

LIFT



Wales Report



Photo Competition



Club Night Guest Speakers

Competition Reports



Thames Valley Silent Flyers Newsletter

November 2012 Issue No:70

Wales re-visited September 2012

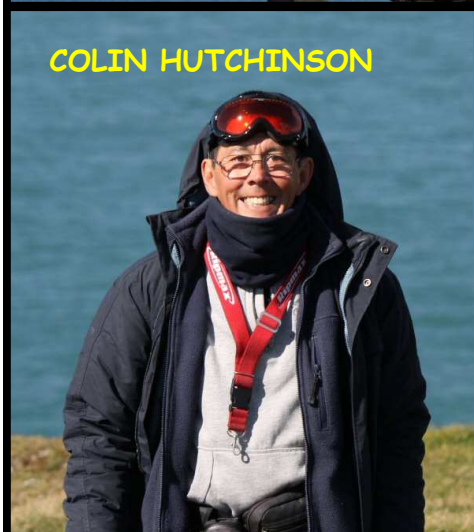
Pilots and their Aircraft



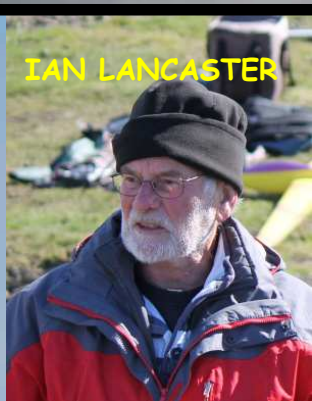
VIC HARRIS



COLIN HUTCHINSON



IAN LANCASTER



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Models on the front cover;

Top - Clive Learwood, Condor.

Bottom, Glyn Chambers, ASW 24

*And this, ladies and gentlemen, is the very
first Fokker airplane built in the world. The
Dutch call it the mother Fokker. —
Custodian at the Aviodome aviation museum,*

Editorial

By Tony Ridler



November already and I have not even started an electric conversion on an old thermal Starlite which I had relegated to slope flying on account of weakened wings. My first Starlight conversion has proved to be quite good in windy conditions but it does not like playing with the AVA stringbags in light lift.

Wales has been another success with only one day lost to rain but even then Graham S and Colin managed a late afternoon flight. I thought I would have to resort to flying my indoor heli just to say "I flew every day". However I put my Radian up in the back garden in what was challenging conditions, the wind causing a severe curl - over the cottage, providing a certain amount of hilarity and comments from the non-flyers in the lounge. Fortunately I survived the flight which the comments generally were about luck, however I put it down to skill. Having proved the point I quickly put the model away.

I not sure who to blame for the lost competitions due to weather but I believe Trevor has put his hand up. He must have got his predictions wrong as the days with no comps were good for sport flying. (Must do better next year Trev).

The BBQ went well again this year. As the policy of the club is to have all members with at least an "A" certificate, following the BBQ several senior Pilots who have been flying for ***** years took their "A" certificates. In fact they some were flying before BMFA was formed!

One discipline which has started to be popular is aero tows with scale gliders, several members have attended the fly-ins at Siege Cross and Middle Wallop for a number of years. This year has seen Bill Cooke join the band, I have 2 models with releasable tow hooks so you may see me next year.

With winter almost on us I guess a number of modellers will be balsa bashing and fibreglass moulding your secret weapons for next year. Why not take a few pictures during the build and put pen to paper for articles I can put into LIFT.

No need for War and Peace, just a few notes and I can do the rest.

Next month is the AGM, so if you are willing to put up with me for another year vote me in.➔

Chairman's Chat

By Graham Stallard



What a rubbish summer. You did wonder if it was ever going to stop raining long enough to go flying. However we were fortunate on a number of key dates, the annual club eSoar and club BBQ. The former was a beautiful summer's day with plenty of thermals and the latter pretty good also. We lost a few activities as well, a windy summer then light winds for the club slope day out. The wind which cancelled Friday night leagues did provide the opportunity for slope soaring which I was able to take advantage off one Saturday at White Sheet. Some 4 flight at over an hour each soaring the Nimbus around. I did get the wings bending and it will roll, but boy it uses some air getting a 6.6M to roll. (Ah Tony says where's that build article.)

The change in field use has started with our first stint sharing Oldlands with the beef herd. This lasted about two weeks and we were able to use one part of Oldlands while the cattle were on the other. They have gone now for the winter. The grass has been trimmed and the bails of straw on the concrete will be used over the coming weeks. The field is in good shape so make the most of it.

The club members are as active as ever with members taking part in Free Flight national events (Peter Williams) national and international F3K (Mike Fantham) eSoaring and F5J European (Martin Bell), Aero towing (Clive, Roger and Roger and Bill), F3F (Joel West) and national eSoaring (Terry, Terry, Pete and others).

Indoor flying is again being organised by Tony Morgan. With Richard Edmunds as go between Tony has been able to arrange flying in Bracknell at the Waitrose sports and social club. This is a good venue with plenty of parking. So if you fancy indoor come along and see what's involved.

I am sure many of you will enjoy the time contemplating the way to get things together on new projects. I have a rebuild and new eSoarer to put together. I know of a number of other models being put together so put a few lines together with a couple of photos for the March Lift. This can cover the bits that were good and the bits that needed a novel solution. I have one, photos and all, which involves the use of supermarket carrier bags. Must put pen to paper in time for the March Lift.→



Club Night Activities

The Care and Repair of Gliders

July 2012 - Gordon Walker

Gordon gave a very interesting talk on repair and inspection of full size gliders. Rather than précis his talk I have reproduced his notes, I hope the humour is still apparent as when he gave the talk.



"Before I start I must inform you that at Colin Hutchinson's suggestion there will be a short 24 question multi-choice test paper at the end of this talk and that whilst I am marking them Trevor will give a rib stitching demonstration followed by Grahams fibreglass laying up demonstration to show how to avoid interlaminar reticulation.

What I am going to be talking about this evening is all about the inspection of full sized gliders with a bit of detail on the repair of same.

Some basic facts to start with.

I have been inspecting gliders as an approved inspector for just under 15 years now and been repairing and maintaining them under supervision for about 20 years before that.

The way it all works and what an inspector can do.

BGA approves inspectors based on satisfactory previous experience and 2 recommendations from other inspectors.

You are then allowed to inspect all types of gliders and motor glider airframes, for day-to-day stuff and minor repairs and annual inspections.

For major repairs such as joining broken wings snapped fuselages you then need approval for the structure type. I currently have approval for all wood, welded steel and stressed skin metal airframes for majors and I am working towards getting my glass and composite rating.

Key skills-

A good attention to detail is important as is having enough general aeronautical experience to know what is safe/acceptable. BUT the most important skill of all is being able to look with your eyes and see what is actually in front of you!

Useful things to have.



Once you start bringing your work home with you the most important item to have in your toolbox is an understanding wife who is “happy” (in the loosest sense of the word) to watch television over the top of a fuselage. And you think you get earache when you spread your modelling stuff over the dining table?

The rest of the toolkit required is;

Steel rule, a mag-lite torch with halogen bulb so you can see cracks, or a LED bulb if you don't want too, a mirror on a stick and a one-pound coin. A few big books of 'how you repair anything on an aeroplane' and you're ready to go!

Why I do it-

Well it is just like aeromodelling only on a grander scale. The toys are bigger. Most of the time it is pretty interesting, occasionally mind numbingly boring and a couple of times it has been emotionally harrowing following very serious or fatal accident inspections.

At the moment I am trying to turn it from a hobby job into a full time employment, which is why I haven't done much RC flying so far this year.

So to business-

The Inspecting year is split into 3 areas of work. I've put them into an analogy to make it easier to understand.

BAND AID - Mostly a summer activity. Typical work includes. Heavy landing inspections. Ground loops, bits bashed with or against cars trailers, other scenery or people.

The “white line club”

Anyone heard of an airworthiness directive, or mandatory inspection? AD's for short? A380's seem to be having a bit of a run on them. The wings breaking up inside as they flex a bit more and in a slightly different way than they initially predicted.

As an example I'll run through the ADs for one particular type of glider that I have spent the last few weeks working on –an Astir CS-77.

MoT's, The annual or Certificate of Airworthiness Inspection. Winter and spring activity, a thorough inspection which sometimes involves rodents, water ingress and all sorts of hidden horrors waiting to be discovered.

Body-shop and cut'n'shut . Major repairs –normally started at the end of the summer – put aside over the winter and bought out to finish about now. Sometimes the gliders arrive in more pieces than you are used to seeing. (IMAGE K-13 tree) It is not uncommon to use parts from other previously damaged airframes to get another flying again. (Explain what Gordon is up to)

A lot of my time is currently spent inspecting so I will expand on this area.



What could possibly go wrong? So lets have a look at some of the little things I spend my time looking for.

WOODEN GLIDERS (IMAGE NORD 2000)

Who can identify this glider type? The nice bit on wooden gliders is that many potential issues can be detected from looking at the glider from quite a distance- wrinkles in covering- just like John Skinner gets in his solarfilm.

So- why are there so few very old gliders left flying despite many surviving the war?

Varnished and clear-doped madapolam (cotton fabric) finish. The covering scheme has been the demise for many gliders

Casein glues- cascamate, originally you boiled up half a herd of cows for about 3 weeks and reduced it down and it is what you have left. Later caseins were and are still made from a milk-derived protein.

The earlier casein glues were neither waterproof or good in UV light like sunlight, which was a bit of a shame given we only tend to fly gliders in daylight and they tend to get wet regularly.

