

LIFT



INSIDE THIS ISSUE



WALES REPORT APRIL



ARTF or PLAN



KNAP HILL

Thames Valley Silent Flyers Newsletter
July 2011 Issue No:66



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Front Cover: Terry Pelling launches Graham Stallard's Fox (Photo - Alan Butterworth)

Frontispiece: Wales April 2011

Back Cover: Scale Fox landing at Blackbushe (Photo - Tony Ridler)

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Editorial

By Tony Ridler



Welcome to the summer edition of your TVSF Newsletter. The season is well underway with the almost completion of the Friday Night eSoaring league, having lost two rounds due to high winds. We now wait for the reserve date to complete the league. Due to Trevor not being back to full health yet he was unable to CD and there was some doubts whether we could go ahead, fortunately Graham jumped in at the last moment as CD.

By the time you read this the Mini Glider League also the Friday Night Thermal league will be under way. The All-Rounder points at the 23rd June is on the centre-fold.

The outdoor chuckie comp went well although we were down on numbers due to various members taking holidays thus allowing Graham to storm into the lead with a score in one flight exceeding the total of some contestants. It seems the more he practices the luckier he gets!

The new venue at Wales proved very satisfactory with a 60 foot cliff within 100 meters of the accommodation, needless to say most pilots were getting their "eye in" within 30 minutes of arriving. There is a article by Chris in this issue of **LIFT** re-counting some amusing moments.

The web site is proving a useful tool for assembling the slope flyers at a moment's notice. Trevor and Paul have kept the front page ever fresh. Don't be shy with your articles and photos. Trevor has put together a useful guide for those members not 100% with the internet. The next issue of **LIFT** will give some detail of how to get the best out of the Forum.

Send to me any articles or photo's you would like other members to see to tonyridler@sky.com and see your article either in this publication or on the web (or maybe both). →

And remember - There is an art . . . to flying. The knack lies in learning how to throw yourself at the ground and miss.

- Douglas Adams, 'The Hitchhikers Guide to the Galaxy.'

Chairman's Chat

*By Graham
Stallard*



What to say? When I stop and think about it there has been a lot going on in the club. Quite a lot will be reported in this lift and some can be seen on our web site.

There have been a number of new members joining recently; I would like to welcome you all to the club. I have met a couple of the new members who have come along to join in evening comps, Mini Glider and EFNL. The more that take part the more the fun. One thing the club requires, no matter what your previous experience, is that all its members hold a BMFA A certificate in one of the disciplines. This ensures all club members have a minimum level of ability, recognised by all and it is quite nice to see it on your BMFA membership certificate. So if you do not already have a BMFA A certificate please do link up with one of the examiners and do the test.

A number of club members have taken to mid week slope soaring. To my chagrin I could not make one recently due to other commitments and I just knew it was going to be a crack-er. The wind was a warm southerly (25mph + at times, oh magic) with bucket loads of lift combined and sheep shorn grass to land on. A day 'to fill your boots' on slope soaring. I have now started arranging other commitments to avoid Wednesday's, hoping to join in myself. Being retired does help.

The club supported the farm on the National Farm Open day on the 12th June. We planned to put on a static display of models and flying display with others chatting about the club and models. There is a full report in this issue of *LIFT*. In the end the drought broke to deliver 8 hours of rain, so two marquees were put up to form one and we did our best in the prevailing conditions. In the end a good job done. I would like to thank all the club members who helped, those who stuck their hands up, stepped up and turned up on time in the rain, thank you. My thanks go to Peter Chance for the loan of his marquee and the marquee Terry Weeks looks after on behalf of the Southern BMFA area. There you go something our BMFA membership has delivered for our club. Thanks to Richard Thornton and Colin Hutchinson for whizzing their models around in such awful conditions. This really captured the attention of the public. Well done all.

The EFNL has now completed the planed evenings and the TFNL has just started. The Mini glider league is showing how to catch those elusive evening thermals. So if you would like to join in or just watch do come along. We'll soon find a way for you to be part of the evening. There are a number of Open contest coming up soon. These offer the chance to see some of the best in the country flying. It's worth coming along just see what can be done.

Hope to see you flying soon one way or another. ➔

The New Website -

A Quick intro and Basic User Guide

Anyone can look at the site if they have a computer with an active web browser like Internet Explorer at

www.tvsf.co.uk

The HOME page is the first page you see and looks like this



By Trevor Hornby



The screenshot shows the TVSF (Thames Valley Silent Flyers) website homepage. At the top is a navigation bar with links: HOME, ABOUT US, COMMITTEE, TVSF CALENDAR, COMPETITIONS, GENERAL NEWS, PHOTO GALLERIES, FORUM, and USEFUL LINKS. Below the navigation bar is a large banner image of a person flying a glider against a blue sky with clouds, with the TVSF logo and name 'Thames Valley Silent Flyers' on the right. The main content area is divided into several sections:

- Search:** A search bar with the text 'Which tech do you use?' and radio button options: 35 MHz Only, 2.4 GHz Only, Mainly 35 some 2.4, and mainly 2.4 some 35. There are 'Vote' and 'Results' buttons.
- Latest News:** A list of recent news items including 'Allrounder status 28th May', 'EFNL 3 Results', 'Free Flyer Challenge 2011', 'New Glider Inauguration results', and 'EFNL 3 Results'.
- Popular:** A list of popular items including 'Indoor Challenge 2011 (updates)', 'Indoor Challenge 2011 - Results', 'ARTE or PLANT?', 'Sunder Challenge by Gordon Walker', and 'TVSF Cross Ward No.1'.
- REMINDERS:** A section with text: 'EFNL 4 is this coming Friday 3rd June', 'eSoaring one-off comp is Sunday 5th June at the field', and 'Club Meeting next Tuesday'.
- EFNL 3 Results are in:** A section with a 'read more' link and a collage of images showing various gliders and people flying.
- TVSF CALENDAR:** A calendar for June 2011 with a table showing dates and events.
- UPCOMING EVENTS:** A list of events including 'Fri Jun 03 @18:00 - 09:00PM eSoaring (EFNL)', 'Sun Jun 05 @10:00 - 02:00PM TVSF eSoaring (v. 201)', and 'Tue Jun 07 @20:00 - Club Meeting'.
- LATEST PHOTOS:** A section with a 'read more' link and a photo of a person standing in a field with a glider.

