - A Civil Aviation photo
	E: Chris Moynihan	Class E - A Military Aviation photo
	F: Roger Stacey	Class F - MY Aero Modelling activity

Leagues	Award Name	1st Place	2nd Place	3rd Place
Thermal Friday Night	Moynihan Shield	Joel West	Terry Pelling	Terry Weeks
Electric Friday Night League	Miles Shield	Graham Griffiths	Graham Stallard	Chris Moynihan
Mini Glider League	The Binfield Bucket	Graham Stallard	Graham Stallard	Paul Harvey

All Rounder	Award Name	1st Place	2nd Place	3rd Place	4th Place
Thermal All-Rounder	Chris James Memorial Trophy 1	Graham Stallard	Chris Moynihan	Peter Williams	Paul Harvey Richard Thornton
Slope All-Rounder	Chris James Memorial Trophy 2	Graham Stallard	Richard Thornton	Peter Williams Roger Critchley	
Electric All-Rounder	Bracknell Bowl	Graham Stallard	Chris Moynihan	Richard Thornton	Terry Pelling
TVSF All-Rounder	Kings Cup	Graham Stallard	Richard Thornton	Peter Williams	

Award presentation photography by Roger Stacey Results compiled by Trevor Hornby

Flamingo- Vintage scale model update

By Clive Learwood

At the January club meeting I gave a short presentation on my latest project, the 1.3.5 scale HW-4 Flamingo. This short article is primarily to provide an update on build progress.



For those who did not or could not attend the January club meeting, the Flamingo was designed and built by some young Swiss engineers in Brazil, shortly after the second world war. As far as we are aware only the prototype was built and flown. It's still in existence today and is currently being refurbished.

The model has a 5 metre wingspan and a length including the rudder of approximately 2.3 meters, weight of the finished model will be around 8.5 Kg. The wing, typical of glider design at the time, has a "Gull" plan form. Chris Williams, the well known vintage scale modeller, designed and built the prototype model during late 2009. It was successful flown at a number of slope and aerotow meetings during 2010. My model is built from the plan and wood pack (wing ribs and fuselage formers) by Traplet publication's.

Since the January club meeting:

- Outer wings panels have been built.
- The two wing panels have been glued together (the only flat surface long enough was a worktop in our kitchen)
- D box sheeting (3/32 or 2.4mm balsa) has been added to both wing panels



Flamingo cont.

The picture's show the assembled model, as it was on 25th January just prior to commencement wing sheeting.

Next jobs will be:

- Addition of wiring for aileron and spoiler servos.
- Completion of wing sheeting behind the D box, including building of the spoiler box and blade.
- Construction and fitment of ailerons.
- Construction and fitment of the wing fillet between the wing and fuselage.

After that time to consider all the little things that remain to be completed, thereafter covering and finishing off.



Maiden flight, fingers crossed, at the May aerotow meeting at Middle Wallop

Funny's

Aviation Proverbs

Any landing you can walk away from is a good one.

Flying is not dangerous; crashing is dangerous.

You can land anywhere once.

You know you've landed with the wheels up when it takes full power to taxi.

If at first you don't succeed, well, so much for skydiving.



If helicopters are so safe, how come there are no vintage/classic helicopter fly-ins?

P = The problem logged by the pilot.

S = The solution logged by the mechanic.

P: Left inside main tire almost needs replacement.

S: Almost replaced left inside main tire.

P: Test flight OK, except auto-land very rough.

S: Auto-land not installed on this aircraft.

P: Something loose in cockpit.

S: Something tightened in cockpit.

P: Evidence of leak on right main landing gear.

S: Evidence removed.

P: Suspected crack in windscreen.

S: Suspect you're right.

If God had really intended men to fly, He'd make it easier to get to the airport.

- George Winters



In the space age, man will be able to go around the world in two hours - one hour for flying and one hour to get to the airport.

- Neil McElroy, 'Look,' 1958.

The History of Radio Control

Radio control or RC is the use of radio waves to remotely control something. The range of things controlled remotely varies from toys for kids to military and industrial applications and space vehicles. Radio control has been around for more than 110 years!

