

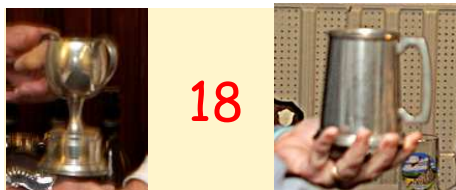
LIFT



Thames Valley Silent Flyers Newsletter
March 2012 Issue No:68

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Cover Photo by Alan Butterworth

Model - LO 100 : Pilot, Chris Moynihan



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Rear Cover Photo by Roger Stacey,

Model - Fox : Pilot, Trevor Hornby



Editorial

By Tony Ridler



Welcome to the 2012 season, our first club meeting included the presentation of the re-distribution (or retention as the case maybe) of the club trophies. Our chairman seems to get ever-more lucky the more he practises, either that or the numerous bottles of wine gives him wings!. Bring a few to Wales in the spring please Graham.

Our congratulations go to Joel, Peter and Mike in their representation of the UK in international competition's.

With articles/reports/reviews in national magazines several members have promoted our club within the flying community and with the increased membership we go from strength to strength. As this is a bumper issue I will save my prattling to the next issue

TVSF Committee

Chairman	Graham Stallard (GS)	01344 481275
Vice Chairman & Safety Officer	Chris Moynihan (CM)	01753 889825
Secretary	Richard Edmondes	01344 751213
Treasurer	Richard Thornton	01189 629168
Competitions Secretary	Trevor Hornby (TH)	01252 870677
Membership Secretary	Ian Lancaster	01189 760523
Records Officer	John Skinner	01189 730717
Newsletter Editor	Tony Ridler	01252 542720

Other contacts; (JP) John Price 01189 414766; (MF) Mike Fantham 01483 282747
(PW) Peter Williams 01252 842120 (TM) Tony Morgan 0118 9691027

Photographer:
Eldwyth Stacey (Husband
Roger Stacey)
Location:
Cilan west face (Annies)



Chairman's Chat

By Graham Stallard



This winters models will be well underway and thoughts of warm summer days soaring will be motivating completion. My current PC desktop photo is shown on the previous page to remind me of the pleasure to come and hopefully you.

The indoor flying season is moving along with numbers gently increasing. The most popular model this year is the UMX Extra 300. Simon Woods told me last year you will want one of these. He was correct they fly great. There were at least 8 in the air at one time at the last indoor. Boy they are fun to fly and the walls seem so much further away. A new venue is to be tried at the Waitrose sports centre Bracknell, formally owned by Panasonic. Contact Tony Morgan for details.

Snow on the ground, the same as this time last year, but no snow skies on any of my model. If any of you get out in the snow lets hear about your escapades. A couple of us are whizzing around electric aerobatics. It's cold but generally bright which makes it feel good to be alive. Keeping the LiPo's' warm is the challenge and Richard Thornton has found a low cost Pizza delivery bag which fits the bill. Running on 12V and providing 36W it is rated to provide a temperature roughly 60°C. It is best the batteries are not in direct contact with the bag lining by using some sort of thick cloth. Batteries are nice and warm and the flying performance and times are good.

During my visit at Christmas to Innes McEwen he mentioned that the club could remove the wooden poles next to the concrete track on Oldlands. In early January a number of club members gathered on a Sunday morning to remove the poles, clear the overgrowth of grass from the concrete edges and clean off the worst of the debris. The first surprise was the poles had been removed and the pile of dung and straw removed to the compost pile, so the job half done. Some dozen club members cleared the concrete in 90 minutes. So we now have a North South 8 feet wide concrete strip. This allows easier take offs and the potential for landing, a location for safe helicopter flying. It also allows the full length of Oldlands to be used for winch launching without a pole hazard. To date all soaring and electric flying have co existed without conflict. I believe this has been the case as soaring is the first interest in the club and most helicopters and electric aerobatics flyers fly when there is no soaring. With electric aerobatic and soaring models it is essential the pilots talk to each other and understand their respective flying areas before flying. We are primarily a soaring club and should the question arise between soaring and powered flying then I for one will defer power flying to soaring flight. With 24 x 7 access there is enough opportunity for all to fly their socks off.



Thames Valley Silent Flyers

Annual General Meeting

Binfield Club, Binfield. 6th December 2011

1 Apologies

John Skinner, Ian Kingsley, Peter Chance, Alan Butterworth, Barry Jordan, Roger Stacey, Colin Hanna. 28 members attended

2 Minutes of 2010 AGM

Were read to the meeting. Chris Moynihan proposed and Terry Pelling seconded. They were approved unanimously.

3 Matters Arising

None

4 Committee Reports

All Reports were read to the meeting

Club Secretary - Geoff Bentley

During the course of the year I have attended eleven of the twelve club meetings [I was unable to make the February meeting when Chris kindly covered for me] and all three committee meetings that were held. As you are all probably aware I am not standing for re-election this time and subject to the voting process the post will be taken over by Richard Edmonds, who by virtue of his previous experience of committee membership I am sure will bring an added dimension to the position of secretary.

I would like to thank the committee for bearing with me for the past two years and to you all who have made some kind comments during my term as secretary. As I have explained to some of you in a few weeks time I shall be 70 years old and I think the time as come to make some changes in my modelling life with perhaps less emphasis of competitions, although I will be very active on the electric thermal scene, and more on having some fun. I have always fancied building a floatplane and flying from water, and perhaps that time has come.

Membership Secretary - Ian Lancaster

TVSF has had a steady increase in membership over the last few years: from 52 in 2006 to 75 this year when five new members have joined. With our current level of membership it is difficult to assess how members use our facilities, and with this

in mind we have added a small questionnaire at the bottom of the membership renewal form. It is hoped that this information will be useful in planning future use of the field.

Things were much easier when I joined TVSF as we had eight members and no one used Excel or Word for club business; a scrap of paper was sufficient then. In fact, when I took over as treasurer from George Gilchrist, he handed me the accounts that were hand written on lined foolscap – not A4 – although I think A4 had just about been invented by then in 1985 (nearly a significant date there).

Please let me have any changes in your addresses, phone numbers, etc. and I shall try to keep up.