In the headings near the top you can move to any of the main sections we have set up



The main sections

HOME: returns you to the front page

ABOUT US: an introduction to the TVSF Club which is intended for non-club members visiting the site

COMMITTEE: the current committee with links to reach each of them via email

TVSF CALENDAR: This year's TVSF events, it first displays the current month and then you can advance through to other months. We show TVSF and other local activities. The events are colour coded which also allows you to filter the view.

COMPETITIONS: is sub divided by headings : Competition Overview; Slope; Field; Indoor; and All-rounder. In this section you can find all the published results and competition data..

GENERAL NEWS: hosts articles and general information, often those shown on the front page.



PHOTO GALLERIES: these provide sets of photos of events like Competitions, Visits to Shows, The Wales Trips, Etc.

FORUM: this is an informal chat area about hobby and TVSF matters. Register to add your comments. The most popular slope topic has been viewed nearly 2000 times.

USEFUL LINKS: over 120 web links to hobby sites cover weather, suppliers, associations, info etc.

The Home Page Main columns and Body

“Latest News” heading: provides live links to all the 5 latest published items

“Popular” heading: lists in order the 5 most visited articles

Left Column: at the top is a “search” field which will hunt the website, next is polling which allows you to vote on the surveys posed, the link will take you to the current results.

Right Hand Column: is headed with a Calendar below which appears the next few days events automatically extracted from the main CALENDAR. Below are a selection of the latest photos.

Centre Main body: Provides the latest news summaries and feeds to the latest full reports.

Next issue of **LIFT** will include “How to get the best out of the **FORUM**” which will include how to add a picture etc. ➔

The fly-away

This happened to my Dad and I when we were flying single channel r/c models on Chobham Common back in the late 60's.

Dad was flying a Lumpers, (diesel powered), and I was flying a kit called a Linus, (Cox Babe Bee powered).

The Linus



I still have the Babe Bee which is currently residing in a Flying Octagons, built from a plan featured in the Aeromodeller Annual 1974.

It will not stay there much longer as the Flying Octagons is far too dangerous a model to fly when there are people in the near vicinity, but that is another story!

It was Saturday morning, and the weather was calm and sunny, and we had been flying for an hour or so.

I fired up the Babe Bee in the Linus and Dad launched it into the blue yonder, and as soon as it left his hand I realised that we had forgotten to switch on the radio in the plane. Oh dear, oh dear.

By Colin Hutchinson



Well, all was not lost because in those days the planes we were flying were just guided free flight models, and would happily fly on their own.

Off the model went in lazy climbing circles, not moving down wind a great deal, but getting higher and higher.

After the usual three and a half minutes the engine stopped and the model began to descend. By this time it had drifted downwind, and over a road.

From our position on the top of a small hill we could see the models flight quite clearly, and so we watched until it landed in a group of trees about half a mile away.

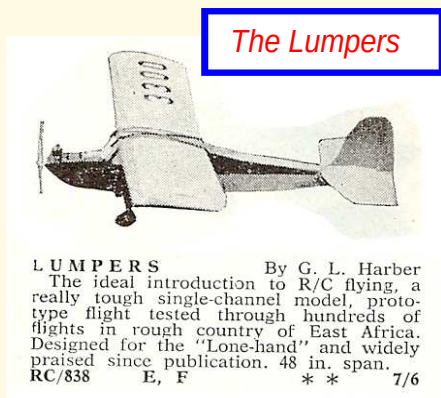
Carefully checking our bearings we set off to find the model, but as usual when we approached the area where we thought the model had landed the trees looked totally different, the heather deep, the gorse very thick and unforgiving, and the hidden potholes deep enough to swallow a medium-sized modeller.

After about an hour of searching we gave up and forlornly went home.

However, the atmosphere in the car soon changed after my Dad said that we would go back on Sunday and have another look, as there was an area he could not search, and he rather fancied the model might have landed in.

The fly-away plane - cont.

I should have asked why he didn't look at the time, but I was so consumed by my loss that it never occurred to me to ask. Sunday dawned bright and sunny, and after breakfast we set off for the common again, and within fifteen minutes of arriving there I heard a loud shout that lifted my spirits immediately.



Dad had found the model, and retrieved it from a small tree. Great, excellent, what a result.

On the way home our spirits were high, and the conversation was about what went wrong in the first place, where the model actually went, how lucky we were that the night had been dry and warm, and finally how Dad found it so easily and quickly.

He paused, and thought, and then said that there was an area that he had not been able to search on Saturday where he was fairly sure that the model had landed.

However as soon as he looked on Sunday, he saw it, and was able to shake the small tree to dislodge the model.

So why did you not look there on Saturday, I ask in a quizzical voice? "Well, he said, there was a young couple canoodling under the trees, and I did not want to disturb them!!" →

Colin Hutchinson

What a great story Colin, with almost 70 members in the club there must be a wealth of interesting articles just waiting to appear in print. [Ed].



2.4GHz, an answer to the maiden's prayer?

By Vic Thomas



My interest started with a passing comment, probably a year ago, in one of the mags to the effect that JR and Spektrum had fallen out of bed. This, after I had bought a 6i and a Spektrum module for my JR 9Xi, with three Rxs. Oops!

In February I e-mailed QEFI to ask if one of their boffins could pen an article on the developing mysteries of 2.4. An immediate response indicated that the March edition would include an advert for a DVD covering the points I had raised. In the meantime Roger Stacey circulated details of web sites on the same topic. Clarification or more bewilderment?

If others have waded through these web sites please bear with me, but not everyone's problems and lack of understanding are the same.

The DVD arrived and includes a lot of information on 2.4 usage in general, enough for at least another article. However, from the web articles, their related links and the DVD, I have assembled an outline of a changing and developing subject, very much as someone who could never manage the intricacies of a crystal set.

How did we get here?