NORD Smell of casein glue decomposition

The cure for this was incredibly simple, silver dope. Glue failure is still an on-going issue with all wooden gliders these days as the youngest are now over 35 years old.

How we can test for damaged failed glue joints.

Pirat rudder- scale modellers' errors on the Pirat , AD rudder change. Flexing, pressure and tap.

Compression shakes what causes them- Hard landings and ground-loops balsa also suffers from them a lot. I have seen plenty of them on models but normally nicely fixed with a bit of thin cyano. Seen a few on full size as well but it takes a lot longer to rectify. Loss of anything between 30% and 90% strength

On repairs on wood, glue incompatibility can also be fun.

(Hand round K-18 rudder rib) Notice the 2 types of glue used.

OLY 465, a lovely glider to fly, I was lucky enough to fly it about a year before it was grounded, but am very glad I wasn't too adventurous in my flying.

Metal spar boom cap corrosion. A real killer as very hard to get at to inspect. Many of the ultimate development of wood gliders suffer from this. Dart etc On-going repeated inspections. Cutting holes in the wing.

Recovering- just like covering with solartex only goes on a bit longer and the delights of rib stitching I spent 4 days of my honeymoon fortnight recovering and stitching the control surfaces passing the needle back and forth to my new wife! Surprised I got away with it really!



Metal Gliders

(Blanik the one my wife and I rib stitched) Easier to inspect than wood, very popular in Australia and USA where they like parking them out for years at a time and they have a comparatively large population of metal light aircraft.

Loose rivets and corrosion, lots of both if it is a bit long in the tooth. Cracking. Overstress bend or rippling known as a set.

Composite/Glass Gliders.

Anyone know when the first composite full size glider flew (1957 FS-24 Phonix)? Only built 8 and all survive with 5 I think still airworthy. The other 3 are in museums. Does anyone lay up/bag model wings? What weights of cloth do you use and how many layers??

Construction (W19 and Junior wing samples and Junior fin)

Layers and weights of cloths – typical construction ASTIR CS-77, fuz from the outside-gelcoat then 1 layer 163 gm/m (5 1/4oz/yd), then 4 layers of 220gm/m (7oz/yd),

Wing gelcoat then 1x 163 gm/m (5 1/2oz/yd) over 1 layer 280gm/m (9oz/yd), then 8mm foam then 1layer 220gm/m (7oz/yd).

Control surfaces 2 layers of 163gm/m (5 1/4oz/yd)

Bruises- just a bruise or delamination- one pound coin to test.

(PASS ROUND G103 RUDDER) Note how light the rudder spar construction is, and also extent of mass balancing. Early glass gliders used balsa as a core material. Generally foam since the early 70's. Balsa cores tend to give osmosis bubbles.

Another common failing are important bits falling out of where they are supposedly glued.

Cracking of gelcoat, colour of finish- local hot spots, UV degradation of composite structures and especially resins starts to break down within one year even in UK climate. Importance of painting

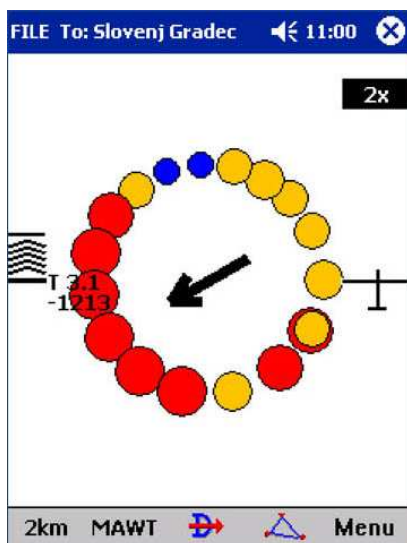
A bit of light relief to finish with

I recently had a flight where thermal mapping was available (thermal assistant image) and when used with a GPS feed you can map out any lift. Now we have data downlinks on 2.4GHz it will be easy enough to utilise this cheap and useful tool. Electric gliders first 2 now in UK, Conclusion

Any questions before I pass out the test papers? I was lying with regards to the demonstrations and test papers?

I would really like to thank you for trying to stay awake this evening and I hope it has given you an insight into what I do. Any questions?" →

Thank you Gordon.



Concorde

August 2012 - Frank Ford

An interesting presentation by Frank Ford, he initially outlined how he became a Concorde Flight Engineer.

After leaving school, his career started with an engineering apprenticeship with BOAC.

At that time the main long haul aircraft in the fleet were Tristar, VC10 and Concorde. One of the courses he undertook during this time was on the Concorde at Filton, Bristol.

In 1986 Frank was a Flight Engineer on Boeing 747's, later becoming a Flight Engineering instructor. He moved onto the Concorde fleet in 1999.

Following the Air France Concorde crash all Concorde's were grounded, Frank left British Airways as it was known then .

His career continued with European Air Charter, Dragon Air Cargo, (bought out by Cathy Pacific) then to Cessna Citation Sovereign at Flight Safety Farnborough.

Exactly fifty years from the world's first scheduled passenger jet service on the de Havilland Comet, on May 2nd 1952, the UK's Royal Mail celebrates the dawn of the jet age in civil aviation with the launch of the Airliners stamps.

Britain pioneered jet engine development and Royal Mail uses the anniversary to acknowledge the technological advancements and achievements in British aviation; from the first jet airliner through the Concorde era.

*"A British Airways' Concorde crew of today helped launch the stamp at Heathrow Airport, Left to right they are, Vanessa Pritchard, Cabin Crew
Jonathan Napier, Senior First Officer
Louise Nunn, Cabin Services Director
Les Brodie - Captain
Frank Ford - Senior Engineer Officer "*

(The above photo and Royal Mail information I found on the internet. Ed)



Flying the Concorde

A typical day would begin with crew reporting and briefing. The crew comprised Captain, First Officer, Engineering Officer, Cabin Service Director and 5/6 cabin crew.

The briefing would be 1 hour before push back. Briefing included, Published Notes, Weather Forecast, Planed Route, Planed Flight Time, Planned Fuel Burn, and Fuel Decision. If you have this wrong = SWARD Sure Way of Running Dry.

Arrive at the Heathrow airport (Briefings take place at the office), walk the Aircraft perimeter. Captains job unless it's raining, then it's down to the First Officer.

15 minutes to pushback the final paperwork is checked with the passenger count and the calculations to determine the C of G. Depending on the calculated C of G the engine's 2 & 3 burn fuel from the front tanks or pump fuel to the rear tanks.

On push back start engines 1 & 4

Depart 10:30am, taxi out, airborne at 10:45am. Nose up and visor down.

Flight time 3 hrs 20 minutes of which 2 hrs 15 minutes was supersonic.

On chocks at 09:25 JFK time.

A second crew will fly the aircraft back to Heathrow the same day, arriving early evening.

Concorde has flown many times with the RAF Red Arrows. On this occasion G-BOAA flew with them to celebrate the 50th Anniversary of Heathrow, with a fly past on the 2nd of June 1996. Concorde was commanded on this occasion by Captain Mike Bannister.

(Picture from British Airways)



Possibly the first time the Red Arrows flew with Concorde is shown in this picture. Here the UK pre-production Concorde 01, G-AXDN, is seen in formation with the RAF team.



An interesting evening, thank you Frank

→

Photo Competition

September 2012 - Presenter:

Roger Stacey

(The picture on the right was taken by Roger's wife, Eldwyth at Annie's during one of the Annual pilgrimage's to CIM Farm North Wales Ed)



The TVSF photo completion took place at the September meeting.

The winners of each of the classes were as follows:

Class A - A TVSF member and model in action – 1st Brian Pettit, 2nd Tony Ridler

Class B - A TVSF member's model in flight – 1st Alex Gow, 2nd Roger Stacey

Class C - Photo of any TVSF activity (or lack of activity!) – 1st Tony Ridler, 2nd Chris Moynihan

Class D - A Civil Aviation photo – 1st Alex Gow, 2nd Alex Gow

Class E - A Military Aviation photo – 1st Tony Ridler, 2nd Alex Gow

Class F - Any Aero modelling activity – 1st Chris Moynihan 2nd Colin Hutchinson

TVSF Favourite Photo – Tony Ridler

This year, across the board, the quality of the entries was very high. The votes were spread across many entries but in most classes a clear winner took the majority of the votes.

Tony took the honours for the overall favourite with an excellent photo of the Vulcan. Tony told us he took this from his garden but as the Farnborough Air Show is a bi-annual event we will all have a chance next year!