Comp Secretary - Trevor Hornby

It's been another full year for TVSF. I'm going to touch on the TVSF competitions, TVSF hosted national contests, notable achievements of our members outside, the Calendar, the handbook and some thank-you's. (The Website is also covered but later)

TVSF Competitions - We have managed to run 9 one-off events and 3 leagues. Similar to last year we completed most of the flat events and were weak on the slope. The ones that did not run: -

Slope Pylon league – in the early part of the year we mostly had a problem with weather combined with lack of numbers. Graham conducted a survey in the summer and from the results we decided to drop the Pylon league and focus on the one offs. We are not planning a pylon league in 2012

Others we have not run are: eSoaring Xcountry, Slope Aerobatic, and F3F (if it does not run Sunday)

Some stats: 34 members participated in at least one competition and 114 event participants which is a slight drop on previous years

Overall takeaways': We have a healthy 50% of the club taking part in competitions. It's probably more if we included the photography night. It's also nice to see a couple of new names in the winners circle: Colin Hutchinson (both FNLS) and Alex Gow (Miniglider 1 off)

TVSF hosted national contests - Mike Fantham ran 2 BMFA F3K league events at the field where our top nationals competed with Richard Swindells winning both. Attendances averaged 12.

Martin Bell – the very self-sufficient van man CD ran the two open eSoaring contests. July – 27 competitors highest placed TVSF was Terry Pelling with 4th. September - Colin Hutchinson and Terry weeks managed to push Chris Foss into 3rd place from 21 competitors.

TVSF members outside TVSF - Terry Pelling won the BARCs Open 100" (Radioglide)

Peter Williams and his wife travelled to Argentina as part of the team representing GBR in the world championship free flight. Peter eventually achieved 38th of 75 in the world for F1A

Mike Fantham was GB Team manager at the F3K world championships in Sweden. The UK managed 3rd place through Mike Stern in the individuals.

This year's British League (BMFA) Champion, Joel West has had an exceptional season, setting a very high standard of flying. Lowest placing was 3rd he had firsts at "Tinkers" and Long Mynd. He has not only excelled in our national league but also competed and finished 6th in the Euro tour out of a total of 196 pilots. The Euro tour result was achieved by 3rd in Norway, 3rd at the North of England Open and finally winning this year's Welsh Open.

Events Calendar 2011 - The hard copy planner was issued along the same format as 2010 with the 1st Lift of the year. It was also published and maintained on the TVSF Web. The main change (subject to tonight's proposal) will be the way we handle the slope fixtures and dropping the Pylon league.

Handbook - No updates this year. We have postponed the updates planned to include the impact from tonight. The new version should arrive early next year.

Thanks - A special thank you to those who have supported the contests but in particular thanks to our CD's who have made it all possible. Singling out Graham Stallard, who has done a sterling job, stood in for the EFLN and all the slots booked for slope that were cancelled the night before. Also to thank: John Price; Mike Fantham; Martin Bell; Tony Morgan; Chris Moynihan; Roger Stacey ;Vic Thomas who ran the Indoor chuckie, and if I've missed anyone, sorry and thanks.

Finally if anyone wants to get involved to help or run any of the events next year please make yourself known to me.

Equipment & Records Officer, John Skinner

Two members have achieved new records for 2011. Trevor Hornby did 0.25 mile distance goal return and Joel West produced a new club speed record of 99.6KM/Hr. Both records were ratified by the TVSF committee. Congratulations to both members. The Committee have made the decision that height records would not be acknowledged. Deliberately pushing the boundaries and flying to a height where the model was almost out of sight and uncontrollable was not to be encouraged for obvious reasons of danger.

All club winches and Trophies being held by club members have been accounted for. Thank you. It has been decided that the Winches will be retested for the 2012 competition calendar during May this year.

Some of the club trophies are beginning to look tired. They are at least 25 years and some are nearly 30 years old. It would be interesting to know if members were in favour of replacing some of the more damaged trophies for new. Please let me know. All the trophies have been donated and I would not suggest we replace any without the approval of the person who donated that trophy.

Newsletter Editor, Tony Ridler

When I was approached to take over from Brian as Editor of the newsletter it was with some trepidation. Would the members accept a newcomer of only 11 years membership in TVSF? I agreed to edit the Newsletter for a year and see how it went and what support I would have with material. I need not have worried, as that was soon resolved as the existing contributors who supported Brian for his 17 years continued to support me with their articles.

In the 3 issues I have produced I have had articles from Vic Thomas, Clive Learwood, John Price, David Puddephatt, Trevor Hornby, Colin Hutchinson, Graham James, Terry Antell, Gordon Walker, Paul Vale, Chris Moynihan, Terry Pelling, Ian Lancaster and Stan Yeo. Looking back over the archive copies of LIFT I see a simple newsletter of 2/3 pages of A4 photocopied up to the present time of 30 plus pages which can almost be classed as a club magazine.

I know several members have expressed an interest in providing an article but are a bit shy putting pen to paper. All I need is some text and a couple of pictures and we can put together an interesting item, maybe Balsa Bashing the latest project, visit to a new slope or what interested you at a model show or exhibition, the list is endless. Well having completed my first year and providing you vote for me to continue I am prepared to stand for the foreseeable future.

Chairman, Graham Stallard

In previous years I have tended to summarise the activities in the club that reflect to some degree or another what the chairman has been up to. This time here is a summary of what I have done in the past year. I have chaired 12 club meetings and 3 committee meetings. CD'd all the slope competitions that we have eventually run this year. I have, with the help of other club members, organised and supported the club barbeque and Jealott's Hill Farm Open day. Organised the annual slope club day out. Most of this is quite easy as somewhere along the way it involves flying models, which for me is what it's about. I have taken part in all the club competitions this year.

I also need to bring to the members attention and oversight on my part for not formally putting forward the position of Vice Chairman for adding to the constitution. This will be remedied at the 2012 AGM. This year, as in previous years, the Vice Chairman will be a co-opted position. The committee has also identified a couple of other 'house keeping' items which again will be put forward for approval at the 2012.

I would like to thank the other committee members for their support in operating the club. Without them the club could not operate. I also thank other club members who are not committee members for their help in organising or running club events. A couple of names that spring to mind are John Price, Mike Fantham, Phil Hill, Alex Gow, Vic Thomas and the others that did not spring to mind.

Vice Chairman, Chris Moynihan

With the exception of my three week trip to Australia in April/May 2011, I have attended all the club's Executive Committee meetings and monthly club meetings.

I have supported the committee in various ways over the year, including meetings with the farm manager at Syngenta and the inspection of alternative flying sites on the farm.

I CD'd the annual thermal and 100s comps in June and July as usual, both of which enjoyed very good weather conditions leading to enjoyable comps for all the participants.

I organised the two trips to North Wales at Ty'n Don for our slope soaring aficionados in April and October and I have already arranged for our two 2012 trips on weeks commencing April 21st and September 15th. back at Cim Farm These trips have become regular and much loved excursions but it should be remembered that I organise these for the benefit of the members though they remain non-official events; they are not the responsibility of the club.