On my return to modelling my Acoms 35AM proved to be totally reliable. Thence through a series of Futaba and JR sets with all the hassle of crystals, peg boards, waiting for frequencies, etc., etc., the Messiah moment of 2.4GHz. Our troubles were over. Ha!?

Oh no they aren't

2.4 is not a miracle cure. Some of the pros and cons are, (you decide which), it can support telemetry, there are no set channels, at present (see later) users are locked into one brand, the signal is line of sight, equipment is voltage sensitive and has increased power drain. OK, shall we stop there?

What's it all about then?

2.4 is shorthand for the range of 2.411 to 2.4685GHz. This is irrelevant to us peasants but it has relevance in looking at the two basic systems in use. Another snag not mentioned before is that this frequency is also used by baby alarms, blue tooth, microwaves etc. Luckily these are low powered sources but a spectrum analyser does show them.

Now do you want to stop?

Broadly, there appears to be two operating systems within our 2.4 world. The manufacturers use a variety of abbreviations to “describe” their products.

It is difficult to establish which came first but the American company Spektrum seems to have been to the fore with a Direct Sequence Spread Spectrum (DSSS) which was adopted by JR for a number of years. The other system, now more generally being adopted, is Frequency Hopping Spread Spectrum (FHSS). Either way the transmitter which has a unique Globally Unique Identifier, GUID system, (don’t ask), transmits a signal which only a receiver which has been “bound” to it, will recognise. This is the unique difference because 35 Txs have a universal GUID and a transmission on the same crystal will cause interference.

Under DSSS the Tx randomly chooses two separate parts of the 2.4 spectrum and has a good spread for each of these frequencies. Both frequencies are recognised by the bound Rx and if one fails for any reason the other is used. The freedom from interference arises from the randomness of this choice. The problem, which seems to be somewhat hypothetical, is that should the Tx choose two frequencies quite close together, and transmission occurs in a “radio noisy” area then there is a possibility that both frequencies can be swamped. Spektrum say that there is no evidence of swamping with up to 40 transmitters operating.

The FHSS system, now being adopted by most other manufacturers, has the Tx transmitting signals randomly across the whole spectrum, with the bound Rx recognising only “its” Tx. The increased randomness of the transmission should mean that any interference is virtually impossible. Clearly, the way this is done in practice is down to the individual manufacturers and so, at least for the moment, our Chinese friends will have to produce Rx’s satisfying the range of codes for each make. There are already a number of Rx’s, and indeed complete sets, presumably Chinese, on the web.

Turning to the makes we all know and love, Spektrum has produced a new hybrid DSSS/FHSS frequency agile solution, marketed as DSMX, which claims to be as good if not better than FHSS and a video is on the web showing 100 Txs running with no interference. The Company, presumably to keep their existing customers happy, (me), are offering upgrades for £50+ to existing Txs, but even without the upgrade, the DSMX will operate existing Rx’s, and existing Txs will operate new Rx’s.

It so happens that my 6i was recalled to Horizon for a pot problem and I asked if it was worth having the upgrade whilst it was with them, and was advised no!?. As things have turned out my Tx could not be updated and I now have the latest Tx and Rx.

Of the manufacturers offering frequency hopping systems, JR has a new range of Tx's (DMSS), now separate from Spektrum, as has Hi tec, Sanyo, Futaba (FASST), Graupner (HOTT), and doubtless others. Each of these systems is incompatible make to make, and for the moment we are being charged appropriately as there is no competition. It is beyond me to explain the 2.4 systems "given" away with some ARTF offerings, but see later.

The chap who wrote the web articles expresses the opinion it will be very difficult for the Chinese to pick apart the operating systems to allow copies to be marketed but my Spektrum kit is made in China anyway!

Modules are available to convert 35 to 2.4. Should you want to know there is a poorer latency, which means the reaction time, signal to effect is longer, several milliseconds!

The elephant in the room

In a recent QEFI a warning was given that it is illegal to operate any equipment which does not carry the CE compliance logo. In view of the apparent importance of this issue I contacted Manny Williamson at BMFA to ask his advice. His prompt response is to the effect that the onus is on the user to ensure that the equipment in use will not compromise the safety of the flight. In that regard the operation is no different from the 35 situation. QEFI seems to have joined the "red tops" in a degree of exaggeration.

Summary

Well, I certainly know more than I did, I hope that I have succeeded in lifting a corner of the 2.4 curtain. If anyone wants to borrow the DVD, please ask. Warning, it is sooooo boring. ➔

Sources, QEFI DVD,

Horizon Hobby web site,

plus Links, BMFA and QEFI



I thought you said all 2.4 systems were the same!!

Programme Update

Date	Day	Item	Contact
5th - July	Tuesday	Club Meeting - Innes McEwan on the business of farming	
8th July	Friday	Thermal FNL 3	PW
12th - July	Tuesday	Mini Glider L 3	JP
15th July	Friday	Thermal FNL 4	PW
10th July	Sunday	F3F/xCountry	GS
17th - July	Sunday	Mini Glider L 4	JP
22nd - July	Friday	Thermal FNL 5	PW
24th - July	Sunday	Thermal Open	CM
29th - July	Friday	Thermal FNL 6	PW
31st - July	Sunday	eSoaring Xcountry	TH
2nd - August	Tuesday	Club Meeting - Brian Pettitt on the Vulcan	
5th - August	Friday	eSoaring FNL Reserve	GS
6th - August	Saturday	TVSF Open F3K (2)	MF
7th - August	Sunday	Thermal 100" & BBQ and Thermal Workshop	
9th - August	Tuesday	Mini Glider L Reserve	JP
12th - August	Friday	Thermal FNL Reserve	GS
21st - August	Sunday	Mini Glider L 5	JP
27-29th August	Sat-Mon	BMFA Nationals	
4th September	Sunday	AMC - eSoaring (National)	MBell
6th September	Tuesday	Club Night - Photo Competition	
8th September	Thursday	Slope Day Out	GS
10/11th Sept	Sat/Sun	TVSA 2day - Middle Wallop	
11th September	Sunday	Mini Glider L 6	JP
18th September	Sunday	TVSF Open eSoaring (2)	MBell
25th September	Sunday	Mini Glider Reserve	JP
1st/8th October	Sat/Sat	Wales Week	CM
11th October	Tuesday	Club Night - 2011 Winning models Chat session	
16th October	Sunday	60" Pylon 4	GS
23rd October	Sunday	60" Pylon 4 Reserve	GS
30th October	Sunday	F3F/Aero/Xc Reserve 1	GS
1st November	Tuesday	Club Meeting - Club Auction	

Sloping about

by Trev with photos by Colin and Trev



Wednesday 25th May. Forecast 10-15mph South.