Serbian born physicist, Nikola Tesla, an American immigrant was responsible for AC power and many of the first breakthroughs in radio, radar and energy fields, invented and tested the first unmanned guided weapons more than a hundred years ago. .

In 1898, Tesla designed and built a pair of radio controlled boats. (This was six years before the Wright brothers flew).

Tesla demonstrated the vessels to a shocked crowd in an indoor pool at Madison Square Garden in New York City. They were amazed by the showman Tesla, as he stopped and started the boats and manoeuvred them in six-foot-long patterns through the water.

This was so amazing at the time that members of the crowd thought the boats were being piloted by a trained monkey hidden inside or were seeing magic and telepathy.

Tesla patented the "Method of and Apparatus for Controlling Mechanism of Moving Vessels or Vehicles". This is patent number 613,809 granted by the US Patent Office in 1898.

The craft were constructed of iron, powered by an electric battery of Tesla's own design, and equipped with a radio-mechanical receiver that accepted commands from a wireless transmitter. The boats were equipped with a large whip antenna, rudders, a propeller and electric running lights. These could all be remotely controlled.

Tesla, who referred to the craft as telautomatons envisioned a small group of trained operators could remotely control the craft, which would be armed with warheads and attack naval ships in swarms of hundreds. This did not come to pass, however, as the military establishment could not appreciate the potential of Tesla's weapon for anti-ship uses or of the broader idea of remote control vehicles. He offered the weapon to the United States navy and later to Great Britain without success. World War I brought about a brief interest in the designs and Tesla's close friend, the writer Mark Twain, even offered to be an agent for the weapon in Europe. The German Kriegsmarine operated FL-Boote (fern-gelenkte Sprengboote) which were small radio-controlled motor boats filled with explosives to attack Allied ships in the last months of World War II.

Today cruise missiles, unmanned air vehicles (UAVs), remote-control tracked vehicles and unmanned underwater vehicles (UUVs) have revolutionized the defense industry. These robotic warriors are in daily use in Iraq, Afghanistan and other places. Today's military gurus predict that within a generation weaponized robots will largely replace live pilots, sailors and soldiers sent into harms' way on the battlefields of tomorrow.

Few of the play station generation that will control these vehicles from afar know the name of the man who is responsible for giving birth to the automated warrior, **Nikola Tesla.**



SLOPE PYLON RACING

(As practised by TVSF)

By John Price

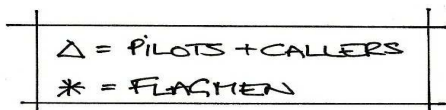
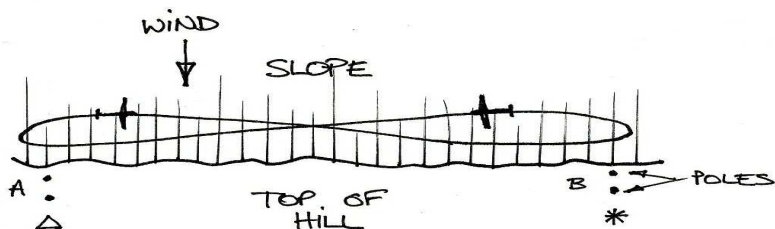


This article is intended for people who might have a passing interest in what goes on at a race meeting.

The competition is usually on a Sunday and starts the night before! All competitors phone the CD (usually the long suffering Graham Stallard) on Saturday evening after 6:30 pm. to find out what hill the race will be on. Graham will have looked at various weather forecasts and taken into account other factors like how crowded the hill might be with other flyers and how many competitors will actually manage to stagger up the hills that have parking at the bottom.

We assemble in a car park on Sunday morning about 9am for a 10am start. Graham is usually there first and will dash up the hill carrying 2 or 3 models, TXs, tea making equipment and 4 telescopic pylon poles. The rest of us trudge after him and by the time we get to the slope the pylons are in place. Magic.

The pylons are set up about 100 metres apart along the front of the slope. Each pylon consists of 2 vertical poles stuck in the ground. They are separated by a few yards and placed so that as planes fly along the front of the slope, the poles are in line with each other when each plane passes the flagmen. The gliders do not fly round the pylons but pass in front of them on the slope side. We fly a figure of 8 course, nearly always turning away from the hill. Thus:



Slop Pylon cont.