I also serve as Vice Chair of the BMFA, where I also act as Chair of the BMFA's Safety Committee, and their Awards Committee. I am also an elected member of the BMFA's Silent Flight Technical Committee. Through these various activities I sit on the BMFA's Executive Committee and as a director of the BMFA I am a member of the BMFA's Full Council, as well as their Areas and Technical Committees, that together manage all the affairs of the Association. I meet regularly with CEO of the BMFA in which capacity I am currently working with him to locate suitable sites for the BMFA Silent Flight Nationals for next year.

I have just served my three year term as President of BARCS, having gladly passed the baton to another TVSF club member, Graham James. I continue to serve BARCS, now as an ex officio committee member.

I have done less flying at the club this year due to family commitments and an ambulatory problem, but in 2012 I hope to spend more time flying and less time in the New Leathern Bottle. If re-elected for 2012, I will continue to pursue the best interests of the club and its members to the best of my abilities.

Webmaster, Trevor Hornby

Firstly, my thanks to Chris John, who put a lot of effort into maintaining our previous web site. The new website was kicked off in early March this year with a huge amount of personal effort by the Vales - Paul and Keith. After the initial publication the roles have been evolving but essentially we now have:

Paul and Keith: overall design ownership, web masters and techie support.

Tony Ridler: Photos and Articles. (Tony can hold back anything he wants to use in Lift)

Trevor – Contest results, Calendar, the Forum Moderator, Links, and Front Page.

The web site seems to be very successful and in particular the Forum which Keith integrated and launched for us about a month after the main site.

Some general Info by section:

Photo galleries: we have 24 topics and over 400 pictures covering almost everything the club members have done. (Let's get the photo contest ones on there too)

Articles: there are more than 20 articles ranging from the farm open day to Wales to a modellers' crossword

Links: the "useful links" section has almost 200 silent flight related links listed

Calendar: All the TVSF events + a selection of local and national silent flight events colour coded for ease of categorisation. I maintain this with all the latest info affecting TVSF.

The Forum: We now have signed up 31 members and about 100 that I have rejected who are not TVSF members. The hottest topic is the "Who's up for Sloping" that has had over 11,000 hits (meaning members only who have viewed). ... that's huge, at more than 1000 a month!

The polls: running on the front page currently have 43% of those who voted flying on "2.4 only", and 70% of the votes prefer the Slope.

If you have not gone on the website recently I encourage you to take a look! If you have any suggestions please contact Tony or myself.

5 Report on Accounts, Richard Thornton

We have finished this financial year with a surplus of a little under £700, which is very similar to last year, and an overall bank balance of just over £7000.

There have not been any major expenses this year and once again we have not been asked to pay any rent for the field, our largest single increase in expenditure is for Lift which has nearly doubled due to it now being published in full glorious colour, I am sure everyone is impressed with the quality of our club magazine and agree it delivers good value for money.

It is recommended that the club fees for 2012 remain at £35 and with the BMFA fees rising by £2 members paying BMFA through the club will be required to pay £66 in total. This was proposed by Brian Petitt, seconded by Terry Pelling, and agreed by unanimous vote

We received an unexpected donation of £100 from Martin Bell that was raised from entry fees collected during the two national e-soaring league competitions that were held on our field during 2011. Finally I would like to thank Peter Williams for giving up an evening to examine the books and vouchers and subsequently approving this year's accounts.

Terry Weeks proposed & Clive Learwood seconded the Accounts as a true & accurate record. This was unanimously agreed by vote

6 Elections of Officers

The existing committee all agreed to stand again, with the exception of Geoff Bentley. Richard Edmunds agreed to stand as Club Secretary and was unopposed. A vote was taken, proposed by Mike Fantham, seconded by Peter Williams and the committee was unanimously approved. Thanks are due to all the committee, and especially to Geoff for a number of years as secretary.

7 Proposals

7.1 - AGM 2011 Proposal: For a combined electric and thermal Friday Night League. Version 2, dated 1st December 2011 see full proposal in November Lift

Firstly clarification of the proposal was sought, and the words "any slot" were agreed to mean "any flight". Secondly the expression "multi-launch" was changed to "dual launch." These changes were proposed by Terry Weeks, seconded by Brian Petitt. They were agreed by a vote of 25 for with 3 abstentions.

Clive Learwood explained to the membership the reasons behind the proposal, being primarily his belief that the new format would result in a higher turnout and an opportunity for both eSoaring & F3J to compete together.

Graham Stallard then asked members in turn to give their views on the proposal. Many points were raised, but the key ones were: -

A height limit for electric of 200m created a disadvantage for F3J where winch length was limited to 150m

Combining two classes could result in the early demise of F3J competition, Possibility of running both together on the night, but with separately scored competitions

There was a discussion regarding amending the proposal to include all or some of these views, but it was decided by the committee that this was not in line with the constitution. Peter Williams had left the meeting expressing a view against the proposal and several non-attendees had asked for their votes to be cast by proxy. These proxy votes were not accepted as the constitution is silent on proxy voting. 25 members remained at the meeting at the time of vote.

The motion was proposed by Martin Gilbert, seconded by Brian Petitt. 4 voted for, 16 against, with 5 abstentions.

It was agreed that a revised proposal could be heard at a subsequent meeting

8 Date of Next AGM

Set for 4th December 2012

The meeting closed at approximately 10.45pm

Post AGM appointment of 2012 Auditor:

Tony Morgan has volunteered to be the 2012 auditor. To be put the club meeting in January 2012.

[Verified at the January Meeting by an unanimous vote of the members present.]

The strength of the turbulence is directly proportional to the temperature of your coffee.
- Gunter's Second Law of Air Travel

Do you know someone who would like our club newsletter?
To order a copy of the next issue (July) send a cheque to Tony Ridler, 109 Pierrefondes Ave, Farnborough, Hants. GU14 8NZ for £4.00 which covers P&P.
Make cheque's payable to Thames Valley Silent Flyers.
Orders must be received by the cut off date. - **19th June 2012 for the July Publication.**

Scam Warning.

The following warning was sent in by one of our members who wished to remain anonymous as you will see from the following.

And a lot of men would have been caught.

Women often receive warnings about protecting themselves at shopping centres and in dark car parks etc.

This is the first warning I have seen for men. I wanted to pass it on in case you haven't heard about it.

A 'heads up' for those men who may be regular customers at B & Q, Screwfix, or even Tesco.

This one caught me totally by surprise.

Over the last month I became a victim of a clever scam while out shopping. Simply going out to get supplies has turned out to be quite traumatic.

Don't be naive enough to think it couldn't happen to you or your friends. Here's how the scam works:

Two nice-looking, university-aged girls will come over to your car or van as you are packing your purchases into your vehicle.

They both start wiping your windscreen with a rag and Rainex, with their breasts almost falling out of their skimpy T-shirts. (It's impossible not to look).

When you thank them and offer them a tip, they say 'No' but instead ask for a ride to McDonald's.