From a previous forum chat started with Colley Hill but the desire to adventure to a different slope made us look a little further afield.

John Price had encouraged the Vale of Pewsey and Knap Hill which we eventually focused on. It's about 70 minutes and 50 miles from Yateley/Crowthorne if you head out towards Reading and along the M4 west .

Colin and I arrived at the small car park about 12:00, its 3-4 miles south-west of Lockeridge. English nature had a few signs but none of them indicated “no flying” which I half expected. As someone had previously mentioned there was no access into the lane at the end of the car park which is blocked by a strong metal gate and several standing stones.

One car had a hanglider on the roof but the pilot said it was a bit too blowy for him. Neil (of Spire Models in Salisbury) and another pilot were rigging their models by the cars. Although I had flown over the West side of the road on Milk Hill, myself and all the TVSF visitors were virgins to Knap Hill.



We followed Neil who had waited at the lower slope (the position directed by John on the forum) only meaning a 200-300 yard walk to the escarpment (see map) across almost level terrain.

Up on the hill top of Knapp Hill we could see an orange machine flying. The pilot later proved to be Richard Edmunds when he walked back with his trendy snow-board bag down to the lower slope to say hello.

The ridge itself faces S to SSW (up on the top of Knap hill will probably also cover round a little to SE) and is more like an inland cliff with a wire fence forming a flight line along the near sheer drop of 150 to 200 feet.

The main hazard was a couple of 7 foot hawthorn clumps in the fence line which could block the vision when racing too far left or right below eye level line.

Caution was needed at the point of launch with the wind gusting at 25 mph, several novices put the model down a few feet slope side of the fence (including myself). Once away the air was very smooth.





By about 1:00 Colin and I had were joined by Andrew Horne . Gordon Walker also arrived with two of his other fellows from South East Berks RFC, Chris and Roger.

During the afternoon 4 or 5 other fliers came and went. Andrew, Colin and I were last to leave at 5:00 after about 3 hours stick time, some chatting and a bit of nosh.



Landing was something of a luxury with a large rolling field space, animal cropped grass and no stones, the only challenge was the very occasional cow pat.

Assessment: for this wind direction this is an exceptional slope... easy short flat walk from the free car park, buckets of smooth lift, large easy landing space, clear and safe launch point. I won't want to go anywhere else in future for my southerly rush! →

What we flew:

Trev - Gulp DS, Sonic, Scale Skylark (3.5m);

Colin flew his Gulp and Mini Ellipse;

Gordon his Limit, Sunbird (nice mouldy), Easy glider;

Andrew his Easy Glider Pro and a Zaggi type wing.





Dogging in a field in Oxfordshire

By Graham James

Well sadly, the weather got the better of Radioglide again. How can it be so good for so long leading up to the event, be rubbish for the 3 day bank holiday and then improve again. BARCS aren't bad people but it seems as though the supreme pilot is cross with us for some reason.



Dogging refers to these pictures. Well what did you expect from the title.



It is a requirement that all parachutes are wound down to avoid line cuts and this makes the retrieval of lines quite laborious. This has always been traditionally called 'dogging', yes we used the term first!! So Ian Duff has decided to take this term literally and his dog Ellie performs the task superbly.

As you will probably have read elsewhere Messer's Pelling, Chambers (Glynn AMC) and myself decided we'd give it a go and I have to say in 100s, the other two flew superbly in the 20mph+ wind. Launching high, pushing upwind and finding lift, though not much circling back. Glynn did try it once and ended up one field down but still made the fly off.

Me? I enjoyed myself assisting a chap called Gary Binnie who was flying a Chieftain, the 100" version of the Medicine Man designed by Roger Pullen back in the 70/80s for those that remember. Winching was a delicate balance in that wind, with 6 gauge joiners but it actually flew quite well. Oh yes, I was flying too but it was only in the last slot that I worked out how to get some ballast safely into the model and won the slot.

The final result Terry first, Bob Dickenson second, Neville Warby third and Glynn fourth.



Later in the afternoon we attempted Electric Launch. Well I didn't because I knew my Pulsar just wasn't going to cope with the wind. Difficult to report really as the conditions were deteriorating fast. Several Open models, a couple of 2 metre ones including Colin Lucas and his Multiplex Easy Glider (the pesky ceiling tile as Chris Foss calls it) Most people had two launches in each slot to try and get a descent score and eventually after 4 rounds with winds over 28mph and gusting 40, the CD called a halt and result. Peter Allen took top spot with Robin Sleight in second, Peter Mitchell in third with Cliff Hannan taking top 2 metre spot.

Sunday dawned bright but windy and after a Little Chef breakfast Terry and I turned up at the field to be greeted by huddles of F3J flyers looking distinctly like they didn't want to be there, with several breaking camp in anticipation of a quick escape. At 10 o'clock the CD gathered us all together and gave us a choice, common sense prevailed as the conditions weren't going to make for a good competition.

So with the prospect of Monday being a washout for the Multi Launch the majority of competitors gave it best and went home. True to the forecast it was wet though slightly less blowy and the comp was cancelled.