We race 2 classes of glider, both on the same day. Most people enter both.

They are: 60 inch CRUNCHY and 60 inch FOAMIE. (Crunchy means hard materials like balsa and fibreglass, Foamy means EPP[Expanded polypropylene]) There are restrictions on foamies about where hard reinforcements may be added.

We usually race the foamies first. We used to race 3 or even 4 planes at once but to cut down on midairs we usually race only 2 now.

So to the race itself : The pilots and their callers stand at one pylon and the 2 flagmen stand at the far pylon.
SO.....The CD counts down to the launch time. The callers launch the gliders and the pilots then have 30 secs to gain height and clear the course. In the diagram the planes should then be to the left of pylon A.

There is a count down to the end of the 30 seconds and the pilots aim to have their gliders passing pylon A in a fast dive at or after zero of the count-down. They then fly to pylon B where the flagman allocated to their plane drops his flag as the glider passes the poles. When the caller sees this he taps his pilot on the shoulder and shouts out "turn one".

The pilot immediately turns his plane back towards pylon A and when he sees it pass the poles he turns back to pylon B and his caller shouts "turn two". This continues until 20 legs have been completed.

We hold a number of rounds, usually 3 and the winners take part in a fly-off which is twice as long, ie 40 legs. This is a long time to maintain a high level of concentration!

Then we do it all over again with the crunchy models. It is a busy day but is often completed by 1pm when sport flying ensues unless the warm hearth of the local hostelry proves more attractive.

No one takes the racing too seriously and it is a very satisfying day, even if you finish well down the field.

John Price.

Bang—Bang

By Tony Ridler



My first venture into radio control was in my final year at school. I bought a Telecommander 27mhz transmitter, receiver and escapement for £5, considerable more than my weekly wage to be when I start my Apprenticeship as an Electrical Engineer with a Bristol Company.

As you can see from the advert of the time the cost in 1954 was £9, 11shillings and 1 penny, about £9.56p in present money.



There is no crystal therefore it covered most of the 27mhz band so only one model at a time could fly.

Actually "going out for a flight" meant being out all day with maybe only a few flights possible.

After switching on the LT (1.5v) and the HT (60v) hearing aid battery in the model you pressed the LT button on the transmitter and held it down and waited for the valve to warm up.



Above—TX Top Right—RX and Escapement

A mille ammeter was plugged into the receiver circuit and the circuit "tuned" to drive the actuator when the HT button is pressed on the transmitter, transmitting the carrier wave). However it was not that simple, as it had to be "tuned" away from the transmitter thus requiring a friend to pulse the transmitter while you fiddled with the receiver. As the equipment warms up and cools down the transmitter / receiver drifts.

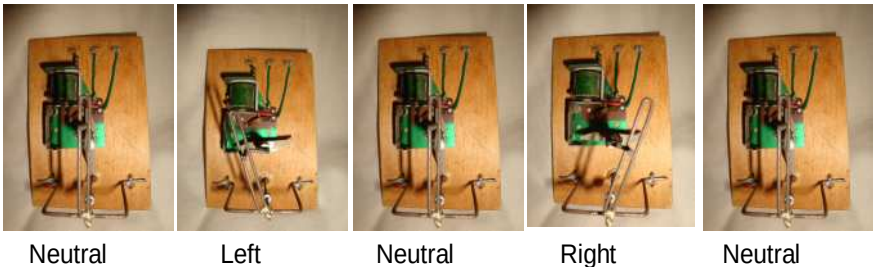
Bang—Bang cont.

Assuming you now have the actuator working fine you can start the engine, which invariably results in the receiver going off “tune”. A bit more fiddling and you are ready. Motor running, transmitter in hand and your friend is ready to launch. If you are lucky you are away for some guided flight.

One thing I did not mention is you only have rudder control [you have of course test flown the model as free flight?]. So the model gently climbs away. Two major problems can now appear, if you took too long fiddling before launch, the fuel may run out or the elastic reaches the end of its tether.

For most of us bang – bang refers to the way the rudder controlled the direction of flight. In other words full left, neutral, full right. The escapement driven by an elastic band achieved this.