You agree and they climb into the vehicle. On the way, they start undressing.

Then one of them starts crawling all over you, while the other one steals your wallet.

I had my wallet stolen March 4th, 9th, 10th, twice on the 15th, 17th, 20th, 24th, & 29th.

Also April 1st & 4th, twice on the 8th, 16th, 23rd, 26th & 27th, and very likely again this upcoming weekend. So tell your friends to be careful.

What a horrible way to take advantage of us older men. Warn your friends to be vigilant.

Tesco has wallets on sale for £2.99 each. I found even cheaper ones for 99p at the Pound Shop and bought them out in three of their stores.

Also, you never get to eat at McDonald's. I've already lost 11 pounds just running back and forth from B & Q, to Screwfix, to Tesco etc.

So please, send this on to all the older men that you know and warn them to be on the lookout for this scam.

(The best times are just before lunch and around 4:30 in the afternoon.)

Please take this seriously and pass on.

From Zaggy to Zingy

By Tony Ridler



I have often looked at my Zaggy and thought what it would be like with a short Fuz. I always found it awkward to launch in a wind as experienced at Ty'n Don this year.

So I took saw to wings and turned my Zaggy into what I called a Zingy. The first step was to remove the covering and the electronics, followed by cutting out the foam in the areas which housed servo's, receiver and battery . The cut-out sections were then filled with foam blocks and carved / sanded to section.



Next I used my Weller soldering gun to cut the foam to take wing joiner tubes. Balsa caps glued over tubes and sanded to profile



Finally I cut through the wing and faced of the edges with 1/16" ply. A fuselage was constructed from 1/16" ply and a fin from blue foam



The servo's were inserted into the underside of the wing again cutting the foam with the hot wire cutter. The elevons were made from TE section balsa.



The wings were strengthened with glass tape and the whole model covered in Solar film.

The finished Zingy, now where's that slope. →





Polo Shirt

Heavyweight Pique Polo Shirt



Sweat Shirt

Raglan Sleeve Sweatshirt



Fleece

Full Zip Outdoor Fleece



Order options: Tick one box in each section.	Polo Shirt	Sweat Shirt	Fleece	Bronx Hat	Base Ball Hat
Price	£11	£12	£18	£7	£6.50
Quantity					

SIZES

S : 36"				NA	NA
M : 38"-40"				NA	NA
L : 42"				NA	NA
XL : 44"				NA	NA
2XL :46"-48"				NA	NA

Head wear all one size.

COLOURS

White					
Burgundy					
Yellow					
Black					
Smoke / Grey					
Green					
Blue / Royal					

Baseball Cap

6 Panel Structured
Brushed Cotton
Baseball Cap



Bronx Hat

Acrylic Knitted Thinsulate
Bronx Hat
With Turn-Up



ORDERING

send you requirements to:

Richard Thornton:

rickthornton@ntlworld.com

Or see him on club night.

Don't forget to give a contact telephone number.

Thames Valley Silent Flyers



Diary Dates

Date	Day	Item	Contact
06 March	Tuesday	Club Meeting - Martin Bell eSoaring, F5J rules & Motor calculations	RE
10 March	Saturday	Indoor Flying, Waitrose 3-6pm	TM
18 March	Sunday	Slope Aerobatics	JP
24 March	Saturday	Indoor Flying, Woodford Park 5.30-8.30pm	TM
1 April	Sunday	Slope Cross country	GS
3 April	Tuesday	Club Meeting - Joel West F3F	RE
21-28 April	Sat-Sat	Wales week	CM
1 May	Tuesday	Club Meeting - Brian Pettitt - Sir Frank Whittle	RE
8 May	Tuesday	Mini Glider L 1	JP
11 May	Friday	eSoaring FNL 1	GS
13 May	Sunday	Thermal Workshop & Winch Testing	GS
18 May	Friday	Thermal FNL 1	PW
19 May	Saturday	Blackbushe Show	
19/20 May	Sat/Sun	TVSA Middle Wallop 2day	
22 May	Tuesday	Free Flight Chuckie	JP
25 May	Friday	eSoaring FNL 2	GS
27 May	Sunday	eSoaring Open (& 2m)	GS
1 June	Friday	Thermal FNL 2	PW
2/3/4/5 June	Sat/Sun/Mon/Tue	Radioglide 4 day event	
8 June	Friday	eSoaring FNL 3	GS
12 June	Tuesday	Club Meeting - NOTE, Meeting at the Farm	RE
15 June	Friday	Thermal FNL 3	PW
16/17 June	Sat/Sun	TVSA Middle Wallop 2day	
17 June	Sunday	Farm Open Day	GS
19 June	Tuesday	Mini Glider L 2	JP
22 June	Friday	eSoaring FNL 4	GS
23 June	Saturday	TVSF Open F3K (1)	MF
24 June	Sunday	Xcountry eSoar	TH
29 June	Friday	Thermal FNL 4	PW
1 July	Sunday	TVSF Open eSoaring	MB
3 July	Tuesday	Club Meeting - Hot Air Ballooner	RE

CLUB NIGHT ACTIVITIES

Our **November** club night was the annual auction. We had a good turn out with many goodies on offer. Trevor and Terry got up to their usual mischief in persuading members to buy items they did not require, in fact someone almost bought the model they had put into the auction.



Summary of results:

16 sellers
65 items entered
36 sold
total sale of £875
average sale £24



There was also some unquantifiable trading afterwards resulting in additional sales



December club night was the Annual General Meeting, The minutes of which are published in this Newsletter.

Graham James the BARCS President made a presentation of the Radioglide 2011 100" trophy to Terry Pelling.

Well done Terry winning this National Competition.



January was the Annual trophy presentations.



Picton Pot and the TRL Cup - John Price



Bill Hatton Memorial - Alex Gow



The cross country award is the Lancaster Pot but with the unusual situation of 6 members with identical scores the Pot was not awarded but certificate's to the 6 members mark their achievement.

Left to Right - Peter Williams, Colin Hutchinson, Trevor Hornby, Graham James, Roger Critchly and Graham Stallard. Presentation by Chris Moynihan 3rd from the right.