But I for one am up for next year and it would be good to see a few more familiar faces joining us. ➔

All Rounder Points at the

		Pilot's Name	Indoor Chuckie	Mini Glider	Mini Glider League	Hand Launch F/F	Friday Night League	Open Thermal	100s Thermal	Interclub	Multitask	Electric Xcountry
	Maximums >>		10	10	15	10	15	10	10	10	10	10
					After 2							
Graham	Stallard				14	9						
Peter	Williams		9		7	8						
John	Price		10		13	10						
Paul	Harvey		7		12							
Tony	Ridler		1			5						
Colin	Hutchinson		8									
Graham	James				11							
Roger	Stacey				10	6						
Terry	Weeks											
Ian	Kingsley											
Mike	Fantham				15							
Gordan	Walker											
Andrew	Pugsley				9							
Roger	Critchley											
David	Puddephatt		2			7						
Alex	Gow				8							
Bill	Cooke											
Chris	Moynihan		6									
Andrew	Horne		1									
Richard	Thornton		5									
Richard	Edmunds		4									
Alan	Butterworth											
Clive	Learwood											
Brian	Pettitt		3									
Graham	Griffiths											
Martin	Bell											
Ben	Martin											
John	Skinner		1									
Ian	Lancaster		1									
2011 Participants			13	0	9	6	0	0	0	0	0	0

t the 23rd

Electric FNL	Electric Thermal	F3F	Cross Country	Pylon Foamie League	Pylon Crunchie League	Aerobatic	Annual Pylon (foamie)	Annual Pylon (crunchy)	Thermal Allrounder	Electric Allrounder	Slope Allrounder	Club total points
15	10	10	10	15	15	10	10	10	100	35	70	205
After 4												
14	9								23	23	0	46
13	7								24	20	0	44
									33	0	0	33
8									19	8	0	27
12	5								6	17	0	23
15									8	15	0	23
3	8								11	11	0	22
									16	0	0	16
6	10								0	16	0	16
10	6								0	16	0	16
									15	0	0	15
11									0	11	0	11
									9	0	0	9
9									0	9	0	9
									9	0	0	9
									8	0	0	8
7									0	7	0	7
									6	0	0	6
5									1	5	0	6
									5	0	0	5
									4	0	0	4
	4								0	4	0	4
4									0	4	0	4
									3	0	0	3
2									0	2	0	2
1									0	1	0	1
1									0	1	0	1
									1	0	0	1
									1	0	0	1
16	7	0	0	0	0	0	0	0	19	17	0	29

To be a Farmer's boy, Tra la la

As some of you will know last Sunday was a National Farm Open Day and

Syngenta, our host farm took part. It

was, apparently to reduce the general ignorance of Jo Public on how agriculture works. "Our farm" put a great deal of effort into the planning of the day including a request to the Club to put on a display to show the diversity of farm use and how it can serve the community.

By Vic Thomas

Photo's - Tony



So much for the background. In the event, even those of you who looked out and decided to stay in bed, will have noticed it rained, and rained, and rained. (The gardens need it!)

A sturdy group of stalwarts, 14 in all, turned up and by the time I got there, about 10, the marquee was up! There must be some concession for age.

A great variety of models were available, but the space available in the tent was limited, and even more limited when the public arrived. We had two tables one with ¼ scale gliders and the other with helis, indoor and hand launch. Hanging from the rafters there was a free flight Cub, an aerobatic, (I know not what), and my Easy Glider hanging on the tent wall. The rain dripped on it all day but it stayed as dry as a bone.

True to the timetable a couple of tractors and trailers arrived about 11.10 with around 50 people including a fair proportion of small children. Bearing in mind the continuing rain most dismounted and gathered round to listen to Graham and Clive explain our exhibits, with the rest of us doing the "one to one" bit. At one stage I got into conversation about Warfield Church and past vicars, (don't ask).



This continued about every 20 minutes to half an hour throughout the day. However despite the rain the even hardier souls, Richard, Graham and Colin actually flew after lunch, and this was extremely well received, with a round of applause on each landing.



Later in the afternoon John, mistaking a lull in the wind for something more permanent, I think must have established a record of some sort, (forward the Records Officer). His hand launch chuckie flew its usual pattern and then literally took off to be found way down wind, about a mile away.

Several hardy souls went after it but had given up when it was noticed and retrieved.

Altogether we estimated that about 600 people came through, and for the most part seemed to be very interested in what we were able to show them.

The children were able to waggle the sticks on the 1/6 scale Minimoa, who knows we may have some recruits in a few years time.

In that regard, it was noticeable that the age profile was children up to about 7 and the remainder were parents or early middle age. The complete absence of yoof must say something, perhaps the hedge laying did not grab them.





All in all, I think we did our relationship with Innes and the establishment generally no harm at all, pray for blue sky and fluffy white clouds next year.

Thanks to all who took part and to Innes' staff who supplied the fodder to the wet aeromodellers. ➔



Models Revisited

By Terry Antell

Occasionally we all find a few models become redundant. By this I mean we move on to a new challenge. But what of the old model now lurking in a corner?

Revisit them. Perhaps the original motor wasn't man enough for the job or the Lipo had given up. A few years later you now find a motor that was used in a model that has been scrapped. (Smashed up!!)

I was in this situation with my ¼ scale Fournier (B) which is so much like the RF4 version. Fawcett's Field (Barton-on-Sea) being somewhat small, and Stanpit Rec (Christchurch) being a longer walk with an 8lb model I'd put it away to rest! It last flew at Stanpit 3 years since and needed an undercarriage repair after a rabbit hole removed the large single wheel AND the fuselage bottom.

With Strawberry Field (Private Field at Boldre, near Lymington) now available for our use I could see the chance of a few more happy landings without much turbulence. Repaired the wheel assembly, refitted the motor (it had been in the Cessna Skylane), introduced a new 5 cell Lipo, 4500mah and tested the servos, now using a 2.4ghz Rx.

Watt meter tests have shown 1200 watts of power from the motor and drawing 63 amp (reducing) from the Lipo. The Lipo is capable of delivering over 100 amps. The ESC is a 70amp Opto unit. Power to the 6 servos and Rx is from the 5 cell Lipo via a UBEC which can take up to 7 1/5 amps, much more than I require. So, for the price of a UBEC unit and shared use of my 5 cell Lipo (it's also used on my Cessna Skylane).

Once again I dream of soaring the powered glider, this time at Strawberry Field, Boldre.