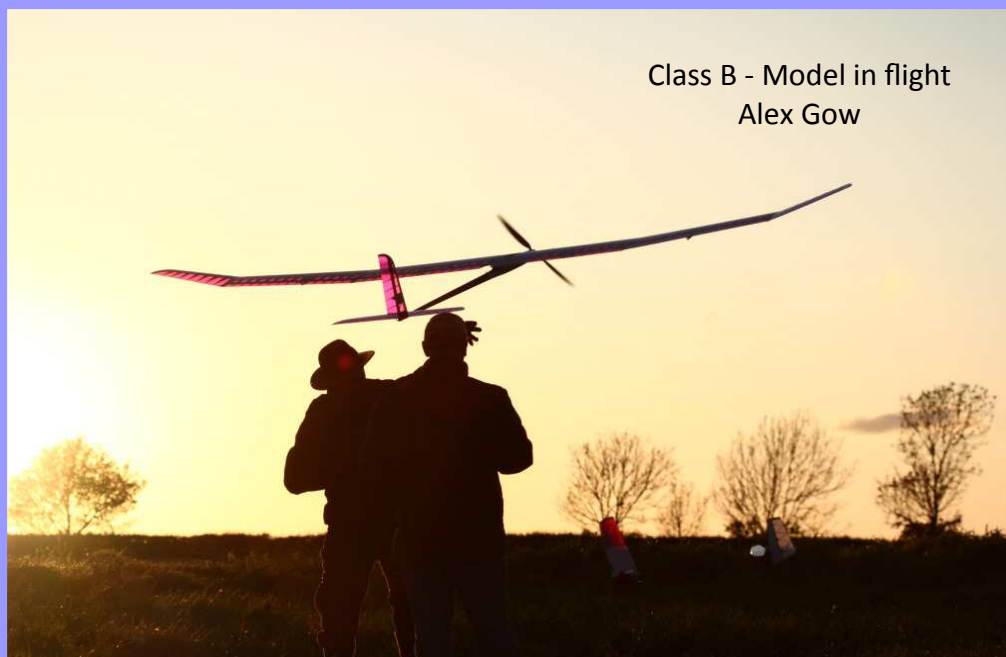
Geoff Bentley checking out class D.

The winning photos are on the following pages. Thank you to everyone who took the trouble to enter. I am indebted to all the people who helped me stage the event so we could announce the winner on the night. ➔

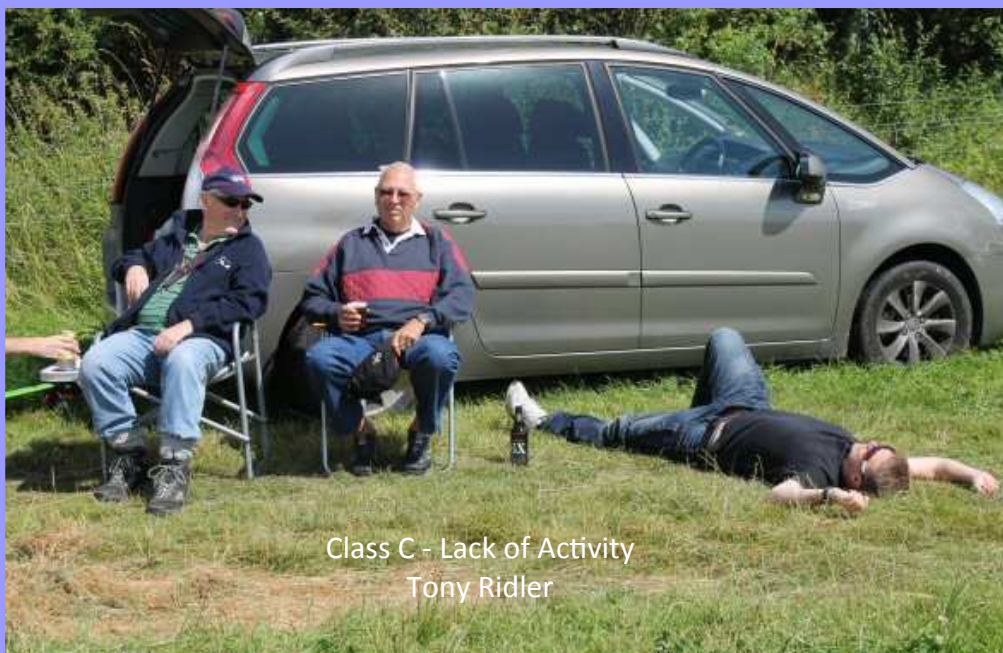
Roger Stacey



Class A - Model in action
Brian Pettit



Class B - Model in flight
Alex Gow



Class C - Lack of Activity
Tony Ridler



Class D - Civil Photo
Alex Gow



Class E - Military Photo
Tony Ridler



Class F - Any Aero modelling activity
Chris Moynihan

And Finally the second place entries



Do you know someone who would like our club newsletter? To order a copy of the next issue (March 2013) send a cheque to Tony Ridler, 109 Pierrefondes Ave, Farnborough, Hants. GU14 8NZ for £4.00 which covers P&P. All 3, 2013 issues for £9.00 including P&P. Make cheque's payable to Thames Valley Silent Flyers. Orders must be received by the cut off date. - **20th February 2013 for the March Publication.**

Hot Air Ballooning

October 2012 - Ken Lowry

Our guest speaker for October was a keen amateur Balloonist who spends all his spare time and more in pursuit of his hobby.

Ken introduced himself as a Fire Fighter of 23 years, a Balloonist of 10 years and Ian Lancaster's window cleaner for 2 years.

He commenced his talk with the introduction of the Montgolfier Brothers 1783 recounting an antidote (true or not) that the first flight with one of the brothers taking his coat off to douse the flames as the balloon caught fire.

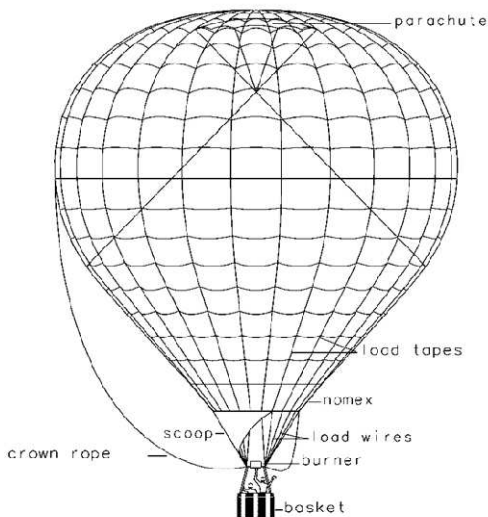
General Description

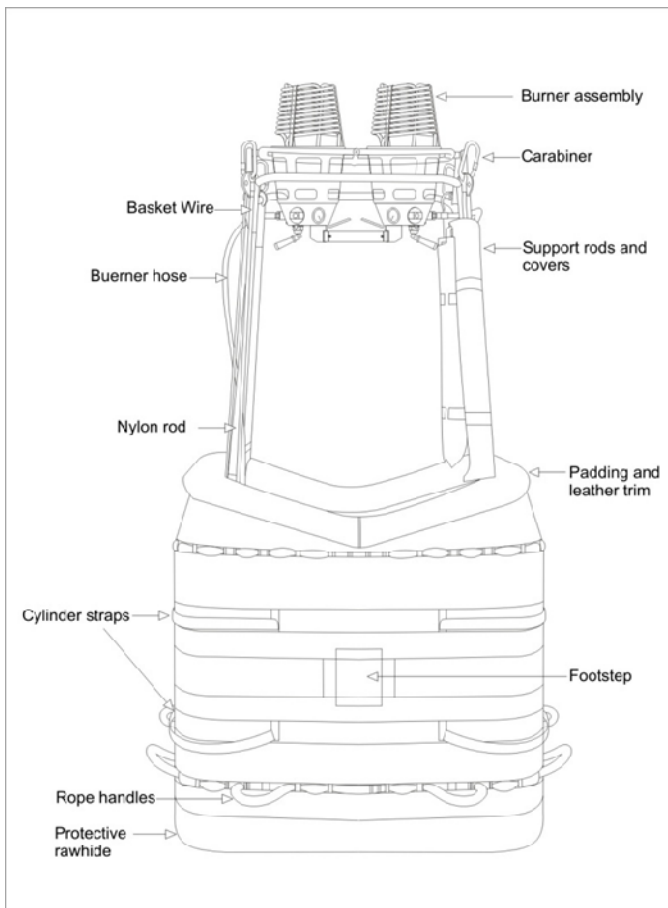
- A hot air balloon is a free balloon in which the lifting force consists of hot air produced by means of a propane burner.

In order to become a balloonist a series of requirements need to be met.

Human performance, Meteorology, Balloon systems , Air law, Navigation, •Radio telephony (optional), 16 instructor hours (usually 30hrs in total), Tether control, Land owner seminar, Recommendation flight, General Flight Test Check out, Solo Flight.

And then you can fly.





•This is a stainless steel frame that establishes the link between the envelope, the burner and the basket.

Ken also showed us a program on an iPad called Memory Map, this shows the terrain you are flying over in real time (GPS). Prior to the flight you draw the no fly zones and areas to stay clear of which makes navigation much easier than reading paper maps during the flight.

The take off position is determined by the landing position, taking into account the winds which can be blowing in different directions at different altitudes.

Kens Balloon can take 2/3 passengers according to the

all up weight and anticipated time of flight. A maximum of 160 litres of fuel (160kg) can be carried and is burnt at a rate of 1 litre/minute. A normal flight would be 1 to 2 hours leaving about 30 minutes for contingences.

Ken had a good selection of Photo's, some of which are shown on the following page.

Useful links. Contact: Ken Lowry Team Skyhoppers

ken@skyhoppers.co.uk www.skyhoppers.co.uk www.bbac.org www.caa.co.uk



Quite an interesting evening with plenty of questions and a number of hints on how club members might be able to scrounge a flight. Thanks Ken.➔

The pilot In response to how he checked the weather, "I just whip out my blue card with a hole in it and read what it says: 'When color of card matches color of sky, FLY!'" — Gordon Baxter

From the Internet

* A military aircraft had gear problems on landing, and as the plane was skidding down the tarmac the tower controller asked if they needed assistance. From the plane came a laconic southern voice: Dunno - we ain't done crashin' yet.

* Glide Distance: Half the distance from the airplane to the nearest emergency landing field.

* Hydroplane: An airplane designed to land on a 20,000 foot long wet runway.

* Lean Mixture: Non-alcoholic beer



Service Ceiling: Altitude at which cab-
in crews can serve drinks.