Moss End plate, Moss End Trophy and the Electric Cup all won by Terry Pelling



The TVSF Cup and the Tom Neil Trophy were both won by Graham Stallard



Findlay Trophy - Joel West
he also received the all time speed record of 99.6 kph measured over 1k

Photo Contest - Alan Butterworth
received on behalf of Alan by Tony



Xc goal and return - Trevor Hornby



Moynihan Shield and the
Miles Shield - Colin Hutchinson



EFNL League 2m - Gordon Walker



Miniglider League 2nd - Mike Fantham



Binfield Bucket - Graham Stallard



Electric All Rounder 3rd - Tony Ridler



Thermal All-Rounder, Slope All-Rounder, Electric All-Rounder
Graham Stallard



TVSF All-Rounder - The Kings Cup - Graham Stallard

Full Results of the Trophy presentations

One off Annual comps	Award name	1st	2nd
Indoor Chucky	Picton Pot	John Price	Peter Williams
Hand Launch F/F	TRL CUP	John Price	Graham Stallard
Hand Launch R/C	Bill Hatton Memorial	Alex Gow	Graham Stallard
Cross country	Lancaster Pot	6 way tie certs only	See Photo
100S	Moss End Plate	Terry Pelling	Richard Thornton
Open	Moss End Trophy	Terry Pelling	Chris Moynihan
Electric Thermal	Electric Cup	Terry Weeks	Graham Stallard
Electric cross country	Propeller	Not Held	
F3F	Watership Shield	Not Held	

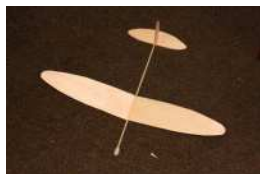
Special Awards		
Best F3J Performance	Findlay Trophy	Joel West

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

Leagues	Award Name	1st Place	2nd Place	3rd Place
Thermal Friday Night	Moynihan Shield	Colin Hutchinson	Peter Williams	Graham Stallard
Electric Friday Night League	Miles Shield	Colin Hutchinson	Peter Williams	Graham Stallard
Mini Glider League	The Binfield Bucket	Graham Stallard	Mike Fantham	John Price

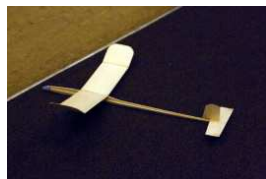
All Rounder	Award Name	1st Place	2nd Place	3rd Place	4th Place
Thermal All-Rounder	Chris James Memorial Trophy 1	Graham Stallard	Peter Williams	John Price	Chris Moynihan
Slope All-Rounder	Chris James Memorial Trophy 2	Graham Stallard	Roger Critchley	Peter Williams	Colin Hutchinson
Electric All-Rounder	Bracknell Bowl	Graham Stallard	Peter Williams	Tony Ridler	Ian Kingsley
TVSF All-Rounder	Kings Cup	Graham Stallard	Peter Williams	Colin Hutchinson Roger Critchley	

Award presentation photography by Roger Stacey Results compiled by Trevor Hornby



Indoor Chuckie Competition

The building and trimming

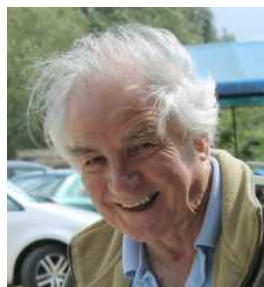




The umpteenth chuckie

According to our revered Editor who has charge of the archives I reported on the Chuckie for the first Lift. Whether that was my first I cannot say, but someone might (forward Terry). However I have found a March 2005 Lift where Clive did the report.

By Vic Thomas



As usual we met in a freezing evening at TRL where the floor and wall markings are still intact from past exertions.

This year we had entries from 16 stalwarts who cut, sanded and glued (not only once), what to my rheumy eye looked pretty conventional designs. No canards or flying wings, they don't fly anyway. The flying order was chosen by my good self, really in the order that builders had placed themselves around the room. Previously I cannot remember seeing spirit levels, even one in a set square. Perhaps we should look at the rules again! Much effort was put in by certain past winners to sand a wing section in a piece of 1/16th balsa, I was assured that the purpose was to decrease the weight! Anyway after about 50 minutes the first test flights began with the usual mixture of aeronautical finesse and disasters.

As usual the first round was for Distance and to set the pace Trevor achieved a 12 with the first flight of the evening....beat that! In fact there was only one other 12 by our Hoc Sec. Round after round proceeded and slowly a pattern evolved led by the usual suspects, (they were the same as in 2005). As I remarked last year the tendency now is to achieve a flying model rather than the paper dart approach and the designs seem to be primarily for Round 2 Duration provided the models can get to the end of Round 1. In fact the amount of damage was quite minor, probably because the models actually flew. However shares should be bought in Kicker because some flew with the cyano still wet, and fell apart as a result.

The round ended as it had begun with Trevor achieving the 100% score, closely followed by Colin Hutchinson on 92%.

A 15 minute pause was used to effect better repairs and re-trim for the more exacting Duration round.

In reverse order, as in all the best comps, with Tony Morgan handling the watch we began with Ian. Looking through the results, despite my comments of "flying" the average time achieved was not dissimilar from that of a straight flight from one end of the room to the other. BUT for the masters, or the usual suspects, effort's brought well deserved rounds of applause, the best being 7.40 secs by John Price who won the round with consistent flying.

I left the number crunching to Trevor, thanks Trevor, and his masterly efforts are attached. These show that the overall winner was Paul Harvey, an addition to the usual suspects for the future by a margin of 7% over Colin Hutchinson.

My thanks to Tony on the watch, Trevor for the crunching and Ian for arranging the venue.

All without a mention of John Skinner's secret launching weapon in the form of John-Boy braces.

Now for the Action.







Final results	Dist	Dur	Tot	Plc	Pts
Paul Harvey	88%	98%	186.2%	1	10
Colin Hutchinson	92%	87%	179.6%	2	9
John Price	69%	100%	168.6%	3	8
Peter Williams	96%	69%	164.8%	4	7
Trevor Hornby	100%	44%	144.4%	5	6
John Skinner	84%	42%	126.6%	6	5
Richard Edmunds	84%	40%	124.3%	7	4
Chris Moynihan	76%	47%	123.6%	8	3
Richard Thornton	80%	41%	121.1%	9	2
Alex Gow	86%	31%	117.5%	10	1
Vic Harris	61%	45%	105.6%	11	1
Tony Ridler	53%	51%	103.6%	12	1
Graham James	65%	31%	96.1%	13	1
David Puddiphatt	55%	39%	94.3%	14	1
Chris Bongham	39%	55%	93.8%	15	1
Ian Lancaster	31%	18%	49.7%	16	1

Jealott's Hill Farm

Our club enjoys a very good working relationship with Jealott's Hill Farm. They are very supportive of our activities within the scope of the farm which is a commercial enterprise. The club traditionally shows its appreciation at Christmas by giving the Farm staff a Christmas hamper. Innes receives this on behalf of the farm and staff and it is shared out. Those that attend club meetings will be aware of this activity but not all. It then struck me that while the committee take care of this on behalf of the club each year club members do not know what we present on their behalf. This year we gave an M&S hamper as the photo below. It was well received and shows that the club appreciates the support of Innes and his team.