Update: The Fournier took to the air again on Thursday 17th February at Strawberry Field. Total air time (just one flight) was 23 minutes. Actual power on time was 7 mins 29 secs. Battery checker indicated just 3% left in the pack. I recharged and the battery accepted 4605 mliamps. Battery is a 4500 capacity. It has recovered!! (lucky me)

Next flight will be restricted to 6 minutes of power!!!!

Original pic -- without my female pilot who now takes control?? Pic taken by Vic Thomas (when he owned it). →



Bang-Bang; another view

By Gordon Walker

I much enjoyed Tony's nostalgia trip article in the March **LIFT**.

Thought I would let you all know that single channel is not quite as dead as you'd (wished?) thought.

I fly electric S/C, mostly compound I admit, and have a model set up with a bang-bang buddy box with propo master Tx if any one fancy's a go?



If your preference is for sequential then it is only a flick of the switch to change onto this! Servos are used in lieu of actuators to keep reliability up to current standards.

Currently the model is on 35MHz but will soon be going to 2.4GHz.

Trimming was carried out on propo and it took quite a while to re-learn how to set it up right for S/C.

Bang-Bang; another view..cont

I am in the process of building two gliders, one for slope and the other for flat field which will also be on S/C. Hoping to have the S/C sloper airworthy soon. This is Minnow and once I get the hang of sloping on the button, I will then re-commission a Veron Impala that I bought at a club auction a few years ago

Quite fancy entering the Friday Evening Thermal comp with one of them, just to get a few going!!

I am also involved with this bunch of nutters;

<http://www.singlechannel.co.uk/>

The 37 and a bit inch span 'Timber' was originally published in RCM&E as a free plan in the December 1961 issue, and was designed by Peter Holland initially fitted with an 1.49cc Elfin motor.

I generated the plan using a jpg image and TilePrint and built as per plans with only a couple of minor modifications such as, slicing 3/4" off the tailplane chord and adding a 1" elevator (using sewn hinges).

I used saddle clamps to hold the main undercarriage on to the fuselage. The main modification was adjusting the nose to accommodate an electric motor by locating a 3mm lightply bulkhead in at the appropriate place to fit the chosen motor.

The rudder is driven by my Elmic-EMax actuator, namely a 9 gram servo mounted vertically using an old control horn as a bearing to convert the motion into rotary so that the original birdcage drive could be used at the rudder.

The elevator is a carbon pushrod drive to a central horn mounted on the top surface of the elevator.

I chose the Timber because I could get a good quality image of the plan (thanks RFJ and Patmcc) where as, what I would have really liked was a Veron Mini Concord, but was unable to find either a plan or a good image of the plan.

Patmcc was especially enthusiastic about the design having built a couple and then developed the design which suggested that it might actually fly. He was right. It fly's very nicely and (using modern propo radio) is a great little trainer and copes well, despite its small size, even when there is lots of turbulence.

Flight testing showed the need for a bit more packing under the leading edge of the tailplane, and I am glad I went with the "Experienced" sizing of the rudder.

The only issue I have had to date is that the tailplane is a bit prone to warping, most likely to be a wood selection problem on my part. →

Specification

Motor- Turnigy C2826- 1350kv, Prop- APC-E 8 x 4"

ESC- 25 Amp HobbyWing

Battery- Tipple 3s LiPo 1000mAh

Servos- Emax 9gram digital

Covering- Solarfilm

Target weight from plans/build article 28 ozs

Actual weight RTF with battery 22.7 ozs



GORDON'S SINGLE CHANNEL TRANSMITTER

From Your Southern Correspondent

Okay, sometime since you've been bothered by me!!
(who said oh no??)

By Terry Antell

Firstly, may I say how glad I am that Trevor Hornby is obviously taking an active part in TVSF again (based on blanket emails received)

Christchurch & Dist. Model Flying Club has maintained its membership in 2011. Our club training equipment has been updated to 2.4 gear.

This was helped by monies left to the club following the sad loss of Terry Sullivan. Terry died from leukaemia aged 53 years. He had suffered from rheumatoid arthritis for 15 years and had been treated by a particular drug for 10 years. It was the action of the drug that had kept him going. Sadly it was the drug that sparked leukaemia. This drug has been removed from use in the NHS.

We have introduced electric thermal comp flying every Friday evening, May till end August. This takes place along with pure thermal gliding at our Stanpit Recreation Ground site, Mudeford, Christchurch. I am a member of Christchurch Borough Sports Council, representing our club and hobby/sport. We have just had our licence for Stanpit renewed for a further 3 years, for a rent of one pepper corn per month!!

If any of you are on holiday and fancy a fly, that's slope (SE, S or SW) an electric thermal model or fixed wing electric power, including helicopters just make contact.

Guests are free, subject to being BMFA members. If you are staying near Wimborne then there is the Wessex Soaring Association where I'm also a member. Again you can visit (as guest) with me. They have some wonderful flat fields, largest being 35 acres and many PRIVATE slope sites.

Below is a picture of the April monthly electric thermal competition at a WSA site (I'm the short old fat guy on the right). For a change I actually won the open section and was second in the RES class (Rudder, Elevator, Spoiler).

Happy landings to all,

Terry Antell. →



ARTF or PLAN

By Paul Vale



I have wanted to own a classic glider for years. Since joining the TVSF over 6 years ago, I have gone through the slope racing, slope sleek, latest moulded and latest foam models but always eyed with envy when a classic beauty was launched by one of my club mates. To see these classics gently and majestically riding the lift in beautiful settings is a delight and I wanted one of my own.

Here is the problem - I don't really build. Well, I can put in a servo, do the basics with wiring (don't laugh- the Pauls & Dave, you know who you are!) and cover etc. which, nowadays gets you by with most purchases but I had my eye on a Slingsby Gull - it happened to be a plan! Now here's the thing, know your limitations and plan your way round the shortfalls. Most of the help I get regarding my almost ready to fly models comes from Paul Wright [including my latest Erwin which he built from start to finish to his extremely high standards], and the small group who meet to build during the winter weeks. This Gull, though, would take too long for me to do myself, with assistance from the usual group, and with limited space at home I couldn't imagine the wife embracing my new 5th scale beauty with the same enthusiasm as me.