A student became lost during a solo cross-country flight. While attempting to locate the aircraft on radar, ATC asks, "What was your last known position?" The reply: "When I was number one for take-off". *Aviation Dictionary*

A young and foolish pilot wanted to sound cool on the aviation frequencies. So, this was his first time approaching a field during the night-time. Instead of making any official requests to the tower, he said: "Guess who?"

The controller switched the field lights off and replied: "Guess where?"

Minimum Wage Inspector's Interview

Paddy McCoy, an elderly Irish farmer, received a letter from the Department for Work & Pensions stating that they suspected he was not paying his employees the statutory minimum wage and they would send an inspector to interview them.

On the appointed day, the inspector turned up. "Tell me about your staff," he asked Paddy.

"Well," said Paddy, "there's the farm hand, I pay him £240 a week, and he has a free cottage. Then there's the housekeeper. She gets £190 a week, along with free board and lodging.

There's also the half-wit. He works a 16 hour day, does 90% of the work, earns about £25 a week along with a bottle of whisky and, as a special treat, occasionally gets to sleep with my wife."

"That's disgraceful" said the inspector, "I need to interview the half-wit."

"That'll be me then," said Paddy. ➔ ----- Anonymous



Diary Dates

Date	Day	Item	Contact
6 November	Tuesday	Club Meeting & Auction	
17 November	Saturday	3 - 6pm Waitrose Sports Club, Bracknell	TM
1 December	Saturday	3 - 6pm Waitrose Sports Club, Bracknell	TM
2 December	Sunday	BARCS - AGM and Model Market	BARCS
4 December	Tuesday	Club Meeting & Annual General Meeting	
15 December	Saturday	3 - 6pm Waitrose Sports Club, Bracknell	TM
8 January	Tuesday	Club Meeting & Trophy Presentation	
3 February	Sunday	Slope 60" Pylon	GS
5 February	Tuesday	Club meeting & Chuckie Competition (TRL)	
17 February	Sunday	Slope F3F	GS
3 March	Sunday	Slope Aerobatics	JP
5 March	Tuesday	Club Meeting	

Arboreal model retriever

There have been a number of incidents this year of trees getting in the way of various models. They have all been retrieved but not without some effort and luck. The retrieval of one model involved a passing Range Rover which acted as a platform to extend the reach poles being used.

One of our club members, Roger Stacey, suggested the club purchase an Aeroloop. This was discussed and agreed at committee and the club now possesses an Aeroloop. The photo gives you the idea or you can look at <http://www.aeroloop.co.uk/>. The plan is to establish a safe storage location on the field. The normal barn location is no longer safe as it has been found by unknown persons who have nicked 3 brooms, riffled through the landing tapes and first aid box. This will be established and communicated in the next Lift.

Now the theory is, now we can easily retrieve models they will not land in trees, some hope!→



ACCURATE UOR

If you ask for an Aircraft Carrier you might get exactly what you asked for



FRIENDLY SKY

The engine is the heart of an airplane,
but the pilot is its soul.

1:3.5 Scale Topaze vintage Glider @ 4.3 meter span

By Clive Learwood and Bill Cooke

In May/June this year Quiet & Electric Flight Magazine published two construction articles by Chris Williams, the UK's top vintage glider, designer, builder covering the 1:3.5 scale Lorravia LCA 10/11 "Topaze". Accordingly Traplet publications produced a plan to support the articles.

In May this year Bill successfully completed the maiden flight of his Flair K8 at the Middle Wallop aero tow event and became "hooked" on aero towing. Soon after this Bill decided that he wanted to build a larger vintage glider but what? I was also wondering what I would do on the inevitable wet days that often occur in June (understatement of the year).

So the Topaze at 4.3 meter span seemed an ideal choice, for both of us. Telephone calls to Traplet revealed they would not produce part kits unless I could produce a dozen confirmed orders, which I could not. Neither Bill nor I fancied laboriously cutting out all the fuselage formers and wings, so what to do.?

On the Scale Soaring UK forum I had seen a note some months previously by Cliff Evans offering laser cutting services for models. Cliff was contacted via the Scale Soaring forum and was agreeable to laser cutting sets of fuselage and wings ribs for both Bill and myself.

Chris Williams helped with .pdf and CAD files for the laser cutting process. During the second week of July the first set of fuselage formers arrived. Sets of wing ribs arrived a few weeks later.

Quality of the laser cutting is very good, far better I would say than anything I had ever seen from any other provider. Quality of balsa for wing ribs was also excellent.

The build

Pictures 1 and 2 show progress of my plane through the Fuselage build stage.

Picture 1 details the build progress, majority of longerons in place and the start of 1/16 ply planking around the cockpit area



Picture 2. Shows planking completed, temporary formers in the cockpit area removed and the whole area glassed for additional strength. Tail planes finished and installed along with pushrod and R & E servos.



Picture 3 shows the Fuselage of Bills plane



Picture 4 shows the nearly completed left wing



In the next issue of LIFT we will cover the remainder of the build process, covering and finishing →

All Rounder Positions a

		Pilots Name	Indoor Chuckie	Mini Glider	Mini Glider League	Hand Launch F/F	Friday Night League	Open Thermal	100s Thermal	Electric FNL	Electric Thermal	F3F
Maximums >>			10	10	15	10	15	10	10	15	10	10
Peter	Williams		7	6	9	9	15	6	2	11	4	
Graham	Stallard			8	15	8	12	9	5	14	5	
Alex	Gow		1	9	14	6	14			1	8	
Chris	Moynihan		3	5	8	5	6	7	6	13		
Paul	Harvey		10	7	11	3				6	2	
Colin	Hutchinson		9				10		9	10	10	
Trevor	Hornby		6		7	7	5	4	8			
John	Price		8	4	10	10						
Tony	Ridler		1		6	2	8			9	9	
Roger	Critchley						13	3	4	7		
Colin	Davies						9	2		12		
Mike	Fantham			10	13							
Terry	Weeks									15	6	
Richard	Thornton		2				3	5	10			
Graham	James		1				4		3	4	7	
Joel	West						11	8				
Terry	Pelling							10	7			
Roger	Stacey				12	1						
Peter	Chance									8	3	
Richard	Edmunds		4				7					
Andrew	Horne					1					1	
John	Skinner		5							3		
Martin	Bell									5		
Vic	Harris		1			4						
Bill	Cooke						2			2		
David	Puddephatt		1			1						
Chris	Baughan		1									
Ian	Lancaster		1									
Paul	Vale						1					
Peter	Woods									1		
2012 Participants			16	7	10	12	15	9	9	16	10	0

t the 6th October 2012

Cross Country	Aerobic	Annual Pylon (foamie)	Annual Pylon (crunchy)	Thermal Allrounder	Electric Allrounder	Slope Allrounder	Club total points	Club Allrounder points	Club Position
10	10	10	10	100	35	50	185	185	
	7			54	15	7	76	76	1
				57	19	0	76	0	0
				44	9	0	53	0	0
				40	13	0	53	0	0
	9			31	8	9	48	48	2
				28	20	0	48	0	0
	8			37	0	8	45	0	0
	10			32	0	10	42	0	0
				17	18	0	35	0	0
				20	7	0	27	0	0
				11	12	0	23	0	0
				23	0	0	23	0	0
				0	21	0	21	0	0
				20	0	0	20	0	0
				8	11	0	19	0	0
				19	0	0	19	0	0
				17	0	0	17	0	0
				13	0	0	13	0	0
				0	11	0	11	0	0
				11	0	0	11	0	0
	6			1	1	6	8	8	3
				5	3	0	8	0	0
				0	5	0	5	0	0
				5	0	0	5	0	0
				2	2	0	4	0	0
				2	0	0	2	0	0
				1	0	0	1	0	0
				1	0	0	1	0	0
				1	0	0	1	0	0
				0	1	0	1	0	0
0	5	0	0	26	17	5	30	3	3

KEY

Gold

Silver

Bronze

2m Win

2m RU

Committee Response to the ‘near miss’ incident reported at the September Club meeting.

At the September meeting, a club member reported a ‘near-miss’ incident on the day of the Club barbecue.

The incident was verbally reported at the time to the club chairman and action was taken promptly as a result. However, the incident was not the subject of a written report from either party involved. The description of the incident which follows is merely a summary of the events as related on the day.

The date in question was when the 100s comp was being held in the morning, followed by the barbecue at lunch time, then scheduled ‘A’ tests and sport flying in the afternoon. Because of all the activity on Oldlands, the relevant club member asked for and was given permission to fly a winch launched soarer in Wellers.

Subsequently, the Wellers flyer reported that “me and my glider were nearly taken out by another member flying a high speed aerobatic plane very low and around me twice as I was just about to land”.

This incident clearly points up some significant safety issues. Consequently, when raised at the September meeting, there was some discussion of the incident, culminating in the request from the Committee to all members that they submit their views in writing so that the Committee can give full consideration to the spectrum of opinions that may be held. The responses were to be structured under three broad headings: 1) Do you believe there is a problem? 2) If so, define the nature of the problem. 3) What solutions do you propose?

The Committee met on Thursday, 4th Oct to consider the responses received. Of the sixty six current members, ten expressed their views. Of these ten, five are of the opinion that this was in all probability an isolated incident, and with a little more care is unlikely to warrant any particular changes to the way the club operates. The remaining five covered a variety of views ranging from ‘power and glider never mix and therefore we should not be flying power in the club’ to some suggesting scheduling days in the week when only power or glider should be flown. The majority view however was that the club was formed to fly gliders and this remains the key attraction for those joining; however, times have changed and the new technology electric motors, batteries and airframes has meant a greater number flying e-soarer, electric ‘power’ models and also DLG models, all of which present subtly different requirements on how we operate as a club.