Graham Stallard



June Club meeting

Plan B

By Graham Stallard



A diamond Jubilee does not come round very often. It seems to me, that it will be a very long time before such an event occurs again. So rightly, to mark this a unique occasion a one off bank holiday has been declared on our club night, 5th June. So, plan B.

The June club meeting will be on Tuesday 12th June. That's the first bit to catch us out. The next bit is, the meeting will start at 1930 (7:30pm), oh no! bear with me, you will see why.

The meeting is to be held at Jealott's Hill Farm in a barn that is several hundred years old, hence a June meeting. The roof is sound, as far as I can see anyway. Innes McEwen will be our host and is lying on some bevy's (That's beers, not birds) to quench our thirsts. The club meeting will be contained, as much as it can be, to 30 minutes, after which Innes will give the club members a tour of the farm on the pair of farm trailers (with seats). Maximum capacity 60 people.

Innes gave the club a talk about the farm last year which was very engaging. This will be no ordinary wonder around a farm but a tour presented by a very knowledgeable and enthusiastic individual.

So to recap the gotcha's

The meeting is on **Tuesday 12th June** not Tuesday the 5th.

Its at **Jealott's Hill Farm** not the Binfield club.

It starts **1930 (7:30pm)** not 2000 (8pm). Arrive 1900 for 1930.

The meeting will be held in a **very old barn**.

It will be 30 mins +/- a little bit.

The meeting will be followed by a tour of the Farm with Innes McEwen.

Oh, the where and how to get there.

The Maidenhead road, A3095, is the road most will use going out of Bracknell to get to the flying field. Drive past Moss End Garden Centre on your right, 50M on the Sheppard's House Carvery on your left. A further 700M on the brow of a hill is the New Leathern Bottle on your right. Slow down, nearly there. A 140M further on

turn right for Jealott's Hill Farm and Syngenta research centre.

Drive along this road until nearly at the research centre gates and turn right into the last right just before the gates, not the one 5 M before.

Plenty of parking, although it maybe a bit mucky. The cows are not house trained. See you there.



"Mumbai, what number am I in the landing sequence?"
"By the time you land, sir, you will be number one."

Flying a plane is no different from riding a bicycle. It's just a lot harder to put baseball cards in the spokes.
- Captain Rex Kramer, in the movie 'Airplane.'

Jealott's Hill Farm Open Day

Sunday 17th June (Fathers Day)



In 2011 the club supported the Jealott's Hill Farm Open Day. We had planned to display flying of various models with a static area for the visitors to see and ask about modelling. With rain all day it was mainly a static display and talking.

We have been asked to support the Farm Open Day again this year so the club needs your support.

This year we will be operating from the Oldlands field. We are hoping to use the Dutch barn as a base for the static display. This will be particularly useful should it rain again. Chris Moynihan has stepped up to be the Flight Line Director and run the flight line.

Based on how things went last year the way it works is that the visitors are moved around the farm using a trailer(s) with seats. These stop at nominated locations where the visitors disembark to view or hear about the item of interest. After being briefed on the item the visitors return to the trailer and move on to the next location.

The visitors stop last around 10 minutes. We found last year that allowing the youngsters to actually operate a TX and see the response on the model was popular. It was also apparent that having a number of club members explaining a model was popular.

So if you can support this event please let me know or a committee member know. We need club members to provide models to display, club members to explain to visitors on the day what the models are and how they work. Club members who are prepared to fly on the day. This includes hand launch, electric launch, winch launch, electric aerobatic and electric helicopters. The farm supply hog roast, hot dogs etc in the day to sustain us. So if you can support this event let us know.

For more information about Open Farm Day see

<http://www.syngenta.com/country/uk/en/about/news/Pages/OpenFarmSunday2011.aspx>

and

<http://www.syngenta.com/country/uk/en/learning-zone/KS345/FoodFarmingEnvironment/Biodiversity/Pages/CaseStudyJealott%27sHillFarm.aspx>

Olympian Vintage Gliding Event

Long Mynd - July 2012



By Chris Moynihan

I received notification a few weeks ago of the VGC and the Long Mynd Gliding Clubs holding what's titled the Olympian Vintage Gliding Event.

The event will run over a full week in late July and features gliders from the 1936-1940 period in a series of events, displays and races (yes, they intend to hold a KA6 race on one of the days!)

The organiser is also inviting the interest of scale vintage glider modellers, primarily with scale models from the same period for flying and static display. Model flying will be run once the full size activity is over for the day.

Rather than regurgitate all the information about the event, the e-mail that came to me is repeated here; reference is made therein to two web sites, which I recommend you to explore for greater detail of the planned events and timetable.

From: Mark Richards <markrichards@yahoo.co.uk>

Date: Tue, Jan 3, 2012 at 9:53 PM

Subject: Olympic themed Vintage Gliding event July 2012

Hi Gentlemen, Happy New Year!

As you may know, this summer, the Vintage Glider Club, in association with the Midland Gliding Club is staging an 'Olympic themed' event at Much Wenlock and the Midland Gliding Club site on the Long Mynd. This is going to take place over the period of Saturday 14th to Saturday 21st July 2012.

A brief outline of events is as follows. (I will provide more details as the schedule is finalised)

Saturday 14th July - Opening event at Gaskell Field in Much Wenlock - Full size aerobatic display and a couple of full size vintage gliders on static display.

Sunday 15th July - event moves to the Midland Gliding Club where there will be racing of Olympia Meise's and Ka6's for the following 6 days. (Recreating what should have taken place in the Olympics of 1940) They are trying to lay on a Tiger Moth for towing authenticity!

Also throughout the week there will be evening lectures and talks at the MGC. Model flying will be allowed after full size flying has ceased. (This may be winch or aerotow - to be confirmed)

Modellers are welcome to attend these days. One of the talks is by Louis Rosser who's father was the designer and Pilot of the Nemere.

Saturday 21st July - the VGC presents the History of Gliding at the MGC. This will include a static display of scale vintage gliders and possibly a model flying display. (Hopefully to include the Habicht and the Nemere.)

Please have a look at the VGC and Wenlock Olympian Gliding web sites for more details. <http://www.vintagegliderclub.org/> <http://www.wenlockolympiangliding.co.uk/>

Bruce Stevenson, Secretary of the VGC sent me the following information.

"There is a lot planned for the event, with lots of cordial talk at the bar as well, so it should be an interesting place to visit for any aviation enthusiast! We are also getting offers for lectures in the evenings as well, with an offer coming from Louis Rotter who wants to give a talk on his fathers career, and one or two other interesting lectures in the wings as well.

Also on the 21st July we at the VGC are presenting the history of gliding, so will have gliders from early SG38 gliders to modern glass, even the Shuttleworth are getting involved with one of their gliders, its been that popular! Also we are staging mock racing for Wenlock officials in 2 seaters, so lots going on, but will take some planning of course."