Luckily for me another club member who happens to be the brother of my sister-in-law, Andrew, loves to build from plans. He used to build and fly power models until I convinced him to try the silent stuff.



He hasn't looked back since, though I have noticed him looking at those dirty power plans from time to time but I doubt he will ever return to the dark side.

I won't bore you with the pleading that went on, but he looked at the plans and happened to have nothing on his board so agreed to build the Gull for me. Andrew has a fantastic model building workshop, all the tools neatly in their place, building board at the ready and every nut, screw, hinge to hand, it is a modellers heaven. Having dropped off the plan, listened to Andrew making the odd hmmm, ermmm hmmm it was enough to convince me to leave a chap to his technical wizardry!

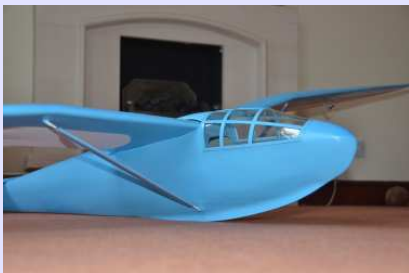


In my world building from plans takes the same amount of time as a solar year or there about. If it takes me 2 months to think about how to install the servos in an ARTF (and even then someone does it for me because they can't bare it any longer) then a regular club builder with knowledge of his subject and a full time job is gonna have to go through a few seasons before the thing takes shape. How surprised was I when a few weeks later I got a call from Andrew asking me if I had thought about servos!!!

This is not a build blog (although they might be nice in this newsletter) but more of an appreciation of club members who can produce a stunning glider from nothing more than a plan and some wood. Within a very short



time I was standing with Andrew looking at a fully covered ready to paint model exactly like the picture on the plan.



All I can say is I marvel at this black magic, the way someone can walk into a workshop with a plan and some wood then several weeks later open the door and bring out a model that looks like it was purchased from a shop.

For me the model was ARTF as I brought it home and just have to balance and add a bit of lead. For Andrew it was a plan build which, I must say, he took in his stride. In some ways I wish I could learn this black art, but to me, plans with no instructions and just a group of hieroglyphics are well beyond my ability. There are people out there that still like to balsa bash and I for one admire them greatly.

Hopefully the Slingsby will fly in Wales shortly. I will get the fun from flying, but the credit all goes to Andrew. ➔

Paul had his wish, the following picture was taken at “Annie's” in April



Closing Date for Articles to appear in the November issue is the 14th of October 2011

I LEARNED ABOUT FLYING FROM THAT.

John Price



An “interesting” thing occurred the other day. I was in the workshop ballancing a prop. To check that I had cured the vibration I mounted it on the model with the “O” ring that fitted the shaft saver.

On running the motor at half throttle it was much smoother so I opened the throttle further. Now, mindful of the possibility of blades being shed, I held the model vertically, nose up, with the prop above my head. At nearly full throttle, for no apparent reason, the prop parted company from the motor!

The interesting thing is that it didn’t shoot upwards, hitting the planes hanging from the ceiling, but went sideways, hitting a cupboard then ricocheting across the room, bouncing off a shelf and falling to the floor. No damage done. Even the “O” ring was intact.

I have always thought that a single blade would fly sideways but that a whole prop would go forwards. Perhaps it just depends on what gives way at the instant of release.

Anyway, it’s a reminder that the safest place to be is behind the prop. →





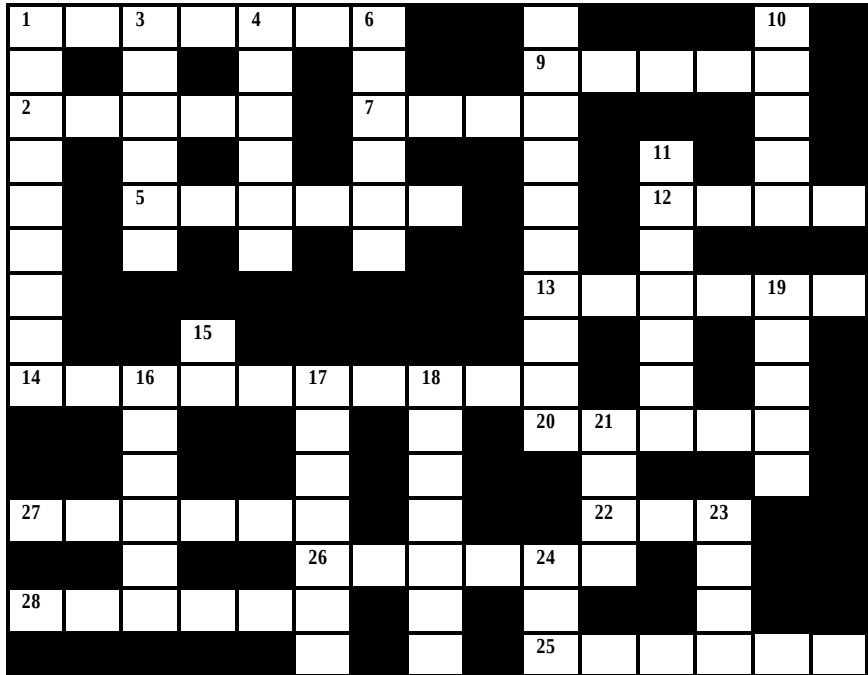
Solution for March issue - *LIFT* 65

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Apologies for spelling the water hole “Leather” and not “Leathern”, spotted by eagle eye John Price. I assume it was too difficult for other club members so I have made an easier one on the next page.