After a lengthy and well informed discussion, the Committee came to the following conclusions:

- With hindsight, it was a mistake to authorise flying in Wellers when the rest of the flying activity was in Oldlands. This runs counter to the advice clearly stated in our Handbook and other such guidance as given in the BMFA publications, which clarifies that pilots should stand together when flying for the obvious reason that effective communication between pilots.

Cont...

A clear awareness of the whereabouts of other airborne models, especially at launch or landing, can only occur when standing together.

- The Committee is of the view that, provided all flying takes place within the same field, pilots may fly different types of models quite safely providing that some elements of personal responsibility and best practice are adopted, all of which are really amplifications of the advice and instructions given in the TVSF Handbook and the CAA's Air Navigation Order. This emanates from an awareness that all TVSF members are primarily glider flyers and have an understanding and respect for the flight patterns and behaviour of gliders and the needs of their pilots, even though those same members wish to fly electric power models from time to time. Thus TVSF is not in the same position of other clubs where I.C.-power predominates and glider flying is seen as a minority and nuisance activity.
- The Committee endorses, and publishes here, a series of 'best practice' guidelines which gives the responsibility to individual members on the day based on the premise that we are all paid-up members of TVSF with an interest in all aspects of silent non-i/c powered flight. Members enjoy these varied activities through the mutual respect and understanding of each individual's needs. As club colleagues and friends, we should talk to each other and ensure through agreement that we all enjoy our flying in full and in safety.
- Best Practice Guidelines
 - ✓ Talk to the pilots already at the field, ensuring they are aware of what, when and where you will be flying.
 - ✓ It is the responsibility of all pilots to fly in a manner which minimises interference with other models and their pilots; do not be confrontational, use common sense and respect other member's enjoyment.
 - ✓ All pilots, particularly of power and low flying models must maintain awareness of slow moving gliders.
 - ✓ If you feel it is unsafe or unwise to launch or fly at any time, do not launch, land immediately and discuss with other pilots a suitable slot process of dividing air time or air space.
 - ✓ Power flyers should fly in the area of the concrete 'runway' and restrict their flight envelope upwind or crosswind of the launch area ie Oldlands upper field.
 - ✓ With other users at the field, aerobatics should be restricted and flown with appropriate consideration for others.

Cont.....

- ✓ Winch or bungee launched gliders will normally use Oldlands lower field, with the anchor or turnround pulley fixed in the area just east of the concrete road; in any event, winch or bungee launched gliders should only launch when other models are upwind of turnround or anchor points, and clear of the lines arcing up in launch or when descending.
- ✓ Electric Glider pilots should launch with towed glider pilots, or by agreement with power flyers always ensuring that their launch trajectory does not interfere with other models or pilots.
- ✓ It is not expected that DLG pilots should stand with towed glider pilots at their normal downwind location; for safety reasons, when towed gliders are operating from lower Oldlands, DLG pilots should restrict their flying to upper Oldlands, maintaining awareness at all times of the whereabouts of larger gliders particularly when about to DLG launch. When other pilots wish to use upper Oldlands it is imperative that DLG and power flyers discuss a safe division of flying slots on the day.
- ✓ All flying to be done in accordance with CAP 658 of the ANO, and the relevant sections of the TVSF and BMFA Handbooks.

In conclusion, the Committee will cease the occasional practice of authorising concurrent flying in separate fields, will actively monitor the club's flying activities with these guidance notes in practice and will review the whole situation again if our current use of Oldlands and Wellers fields is changed for any reason..

Moreover, an Incident Report form will be created, so that in the event of any further such incidents, the members involved must submit a written report to the Committee using this form so that a proper review of the incident can take place based on fully reported and documented accounts.

The Committee thanks all those who took the time and effort to give their views; we also thank one long serving member who clearly spelt out a particularly responsible and reasoned solution, much of which was adopted into the Committee's conclusions in the text above.

CM 05.10.2012.

On a Continental Flight with a very "senior" flight attendant crew, the pilot said, "Ladies and gentlemen, we've reached cruising altitude and will be turning down the cabin lights. This is for your comfort, and to enhance the appearance of your flight attendants."

AGM Proposals

That the post of Vice Chairman be created.

This is to allow the continued operation of the club business in the absence of the chairman consistent with other organisations.

Change from:-

The Committee shall consist of a Chairman, Secretary, Treasurer, Competition Secretary, Membership Secretary, Records Officer, Safety Officer and Newsletter Editor. The safety officer may be amalgamated with another Committee role other than the Chairman.

Three Members of the Committee shall form a quorum. The Chairman shall hold a casting vote in the case of equality of votes. In the absence of the Chairman at any meeting a Vice Chairman shall be elected by those present to conduct the meeting, and shall hold the full powers of the Chairman for the duration of that meeting.

To:-

The Committee shall consist of a Chairman, **Vice Chairman**, Secretary, Treasurer, Competition Secretary, Membership Secretary, Records Officer, Safety Officer and Newsletter Editor. The safety officer may be amalgamated with another Committee role other than the Chairman.

Three Members of the Committee shall form a quorum. The Chairman shall hold a casting vote in the case of equality of votes. In the absence of the Chairman ~~at any meeting a~~ the Vice Chairman shall ~~be elected by those present to~~ conduct the meeting, and shall hold the full powers of the Chairman for the duration of that meeting. →

Proposed: Graham Stallard

Seconded: Trevor Hornby

Change to the Rules of a competition.

“ When there is a proposed change to the rules of a competition, only those people who take part in that competition or have competed in it within the last 3 years, are entitled to vote.”

REASON :- To stop good proposals being defeated by people who do not fully understand the implications of the proposal. →

Proposed: John Price

Seconded: Roger Stacey

TVSF Hand Launch Free Flight Glider

Competition Rules.

It is proposed that the TVSF Hand Launch Free Flight competition rules include the first line of the BMFA Hand Launched Glider Rules ie BMFA Contest Rules, Section 3, 3.13 (a) The glider must be launched by hand without mechanical aids.

Reason.

TVSF call this annual event the Hand Launch Free Flight competition , but obviously those launching with the aid of a string attached to the model are not complying with either the detail or the spirit of the competition, to the detriment of those that are.

This proposal returns the event to the type of competition which was originally intended.
→

Proposed: Roger Stacey

Seconded: Chris Moynihan

5,4 Miniglider and miniglider league (RSCM1)

Under 5.4.3.

Current words:

The league consists of 3 weekday evening and 3 Sunday afternoon competitions. The first Sunday contest, as well counting towards the league, is normally also the Annual one off event.

The evening competitions will start at 6.45pm, and finish at 9.00 pm.

The Sunday competitions will start at 2.00 pm and finish at 5.00 pm.

No practice flights allowed once the competition is declared started.

Proposed words:

The league consists of six weekend afternoon competitions.

The fourth competition flown will also count as the annual one-off event.

The competitions will start at 14:00 and finish at 17:00.

No practice flights allowed once the competition is declared started.

Rationale:

There is a greater chance of thermal activity in the afternoon which makes mini glider flying more interesting and rewarding.

Note that the “No practice flights...” line may be modified by another proposed change which has no effect on the aim of the proposal above.→

Proposer Roger Stacey Seconded Chris Moynihan

5,4 Miniglider and miniglider league (MF1)

Under 5.4.3.

Current Words:

All launches and landings must be carried out from the “box”, the dimensions and siting to minimise slope lift. The CD will layout the box guided by the current F3K rules

Proposed words:

The CD will lay out the box, guided by the current F3K rules, with the dimensions and siting aimed at minimising access to slope lift.

All launches must be carried out from within the box. If the model lands outside the box, the score for that flight is zero. The model is considered to have landed in the box if any part of the model is in the box when the model comes to rest.

Reasons

Clarification.

Layout specified separately first. Access to slope lift to be minimised.

A landing in the next field could be carried out ‘from the box’. We don’t use the rule that way so the position of the model at landing is controlled in the new words. “Landing in the box” is defined.

Asides:

In TVSF current rules, “..landings must be carried out from the box..”, could mean that the pilot has to be in the box at landing? I think the intention was that the model should land in the box and that’s how we work it.

In TVSF and current F3K, the pilot can leave the box during the flight. In F3K, the pilot has to be in the box when the model lands. There is an F3K proposal coming to make the pilot stay in the box during the flight – this to make using slope lift more difficult. Should TVSF have this?→

Proposed: Mike Fantham

Seconded: John Price

5,4 Miniglider and miniglider league (MF2)

Under 5.4.3.

Current Words:

No practice flights allowed once the competition is declared started.

Proposed words:

No practice flights allowed once the competition is declared started unless the nature and position of such non-competition flights are agreed with the CD before they take place.

Reasons.

Safety/preserving models.

In high speed launching, trim at launch is clearly critical to the initial trajectory of the model. Flying a model for the first time on a given day or flying a repaired/altered model will be safer if a test launch is made away from the box first. It is important that such launches are not used to point out lift for other competitors so the nature and position of the flights will be specified by the CD.

For example: The CD might rule that, "You may make up to {number specified} launches but you must do it over there {location specified} and you must land quickly after no more than 5 seconds straight and level at launch height and without exceeding 30 seconds total flight time."