A brief outline of the event us that It all starts in Much Wenlock

The VGC recognises that scale models can play a significant part in this event by providing examples of gliders through history and especially those concerned with the 1936 Olympics and also those that would have competed at the 1940 Olympics - had they taken place.

I have offered to help support the event by coordinating the efforts of scale modelers to provide models for a static display on Saturday 21st July 2012.

I would be really grateful if you could let me know if you would be prepared to display any of your vintage scale gliders in a hanger at the Midland Gliding club on the 21st July. With the full size and scale model displays supporting the History of Gliding, I think it will be the best day of the week.

I would like to have as many gliders as possible, in order to cover a wide historical range.

I would however like to make the following list a priority as these were present at the 1936 Olympics.

<i>Berlin B3</i>	<i>Jolle</i>	<i>Mu 17</i>	<i>Meise</i>	<i>Pelacano</i>
<i>AL3</i>	<i>Orlik</i>	<i>Grunau Baby</i>	<i>Nemere *</i>	<i>Habicht*</i>
<i>Oronie</i>	<i>Sparlinger 18</i>	<i>Rhonsperber</i>	<i>Rhonbussard</i>	

** Finally, Bruce would especially like to see both the Nemere (For Louis Rosser) and the Habicht on display (Flying and Static) Could you suggest anyone I should contact about either model?*

I will provide an Olympia 2b, Slingsby Swallow and Rheinland. (If they are all still in one piece)

Could you please let me know if you would like to attend any part of this event and if possible, supply some models for static display during the 'History of Gliding Day' on Saturday 21st July?

If yes, please let me know which glider/s you would like to bring. It would be useful if you could supply some basic information on any gliders presented.

It is intended that the display will be staged in a hanger at the MGC, but it is possible for it to be staged in a large marquee. I will be able to confirm the details later.

*It should be an event to remember! I look forward to hearing from you,
kind regards,*

Mark.

As you see, the model side organiser is inviting interest from those wishing to display or fly 1930's early 40's scale models and he has inserted a particular wish list. I also gather that he is also looking for a wide ranging display, so other types appear to be welcome.

Seems to me that this could be a cracking good event, either to go along and speculate or fly/display your own scale models.

I'm writing this up now for two reasons: to gauge the club's interest in getting up a trip to visit this show and if so for how long a day, a weekend or the whole week?

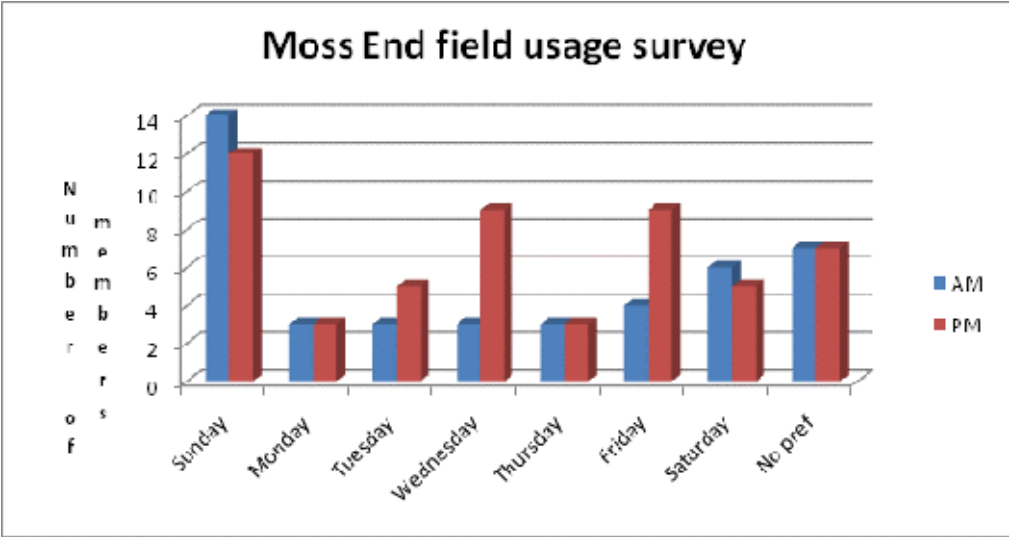
Once we have an expression of interest, the costs and logistics can be further explored and developed. Secondly I am sure there are some TVSF scale modellers who would relish the chance to take part in such a prestigious and beautifully located

event and to them I address their attention to the organiser, Mark Richards of the Wolves M.A.C.. His email address is on the e-mail above.

We'll talk more about this interesting event at future club meetings.

Chris Moynihan
January, 2012

Ian Lancaster reports that following an analysis of the field usage from the membership renewal forms, the following graph indicates when you may want to fly.
Sunday is the most poplar, however if you want a quiet flight maybe Monday or Thursday.



The Flamingo Fly's,

By Clive Learwood



I last reported on progress with my Flamingo Vintage Scale Glider in the March 2011 edition of *Lift*. I can now report that the Flamingo's maiden flight took place on Sunday 19th June 2011 at the Middle Wallop Scale Aerotow event, although the conditions were not exactly ideal that day.

The Middle Wallop event is a two day affair, but the Saturday event was cancelled due to very high winds. The wind had however subsided sufficiently for the Sunday event to take place and the Flamingo to take to the sky (see pictures).

In the last report I had got to the stage where the fuselage, tail feathers and the basic wings were complete.

Completion of the build process. Well something's took considerably longer than I had anticipated, so the first flight was delayed for a few weeks:-

Wing sheeting certainly took a long time, each side of the "D box" requiring 2 sheets of 3/32 x 4 inch balsa to be dovetailed together prior to be glued and pinned in place.



Building the ailerons was quite a task, each aileron being 66 inches long

All of the joints on the wings (e.g. rib to trailing edge, rib to spar), rudder and tail plane for scale purposes require a small triangular fillet of 1/64 ply (called "biscuits") to be added to strengthen the joint. I counted 212 on the plan to be precise.

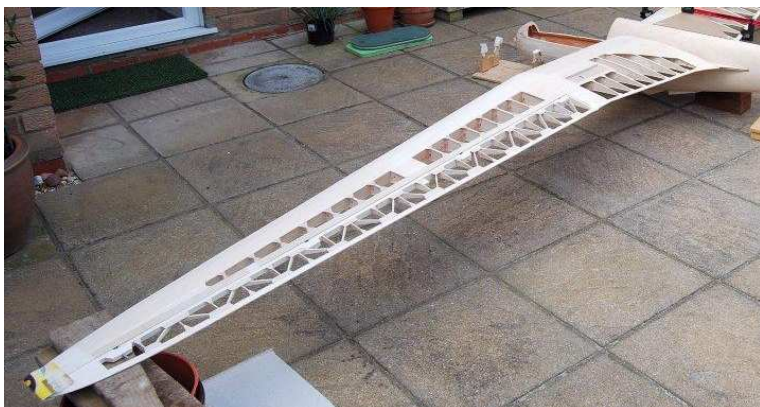
Making the spoilers and getting the linkage to the servo's to work properly proved rather difficult.