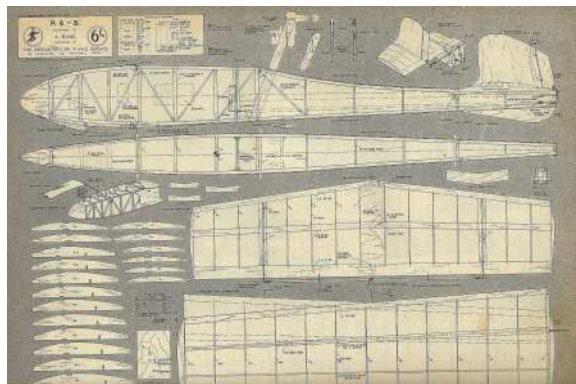
There was a small group of us schoolboys and we called ourselves Nibbly Road Flying Club. Our main interest at that time was control line and



free flight but we decided to have a go at radio control.

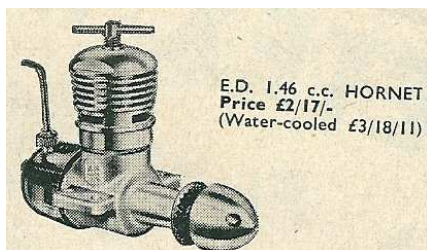
The model I installed this gear was called a R6B designed by a New Zealander Alan Rowe and was quite popular at the time.

You will need a magnifying glass to read the price of the plan. Six Shillings (35p)!!

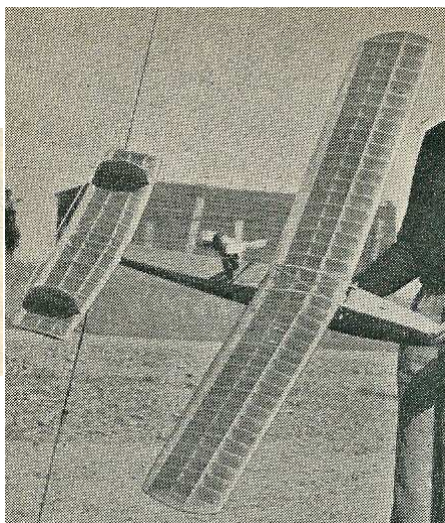


Bang—Bang cont.

The power was supplied by an ED Hornet 1.46cc diesel.



E.D. 1.46 c.c. HORNET
Price £2/17/-
(Water-cooled £3/18/11)



My aero modelling days were numbered in the late 1950's as other interests took hold, motorcycles and young ladies and the R6B was consigned to the loft in my father's house. I married in 1963 and my models were transferred to the loft in my new house. My family of a boy and two girls arrived and with my career taking off I had no time for modelling activities.

In 1975 I took a post with the same company (Kone Elevators) in London and moved to Farnborough. Out walking with the family one Sunday on Tunnel hill we heard some model engines running and following the noise found a number of aircraft in the air at the same time and magic, they were being controlled as opposed to guided. This needed investigation.

Again now bitten by the bug I had to get into the air at minimal cost. So the R6B came out of the loft, the tissue removed, a bit of redesign with the twin fins to a central fin and a covering of solarfilm. I was ready to install my homemade proportional radio gear.

The transmitter and receiver were built with Radio Spares components to an RCM&E design and I used two fleet servo's for the Elevator and Rudder but there was no motor control. And thus I moved back into modelling.

Further musings in a future issue of LIFT.



If black boxes survive air crashes — why don't they make the whole plane out of that stuff? — George Carlin

Farnborough or Bust

*By David
Puddephatt*



For a Kiwi, the Farnborough Air Show was one of those unlikely dreams. However, now living on the air shows doorstep made it easy to train to Aldershot and bus to the gate. The weather overcast; a mild breeze and the clouds had enough gaps for the aerial displays.

Flying displays ranged from WW1 replicas through Catalina and WW2 Spitfire / Hurricane / Lancaster to the latest jumbo Airbus (A380). The latter did manoeuvre's you and I do not experience on our flights! But still the 'ole STOL Hercules aka C-130 Transport gave a most impressive flying display for an air truck designed 53 years ago! In addition, the Red Arrows performed twice and were impressive.