There is no competitive advantage in wasting time making test flights so people will try to get the necessary flights done before the contest starts if they can.➔

Proposed: Mike Fantham

Seconded: John Price

5,4 Miniglider and miniglider league (MF3)

Under 5.4.2.

Current Words:

Tapes to define the launching area.

Proposal: Delete the existing line.

Reason: Tapes no longer used.➔

Proposed: Mike Fantham

Seconded: John Price

5,4 Miniglider and miniglider league (MF4)

Associated with change MF 3

Under 5.4.3:

Current words:

The area for Discuss Launch (DLG) must be separately located from the Bungee launch area

Proposed words:

Pilots and timekeepers/helpers must take care not to interfere with the launches, flights and landings of other pilots.

Reason:

No separate launch areas are marked but the avoidance of conflicts is important and that's what we do now. →

Proposed: Mike Fantham

Seconded: John Price

5,4 Miniglider and miniglider league (MF5)

Under 5.4.3.

Current words:

All models will be launched by the pilot, or his nominated launcher.

Proposed words:

All competition flights must be launched by the pilot. In the event of incapacity, a nominated launcher may be allowed at the discretion of the CD.

Reason:

To prevent "professional launchers" being used to gain an advantage but allowing CD to use discretion. →

Proposed: Mike Fantham

Seconded: John Price

5,4 Miniglider and miniglider league (MF6)

Under 5.4.3.

Current words:

A mini bungee to have a maximum un-stretched length of 19 metres of which 15 metres must be non-stretching line and 4 metres bungee. The maximum stretch of the bungee at the point of launch will be limited to 27M.

This will be achieved by a separate 27m tape attached from the bungee stake and laid out in the direction of the prevailing wind. All launching is to be within this 27M tape.

Proposed words:

The characteristic of a 'mini bungee' are:

A maximum un-stretched length of 20 metres of which a minimum of 15 metres must be of non-stretching line. A clearly visible pennant must be attached to the model end of the line. The bungee must be staked securely enough to withstand sustained tension. The stake should be positioned 5 metres upwind of the windward edge of the launching and landing area.

The maximum stretched length of the bungee at the point of launch shall not exceed 27 metres.

Any competitor using a bungee shall also provide a 27 metre non-elastic tape where one end is anchored by the bungee stake; the other end shows the maximum permissible stretch at launch. The maximum pull at a 27 metre stretch of the bungee shall not exceed 6 kg. Competitors must use club-provided bungees.

Reason:

Adopting the BMFA definition of a bungee means that club bungees will be of a 'national' standard and can be used by club members in BMFA F3K competitions.

It should also be possible to improve on the launch height possible with the current club equipment to let the bungee users have more performance. Some work will be required.

The optimum set up may well be 15m of line and the shortest, most extensible elastic element that will just reach 6 kg at the 27m total stretched length limit. New club bungees will be developed towards this goal in time for the 2013 season.➔

Proposed: Chris Moynihan

Seconded: John Price

Norman Elliot, who passed away on 3rd August.

By Clive Learwood

I met Norman around the mid 1970's, when he joined the Basingstoke Model Aircraft Club (BMAC). I had joined BMAC a year or so before and had been taught to fly gliders by the great Al Wisher. It was at this time that Al encouraged Norman to leave his job in Mitchum and move to Basingstoke.

Thus a competition team of Al Wisher, Ken Glynn, Norman and eventually myself along with the late Peter Lee was formed to fly in BARCS contests. One team we competed against included Chris Foss and Ricky Shaw.

Norman's model flying days go back to the 1950's when along with Ken Glynn, they flew free flight and rubber powered models around Maidstone area in Kent. After that Norman moved on to fly with the Croydon and Surbiton clubs. It was around this time that Norman met Al Wisher when they teamed up to fly free flight competitions. Norman also flew in International free flight competitions, one year managing the New Zealand team.

Norman did his National Service in the RAF where he became air crew as a Radio Operator. When out flying with him one day I asked him why he hadn't joined one of the commercial airlines after completion of his National Service. All he would say was that he had experienced some nasty flying incidences that had put him off moving into commercial aviation.

Not long after TVSF was formed with, Al Wisher having moved north, and BMAC becoming mainly a power club Norman, along with a number of other glider guiders, joined TVSF. For many years Norman continued to fly in our Friday Night League and BARCS competitions, much of the time with his trusted "Bird of Time" machine.

On retirement, he moved back to Maidstone to be nearer his sister, He continued flying, but with small electric powered planes such as Tiger Moths as opposed to gliders. The last time I saw Norman was around 4 or 5 years ago when I went down to Maidstone to collect a number of his older gliders, which he had asked to sell via TVSF.→

Clive Learwood

The Wales Trip, Autumn 2012

It was decided to bring the Wales trip forward by about a month to maximise the chances of better weather, after a run of three years when we've lost about a half of the week to poor flying weather. I'll let those who went be the judges of whether it turned out this way.



September 15th saw the usual eager gang of TVSF'ers setting off bright and early to ensure that Dobbies hadn't sold out of breakfasts by the appointed meeting time there of 10 am. Dobbies just isn't the same now that their Deli shop has gone, with its enticing array of cheeses, chutneys, pies and cakes, but it still represents the half-way mark for us and a fine place to take on board the first of seven 'Full English' breakfasts.

Setting off again through the mountains was a glorious experience; the bright clear weather showed off the scenery to best advantage. My drive up the Tanat Valley, after passing the obviously named 'Knockin Shop, was pure delight. At the head of this valley are the highest waterfalls in the UK, at Rhaeder-y-Mochnant, which are missed as you turn



off short to Llangynog to cross the Berwyns and drop down into Bala. Having heard about these falls but never having visited, I made a purposeful detour last spring to visit, and I wasn't disappointed. Admittedly it's a five mile drive up a single track road, but the mountains close in as you approach the valley head, with the delightful River Tanat for company most of the way.

The falls are truly spectacular, particularly in spring when there is more water coming down after the usual wet Welsh winters with some snow melt added. There is also a delightful little teashop close by doing great cheese toasties! (I'm on commission from the Welsh Tourist Board, by the way!)

After the mountains, the weather clouded over somewhat, but the wind was in the south-west so nearly all blew the Thames Valley dust away by flying at Ceiriad in the afternoon.

Thanks to stout work by the quartermaster, plus assistant, and bedroom logistics spreadsheet coordinator, (Learwood, Edmunds and Hornby respectively), we were all happily ensconced in our comfortable Cim accommodation before setting out to sample the best biryanis that East meets West can provide. This 'ritual' does not imply an overwhelming taste for Indian food, but simply means that a big group of us can be assured of sitting down to good scoff at a reasonable time without excessive waiting or scrambling for a table at the other hostelryes. Friday and Saturday nights are always busy with weekenders so it makes sense to me to book ahead and be prepared for the after effects of too many poppadum's loaded with that fiery lime pickle. *[Caricature sketches by Paul Vale]*

Sunday turned rainy, but us gallant flyers were not downhearted. How could we be with so many distractions on offer. While Graham and Colin H went flying (really?) a new activity took over. Terry and Peter C produced some impressive pieces of firepower in the shape of .22 air rifles, complete with telescopic sights, tripod mounts and ten round magazines. Setting up the rifles in the warm and dry Cim Canol lounge and shooting at targets through the open patio doors, there was soon a queue to have a go, under the expert tuition of Terry and Peter. A truly entertaining and different type of TVSF action which has left some of us wanting more. The rifle range at Bisley beckons at the end of October!

Sky Sports provided the opportunity in the afternoon of ribbing John S as Reading went down 3-1, while some of our more senior members dozed quietly under the beady eye of the caricaturist in our midst.



Bedroom logistics
Spreadsheet
Coordinator Trevor

The Scrabble and card schools got into their stride into the late evening, though the excitement thus caused meant that some light sleepers had their dreams disturbed.

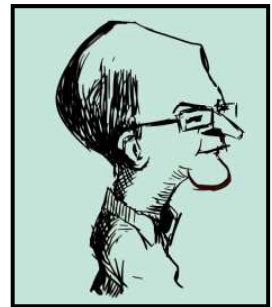
We were treated to a good westerly blow on Monday, which saw a full day's flying at Cilan by Annie's. The poor lady, who seems to like having us around, is now suffering badly from cataracts, which probably explains why she keeps asking me in for a cup of tea?!?

It was good 'meaty' flying all day, but as the winds strengthened to 30 mph + in the afternoon some of us retired to 'sleepy hollow'. Not however Trevor who proceeded to put his nice little Salto into the unyielding Welsh granite with terminal effect, nor Ian who took the short cut to damaging his Whisper by falling on it! Oh, how we laughed.



Andy and Graham J finally turned up and then we were 18! This meant that Graham and Trevor had to share a room, but we didn't say anything.

I can't really say much about Tuesday on Rhiw, except that everybody seemed to have a great time in the north-westerly, and followed up by eating at the Red Lion in Tudweiliog, which always provides good eats and more pleasant service in contrast to the dour hostesses in the Sun and Tudwals.



One-Fly Andy

For my part, I took up the offer to visit one of the Tudor Griffiths quarries near Nebo, where they are taking sand and gravel from a peri-glacial feature called a drumlin, interspersed with lacustrine deposits, all dating from the Devensian glaciation. I'll show my exciting piccies of the extraction face if you ask nicely.

Those not at the Red Lion chose to eat at a recommended fish restaurant, 'Twinti', some miles away.....expensive but really good.