TVSF Crossword 2

By Tony Ridler



Down

- 1 With AMC & MVSA
- 3 Keep your money in?
- 4 21 PER CENT
- 8 Batteries
- 10 From another Planet
- 11 Item ticked off
- 15 Not DC
- 16 Ancient Counting Device
- 17 The ***** of Alcatraz
- 18 First Name Neil
- 19 Concorde nose
- 21 Not Air Force
- 23 Dancing
- 24 Not Old

Across

- 1 Model Supplier
- 2 To watch
- 5 Another name for Power
- 6 Crop from church
- 7 Not dead
- 9 AEIOU
- 12 Type of Glider
- 13 No longer available new
- 14 Near Farnborough
- 20 With Control
- 22 Don't get lost
- 25 Lots on a Jumbo
- 26 Bounty
- 27 To go up
- 28 East of Finland

North Wales Slope Soaring, April 2011

By Chris Moynihan



As attentive club members you will recall that, back in October 2010, I was advised by the owners of Cim Farm that the property was to be put up for sale and hence my block bookings for the spring and autumn trips through to end 2012 could not be honoured.

After the implications of this were absorbed, I made use of a business trip to Dologellau in November to scout around the area to inspect web-found properties that can take approximately fifteen guests, ideally in single occupancy rooms.....no small task.

I looked at all the prospects and was increasingly depressed by the poor quality and /or remoteness from the slopes.

Sharing a beer with John, mine host at the Sun at Llanengan, I shared my problem with him towards the end of my trip. He immediately suggested the possibility of an extensive range of accommodation just a mile or so down the road and overlooking Hells Mouth bay.

I contacted the owners, inspected the premises and was immediately impressed with the cleanliness of the place, which has nine separate units, and bowled over by its location, just yards from the beach with flat fields all around too. Cilan to the east, Rhiw to the west, flat field or sloping from the 'back garden', and a short walk to the pub....what more could a slope soarer want?



So five months later, a happy band of TVSFers , sixteen strong, set off for a week at Ty'n Don in early April.

It felt different, certainly....not as luxurious as Cim, and it was clear that the units hadn't been used since the previous year, but they were certainly clean and most of the units warmed up quickly once the pounds were dropped into the meters to get the heating going.

As a strong southerly was blowing, most ventured out to try sloping the low cliffs behind the house. They worked alright but some found the curl-over a little challenging on landing.



Sunday started with 'a full English (Welsh?)' breakfast at the Sun, a great start for the day but maybe a little too much for everyday breakfasting.

This was followed by a great day of sun and south westerlies, first on Ceiriad then over to Annie's on Cilan.



All the big scale came out, including my newly acquired LO 100; I thought this quarter scale aerobatic machine looked good in the air, well finished with a somewhat chubby appearance, a bit like its owner! It certainly flew well after some initial trimming flights and some help from Richard in refining the radio set up.

Sleepy hollow on Cilan was soon deserving of its title when the leading members of the CBA chapter adopted recumbent positions, while others, taking full advantage of a great day on the slope stayed airborne for hours. I'll let you guess the names appropriate to these two quite different descriptions!

Meanwhile, others were busy with expensive cameras, hoping to capture the image which will win the photo comp later in the year.

Monday dawned wet and windy, and stayed that way all day; some braved the weather to walk to the pub for lunch and back again for dinner. Later in the week, when the weather was again poor, this same group wanted to make it a full day at the pub, not bothering to return between lunch and dinner, but John at the pub was having none of it and made it clear that three pm was closing time.

Tuesday was again disappointing so a group of us took off to see how Brian Gowland, an ex club colleague of mine from Timperly Club days in Manchester, was getting on with his building of a full size light aircraft in his barn a few miles away. This delightful looking machine is a French design with an uprated Volkswagen engine. Brian was always a beautiful builder...he won the scale Nats one year...and all his skills are clearly evident in the superlative workmanship evident in the still unfinished airframe. Its been seven years in the construction so far and he reckons it'll be in the air by end 2012. In the meantime he has got his PPL and is clearly keen to get it finished. His hospitality and that of his wife Sue is second to none and the offer of a bbq at his place in October is in place.

Wednesday was clear and sunny with a good SSW wind so it was Ceiriad all day; I enjoyed flying my Typhoon, LO100 and SB9, stopping only to watch Graham S take a first flight with his new and impressive Fox, as well as Glynn with his giant 3.5 scale machine, so imperious in the air.



It seems to me mishaps were few and far between, especially as the wind lessened in the afternoon as the Ken Glynn floaters ventured out over the sea in the silky smooth lift.

The Thursday and Friday were somewhat fog shrouded, so flat field flying and sloping on Hells Mouth cliffs were the order of the day in the blue sky gaps. Gentle

but really rewarding. Others ventured up the mountain railway to Snowdon (wimps!) while one other did the manly thing and 'did' Cadair Idris.

Highlights of the trip? Well two joint first placers here....Glynn Chambers show-boating with his electric aerobatic model failed to emerge from a lengthy spin to plop the model dead centre into a evil smelling bog. The ESC erupted into a cloud of steam and Glynn had to divest his shoes, socks but thankfully not his daks to retrieve the steaming wreckage. The sound of camera shutters was deafening.



Joint first place also to John Skinner, casually flying his 2 metre Highlight on the back field, attempting to ignore the interest of a herd of heifers. One particular beast was obviously more curious and approached steadily...John retreated, lazily. It went closer, John retreated, somewhat quicker. The animal by now was a yard or so from John, with him in a sprightly backward trot. He disappeared behind a bush with the heifer closing on him, John maintaining control of his airborne Highlight with increasing difficulty. Ten seconds later John shot out from behind the bush going like the clappers closely followed by the heifer in hot pursuit. Whereupon, the hapless Mr Skinner put a foot into a rabbit hole, went base over apex, while the equally hapless Highlight plummeted earthward to meet an ignominious end. At this both the stunned heifer and the increasingly helpless-with-laughter onlookers could take no more. Pure bliss!



Look out for this on Harry Hill's TV show, as Richard fancies that his video of this is a guaranteed £250 in his pocket. *(Ed: also follow the link on the TVSF web site)*

A good week all round, with memories of watching the sun going down over the bay, reclining on the patio with a glass of good Merlot in hand and the prospect of a fine dinner and more good days ahead. ➔

Ed: Please look on the web site for more than 100 photo's of the Wales trip including the visit to Brian Gowland to see progress on his full size.



THAMES VALLEY SCALE AEROTOW - FOX LANDING AT BLACKBUSHE 2011