There were 80 static displayed craft, mainly small, including one with a diesel eco engine, Vulcan (grounded) and a few USA military. Agusta Westland and Finmeccanica were the largest exhibitors. Most of their static displays were quite impressive standing on white tiles.

The real surprise was in the four huge exhibition halls. I realize now it is a trade fair open to the public for the weekend. The depth soon overwhelmed me and extent of specialist suppliers the likes of which I had not seen before as NZ has no defence industry. The stands were high quality and high tech, extolling their virtues and projecting their images, leaving the detail to the catalogues

Interestingly many countries were represented with the Russians there with rockets and satellites, the Chinese with passenger planes and rockets, the Koreans with defence equipment, Brazil, Indonesia.... in fact many non-western and second world countries showing off their capabilities in the supply of hardware, avionics, services et al. I only recognized four brands from my past Dunlop, Cosworth, Grumman Northrop and RR.

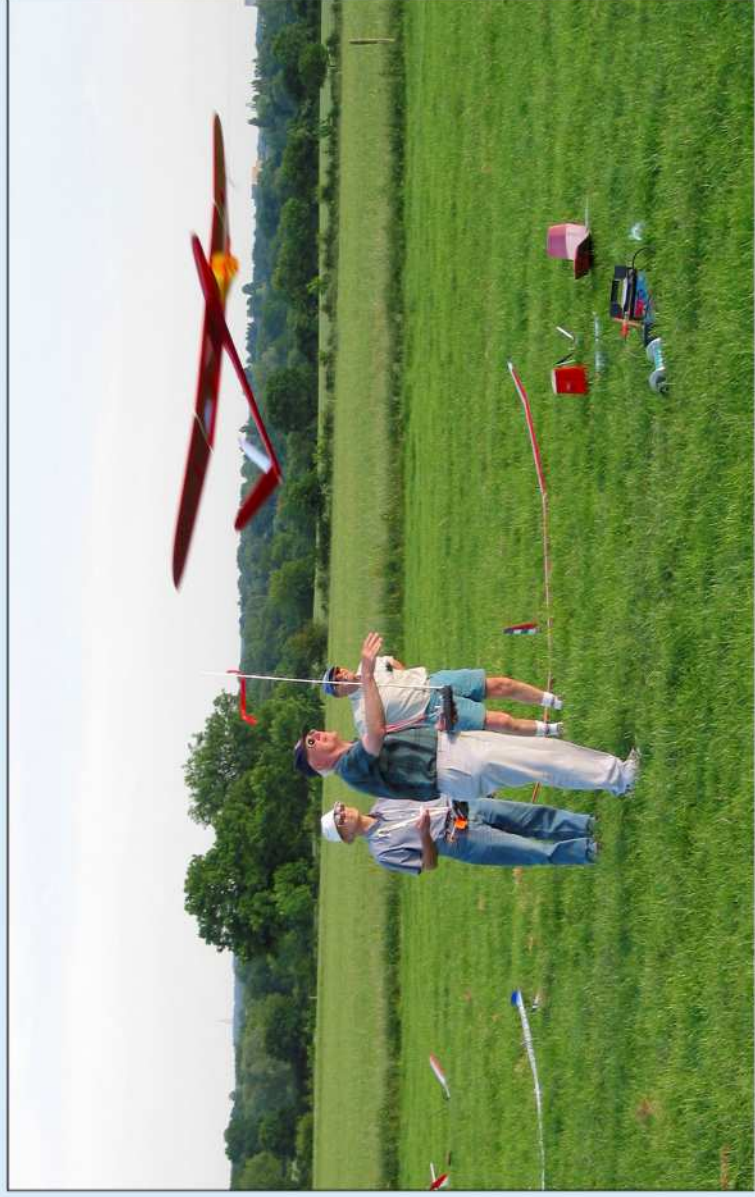
It was fascinating to see suppliers of components like turbine casings, exploding bolts, cabin wall insulation, things not readily visible, yet essential.

There were many suppliers of unmanned planes. From a TVSF perspective, the connection was uncanny. The only apparent difference was the on board electronic surveillance and the big price tickets.

A fulfilling day spawned by a birthday present given in 1957, "The Boys Book of Flight" with a foreword by Peter Twiss and a cover photo of the Fairey FD2.



Thank you Brian



Thames Valley Silent Fliers