Wednesday was another good day with a westerly on Cilan, where all manner of models were flown, ranging from big scale to an impossibly tiny sloper flown by Colin in a manner similar to an irate mosquito. Graham spent the best part of the day with his ASH attempting to deplete his huge capacity batteries by flying for no less than an hour at a time. Trevor again put his newly acquired Tomcat in the air, and this impressive F3F type machine flew really well, most of the time inverted at high speed. The sad thing was that, having that notorious 'last flight of the day, Trev buried the Tomcat into that same unyielding Welsh granite to such a depth that mechanical aid in the shape of a garden fork borrowed from Annie was needed to extract it. The Tomcat will not fly again.



Ken G took to the skies as well, flying a light machine which came to rest in a fence on its final landing. This didn't seem to worry Ken, who takes great pleasure from seeing his scale machines now being flown by others, such as Ian with the interesting Fauvette.



That afternoon saw the arrival of a trio of slopers from Nottinghamshire, ostensibly for a fortnight's flying around the Lleyn MFC weekend bring and fly event.

They were an odd bunch....none too communicative, with one of them being obviously not the full shilling. They carried their array of models to the slope in a wire cradle which, on closer inspection, contained a heap of very tatty models, mostly foamies, all having various bits missing or badly repaired. They were certainly not dressed for the slope, one of them spending the afternoon having only a thin shirt and trousers. Must have been freezing.

For the Sun regulars, it was quiz night, where one of the TVSF teams came a creditable second only two points behind the regular winners there, the Barflies.

It was our ignorance in the pop music and celebrities rounds which were again our undoing.

Thursday was another good flyable day on Ceiriad, although cloudier with a wind that freshened to uncomfortable by late afternoon. Terry was again the launcher –in-chief for all the scale models.....K8, K6, SB9, ASH, and his own Ventus flown for the first time, and very impressive it is too. John S had a an anxious few moments struggling to get his K8 away after zooming up into a stall from launch.



Also impressive was the 'Irwin' of Paul Vale. In its 'stealth' all black carbon and skinny profile it looks quite sinister especially as it flew fast and on rails through the darkening skies.

The CBA crowd were clever that afternoon, drawing their cars into a 'wagon-train' circle to provide wind protection for their afternoon siestas in their array of luxuriously appointed reclining chairs.

After a damp start to Friday, the sun came out to give us a gloriously sunny afternoon on Myndd Mawr, complete with its magnificent coastal scenery and a plethora of comfortable heathery sleeping hollows. The lift was truly 'mega' in the light northerly, leading to some interesting flying by contouring the lumps and bumps of the slope at low level. Airbraked or crowded models had no trouble landing slope-side, with Richard repeatedly putting his Typhoon down onto a postage sized patch of grass right on the nose of the slope. Graham tried to catch his model from flight to avoid landing altogether, but gave up after about ten attempts on the grounds that the risk of damage outweighed the kudos of possible success.

Trevor made it three in a row for the week when he was tail chasing Paul's model over the contours but got it badly wrong, putting his 'Sonic' into the pre-Cambrian schists of the mountain, with much the same result as with unyielding Welsh granite.

I left early on the Saturday morning, and was treated to some magnificent sights.....dawn breaking over the Rhinogs in a blaze of orange and gold, the mist



rising gently off the Glaslyn estuary with the rising sun bathing the flanks of the distant Snowdon, the night's frost just beginning to melt on golden grasses going over the tops from Ffestiniog, dropping down into the Llyn Celyn valley with the Arenigs and the Arans peeping through a sparkling blanket of dense white mist carpetting the whole lower valley. Pure magic!

And the week as a whole? Yes the weather was better and every day was flyable, with all the best slopes coming into play during the week. Our new team of support workers did a great job of providing the victuals, and the cookit teams laid on the usual great breakfasts,.

The only disappointment for me in the whole week was the omission of that fine dish, best leg of roast Welsh lamb as lovingly prepared by you know who, to be replaced by a fish supper from the Abersoch chippie...fine in its own way I know but ...well, its just not Welsh enough. ➔ **Chris Moynihan**



**The Quartermaster
Clive**

Competition Reports

Thermal Friday Night League 2012

As usual our aim was to complete 6 TFNL events and we had 7 evenings on the calendar, the last of which was the reserve. However, the weather did not co-operate so even though we extended the calendar to 9 evenings cancellations due to rain and wind resulted in only 5 sessions. During the series 15 flyers competed but only Alex Gow and Roger Critchley managed to attend all 5. The numbers were as follows:

5 evenings – 2 Pilots, 4 evenings – 2 Pilots, 3 evenings – 1 Pilot

2 evenings – 6 Pilots and only 1 evening - 4 Pilots

Thermal Friday Night League		FINAL PLACINGS																	
		TFNL 5/18			TFNL 2 6/1			TFNL 6 7/27			TFNLres 8/10			TFNLres 9/7			Best 4		
Name (master list)		Pts	%	Plc	Pts	%	Plc	Pts	%	Plc	Pts	%	Plc	Pts	%	Plc	Pts	%	Plc
Peter	Williams	1935	927	3	2142	820	2	1976	718	3	0	0	0	2360	1000	1	8413	3465	1
Alex	Gow	2086	1000	1	1946	745	5	1825	663	4	2494	975	2	1752	742	3	8351	3462	2
Roger	Critchley	1960	939	2	2108	807	3	1717	624	6	2021	790	4	1564	662	5	7806	3198	3
Graham	Stallard	1882	902	4	0	0	0	2126	773	2	2036	796	3	1710	724	4	7754	3195	4
Joel	West	0	0	0	2612	1000	1	2750	1000	1	0	0	0	0	0	0	5362	2000	5
Colin	Hutchinson	0	0	0	2005	767	4	0	0	0	2556	1000	1	0	0	0	4561	1767	6
Colin	Davis	0	0	0	0	0	0	1382	502	8	1568	613	5	1341	568	7	4291	1683	7
Tony	Ridler	0	0	0	0	0	0	0	0	9	1500	586	6	1799	762	2	3299	1348	8
Richard	Edmunds	1413	677	7	0	0	0	0	0	0	0	0	0	1379	584	6	2792	1261	9
Chris	Moynihan	0	0	0	1560	597	7	1720	625	5	0	0	0	0	0	0	3280	1222	10
Trevor	Hornby	1445	692	6	1358	519	8	0	0	0	0	0	0	0	0	0	2803	1211	11
Graham	James	1476	707	5	0	0	0	0	0	0	0	0	0	0	0	0	1476	707	12
Richard	Thornton	0	0	0	1800	689	6	0	0	0	0	0	0	0	0	0	1800	689	13
Bill	Cooke	0	0	0	0	0	0	1585	576	7	0	0	0	0	0	0	1585	576	14
Paul	Vale	0	0	0	1313	502	9	0	0	0	0	0	0	0	0	0	1313	502	15

In spite of the poor weather it is notable that a good proportion of the flyable evenings were OK for those of us with large AVAs and this certainly helped Peter Williams to an overall win. Alex Gow was incredibly close in second place in his first full season of TFNL. Third and fourth places were just as close with Roger Critchley just beating Graham Stallard. The results could well have been different if Joel West with his 100% record had managed to complete 4 evenings instead of just 2.

Fortunately the wind direction on the flyable evenings allowed the winches to be positioned with the full line length. Clearly with the farm changes to the field uses we may have difficulty with winch launch events in 2013 unless another venue can be found. It would be a pity to lose the option of this competition due to lack of a suitable field as there still seems to be quite a lot of interest.➔

Peter Williams

Mini Glider league 2012.

MG2

There was a light wind blowing down the entrance road from the road towards the barn. There was still lift about after 1900 and a total of 5 competition maxes were scored, two to Alex and three to Mike. Mike's first thermal was the result of watching the trees at the upwind boundary of the field and along the entrance track. This seemed to be the line down which most lift appeared for a period. Alex got his two maxes in that area and Mike's second and third were launched straight into air marked by Alex. Many later flights were favouring the area over the road and upwind of it. Most people's last-half flights were in more or less dead air and the higher launches of Graham and Alex showed up here. Tony was handicapped by flying a 'mini' – the 1 metre span Elf.

MG3

A damp evening followed a showery day. There was an encouraging sunny bit before we started but the pattern became overcast with light showers and a cool breeze. All but the hardy retired to the barn at least twice. The 10 mph breeze from the west to north-west had people reaching for ballast at the start – I flew with about 50 grams in the model getting me to about 345 grams total. There were calm bits during the evening – often after the showers – when ballast may have been a disadvantage but none of them coincided with my flights.

Alex dominated again mainly by virtue of his higher launches – his best flight was 2:28 and he had 3 over 2 minutes

The wildlife section: There were some large clumps of hairy black Peacock Butterfly Caterpillars in the nettles near the cars – look out for the butterflies later this year.

MG4

We were subjected to a drastic change in the weather – sunny, warm, thermals and 'only' 10-12 mph wind- less at times. We are not used to these conditions! Lift proved to be quite tricky at times and most maxes were far from a straight climb and glide back. Sometimes the lift seemed to be wave like – you couldn't follow it downwind – you needed to keep going back to the 'good' area and starting again. There were far more land-outs than usual as people hit sink coming home from a little too far away. Alex put a model into the woods on the far side of Wellers in a spectacular nail-biting hero or zero last flight that was below tree height and recovered to fly over the woods one point. I had a 3:08 flight that I had to steer through the gate into the field because it was a bit low as I came back from Wellers past the barn – result, zero and the 'walk of shame' to collect the model. Alex continues to lead the overall league with a close race for second place between Graham and Mike.

Mini Glider cont.....