Assembly of the wings onto the fuselage, with the correct incidence angle and completion of the wing fillet was a complicated and difficult affair. The only place this could take place was outside on our patio when it was not raining. It required the use of two Robart incidence gauges. My own needed the bar extending to accommodate the 18 inch wide wing at the root, the other one I borrowed.

Finally when all construction was completed to my satisfaction the next job was the covering. I considered using Oratex (from the makers of Oracover, aka Profilm). I purchased a couple of metre lengths of clear and white for a trial on the tail feathers, but in the end I decided to go with the old faithful, Solartex. Natural linen and white five x 10 meter rolls being required.

The wings and tail feathers took 3 long days to complete, whilst the fuselage took another day.

I used natural linen on the underside of the wings, rudder, elevators and ailerons. On the upper



(Continued on page 39)

(Continued from page 38)

surfaces I used the natural linen on the open structure areas and white on the sheeted area. For the fuselage I used white

The only other job I put off until the end was trimming the acetate cockpit cover to size and gluing it to the frame, I really hate this job. As it was it was not too bad. It looks nice.

Finally all the servos were refitted, the two flight packs (Hyperion LiFe packs, each 2S x 2100mah, giving a total of 4200mah) were fitted, the Emcotec power controller with magnetic on/off switch set to 5.5volts was installed. Lead (no too much) was added to the nose to get to obtain the correct CG. The final weight came out at 8.5Kg

As to the 212 triangular “biscuits”, well there are only 211. I missed one in one aileron, no I’m not going to remove the covering to add the missing one.

So the Flamingo was finally ready to take to the skies at the MW event. The weather almost ruined things with very strong winds on the Saturday, resulting in no flying being allowed that day, but fortunately Sunday was a bit better. After pre-flight checks and lots of photo taking by Roger Stacey, Chris Williams and many others the time had come to commit to the first flight. I hooked up behind Ray Watts tug, ensured that Roger was ready with my camera and said OK to Ray, suddenly she was moving forward, two clicks of up trim and she was airborne. I guess we went up to around 7 or 800 feet before I released the tow. I flew around for a few minutes simply testing controls and then it was time to make the landing in front of all those photographers.

In reality it was all a bit of an anticlimax, although Chris Williams said to me, “I don’t know who was the most nervous me or you”



Would I build another model this size? Probably not, well we will see. A model of this size and weight certainly has some problems with ground handling. Each wing being 2.45 mtrs (approx.) in length with a bend in the middle (Gull break) is difficult to store (they won't stand up properly in a modern house, ceilings being to low), the fuselage is heavy and awkward to move around being 2.3 mtrs in length.

The aero towing season finished in early October, so by then the Flamingo had flown a number of times, not as many as I would have liked due to the 'orrible' windy weather. I've had a couple of hasty incidents so far, the worst being towed up behind a tug that was not really powerful enough for the cross wind blowing that day at Siege Cross. At 600 feet in a very difficult climb out the tug turned back into wind and came to a virtual stop due to the wind strength and weight of the Flamingo, resulting in the Flamingo overtaking the tug. A quick emergency tow release being required.



The cockpit area still needs finishing, and a 1:3.5 pilot scale is also required. I have sprayed a few coats of paint on the fuselage, Pistachio Green, but more coats are still required. Well I was going to use Pink, it being a Flamingo, but when I mentioned it to some of the other scale guys I got a lot of grief. So Pistachio green it currently is. In addition all of the wings etc. require a clear lacquer applying.

Pictures of the Flamingo have now appeared in Quiet and Electric Flight (QEFL) magazine on a number of occasions. The best accolade being the two page spread in the December Issue of QEFL. The picture was taken by Chris Williams at the White Sheet scale slope event at the end of August, just after Steve Fraquet of the White Sheet club released her. ➔



TVSF Puzzle Corner

Two puzzles for you this issue.

For those into Sudoku try the following.

Fill in all the squares so that each row, each column, and each 3x3 square contain all the digits from 1 to 9

		2		8			6	5
8		3	1				2	4
	4		2		6	1		
		6				3	1	
3				1				9
	7		9			4		
4		7			5		9	
	2		8		7	5		6
6	8			9		2		3

For the word search this issue you have to find the names of your present Committee.

There may be, or not a letter between first and second names.

S D N U M D E D R A H C I R R A V E
 K G J U B E R S E A T H N I E C E T
 I B N I H Y T R T O N R A C N U Y M
 N I H O O R I D S K I I H H N W B E
 P H O E B E D W A R D T I T I E N R
 E L I A M L A N C A S G N O K R R R
 S L I N E D A V N I D R Y N S T O A
 T R E V P I H O A N Y A O Q N I H T
 U P P E D R A L L A T S M A H A R G
 C H R I P J O Y N R I C S W O T O R
 A T T A B Y J A A C O R I E J Y V A
 T R E V V N G R I A S H R R I U E H
 N O T N R O H T P D R A H C I R R H
 M I K E T T O N A N N M C H R W T Y

An idea from John Price



I have a couple of suggestions for next year's Build and Fly competition (also known as the Indoor Chuckie Comp).

We have been running this comp to the same rules for generations and it is fairly clear what sort of model is needed to win.

If we changed the rules very slightly it might throw open the comp to some different models.

I must make it clear that these suggestions have nothing to do with my failure at the last comp!

1.....Rules as usual except that from the one sheet of balsa as many models can be made as the competitor wishes. E.g.....One large model; or 2 smaller ones, perhaps for 1 for distance and 1 for duration; or even 3 planes, giving you a spare for emergencies.

2.....Rules as usual, building only one plane, but no tools are allowed. Only a sheet of balsa and some glue can be used. Don't laugh, this is a serious suggestion.

You have to form the balsa with your bare hands. This could be a great leveller.

I think both of these comps would be good fun,

Winch Calibration

The club has once again organised the availability of a BMFA winch calibration kit for winch calibration prior to this season's thermal flying. Calibrations will be carried out on Sunday morning the 13th May 2012. Please bring along your winch and batteries for testing and a safe method of locking the drum. No safe locking no testing. Providing all is well certificates for 2012 will be issued. So come along to avoid disappointment in the thermal comps as only calibrated winches are permitted for use in club events.

Contact Graham Stallard or Chris Moynihan.