MG5

First place and well deserved Gold medal goes to Graham with 4 maxes and some very consistent high scoring flights, Silver for Roger with 3 maxes and some good 2 minute plus flights and Bronze for Paul with another 3 maxes.

We had good but challenging lift conditions with warm sunny weather and a steady 8 mph breeze for most of the afternoon.

Trevor was using the competition as a test and trimming session, unfortunately the new launch method (*Alex) eventually proved too much for the wings and the resulting structural failure provided our shortest recorded time (ever?) of only 4 seconds.

MG6

Weak sunshine but I guess the wind-speed was 'as forecast'. Chris Moynihan got through his flights quite quickly, supported by Ian Lancaster and Richard Thornton, and flying his 'Simply the Best' off the bungee. John Price (Blaster 2) and Roger Stacey (Sal Peter) teamed up and flew from the highest upwind corner of the box. The team of Graham Stallard (Blaster 3) and Mike Fantham (Twister II) flew from the lowest downwind corner.

If you were prepared to risk not making it back to the box, it was possible to soar the tree line for long periods, hoping to eventually get high enough/catch a thermal/get a lull in the wind to make it back to the box. John especially had five zero scores - mostly using the slope lift and not making it back. John eventually succeeded on his last flight with a well-judged 2:52 using the slope lift and making it back - impressive.

Graham went for broke on his last flight and soared the tree line to great effect for the whole three minutes. He stayed there for almost another minute trying to get high enough for a sprint back to the box. When he thought he had enough height he set off but fell short at 4:02 and scored zero. Graham's win puts him first in the league - congratulations - consistent high launches and good air-picking won out.

Alex Gow, our other high launcher, was second after an impressive start to the year - he didn't score in the 5th event and he didn't make it to the last one. Mike was third and pleased to be close on the heels of the high launchers.

Here's looking forward to next year.→

		MGL1	MGL2	MGL3	MGL4	MGL5	MGL6	Total
1	Graham Stallard	810	904	937	745	1000	1000	3841
2	Alex Gow	1000	1000	1000	764	0	0	3764
3	Mike Fantham	830	915	626	1000	0	976	3721
4	Roger Stacey	646	628	0	0	797	736	2807
5	Paul Harvey	622	554	530	721	727	0	2624
6	John Price	639	0	716	543	0	715	2613
7	Peter Williams	663	599	581	710	0	0	2553
8	Chris Moynihan	640	429	0	639	0	645	2353
9	Trevor Hornby	0	0	0	0	328	0	328
10	Tony Riddler	0	223	0	0	0	0	223

2012 Electric Friday Night League.

This has been one of the most challenging years to run any thermal league. The Electric league did a little better getting all six comps in by using two reserve dates.

The penultimate evening was a classic, with warm sunshine, light winds and thermals. There were a lot of 9 minute plus flights and good landing scores. Chris won the evening with one of the highest scores recorded in an EFNL dropping just 25 points to score 2575.

Most evenings were quite windy so the Ava's were not able to capitalise on their low sink rate. Over the series the conditions seemed to favour the all moulded electric machines or it maybe the pilots of these models.

The conditions for the last event on the 31st August were overcast skies with light winds and warm. Placing could all change with some competitors getting a 4th score while others might improve. The first flights of the evening showed big lift to the North West of the field and a number of models made good use of this. The lift worked quite late into the evening and this was reflected in good flight times and landing bonuses. Going into the last comp Terry Weeks was in second place, 34 points behind. Terry won the league in style with a thousand on the evening, making three wins. Terry's scores shows that to win you need to do 4 good flights on 4 different evenings to be in the chase. Well done Terry.

The other evening wins went to Graham Stallard, Chris Moynihan and Peter Chance. Whilst without an evening win EFNL newbie Colin Davies came in a very respectable 4th. The weather was a challenge but all in all a very enjoyable league.➔

Graham Stallard

Electric Friday Night League																						2M Place	All Rounder Points
All data is imported automatically		EFNL 1 11/5			EFNL 5 6/7			EFNL 6 20/7			EFNLres 3/8			EFNLres 17/8			EFNLres 31/8			Best 4			
Name (added here only)		2M	Pts	%	Plc	Pts	%	Plc	Pts	%	Plc	Pts	%	Plc	Pts	%	Plc	Pts	%	Plc	Pts	%	Plc
Terry	Weeks		2065	1000	1	2273	898	5	2548	1000	1				2262	878	6	2434	1000	1	9517	3898	1
Graham	Stallard		1907	923	2	2531	1000	1	2457	964	2	1387	790	6	2379	923	4	0		10	9274	3810	2
Chris	Moynihan		1681	814	3	2292	905	4	1940	761	5	1633	931	5	2575	1000	1	2291	941	3	9098	3777	3
Colin	Davies		1231	596	9	2249	888	6	1769	694	7	1749	997	2	2355	914	5	2236	918	4	8609	3717	4
Peter	Williams		1526	739	5	2468	975	2	1793	703	6	1732	987	3	2388	927	3	1899	780	6	8548	3689	5
Colin	Hutchinson					2302	909	3	1943	762	4				2480	963	2	2340	961	2	9065	3595	6
Tony	Ridler		1159	561	10	1490	588	9	1986	779	3	1382	787	7	1995	774	7	2061	846	5	7532	3186	7
Peter	Chance					2124	839	7	1505	590	9	1754	1000	1				1607	660	9	6990	3089	8
Roger	Critchley								1599	627	8	1700	969	4	1840	714	9	1693	695	8	6832	3005	9
Paul	Harvey		1263	611	7	2093	826	8							1864	723	8	1781	731	7	7001	2891	10
Martin	Bell		1634	791	4															1634	791	11	
Graham	James		1360	658	6															1360	658	12	
John	Skinner		1234	597	8															1234	597	13	
Bill	Cooke		1128	546	11															1128	546	14	
Peter	Woods		982	475	12															982	475	15	
Alex	Gow		967	468	13															967	468	16	

On landing the stewardess said, "There may be 50 ways to leave your lover, but there are only 4 ways out off this airplane."

Mam'selle

By Tony Ridler



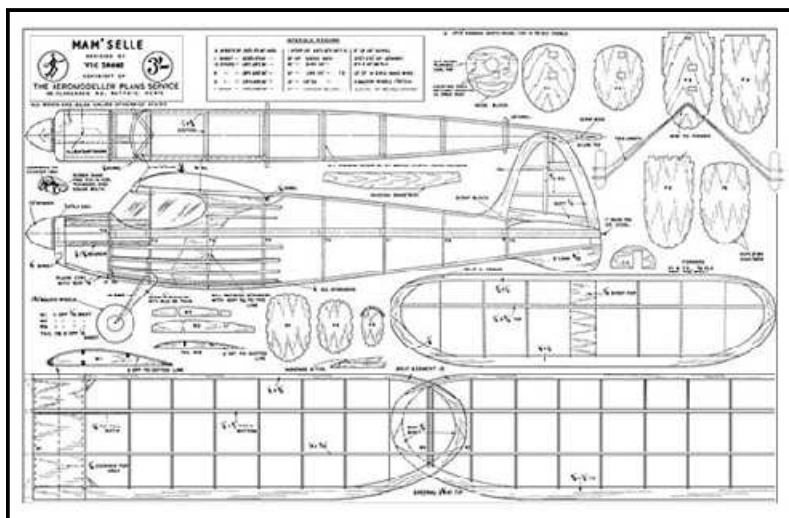
My first free flight power model was Vic Smeed's "MAM'SELLE". I was given as a birthday present in April 1953, a Frog 50 (.05cc) which was the catalyst to spend 3 shillings (15p) on the Mam'selle plan. This was a great little model, with about 30 seconds of fuel it would rise off the local cricket pitch reaching about 100ft before the motor cut and the circular glide back to terra firma.

However the nostalgia bug hit me earlier this year. Whilst rummaging in the loft (I don't remember what for) I found the Mam'selle plan and it started me thinking about an electric version.

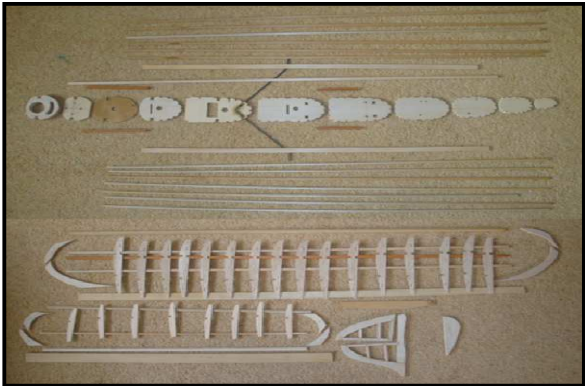
A "stocktake" of the required materials determined I had sufficient including a small Dynam Brushless motor and speed controller and mini servo's, all I needed was a receiver. A spectrum receiver was purchased from INWOOD (£23), now I was ready to go.

Obviously the 37" span model at my tender 13 years looked a lot bigger than now, so I decided to increase the size by about 50%, actually it came out at 54" span.

First step was to enlarge the plan. I found a copy on the internet which I downloaded and printed on 12 sheets of A4 and sticking them together.



The next step was to produce a kit of parts, I cheated with the build by using Speed-bond and not Balsa Cement.



45/-

FROG "50" MK. II. Performance better all round—and PRICE REDUCED !!! Britain's best buy!



Installation of the electric's, servo's and receiver plus covering and final checking will be in the next few weeks so look out for the conclusion of this article in the next issue of LIFT. ➔



300-LB MAN 48-LB BAG	100-LB WOMAN 54-LB BAG
ASK AN AIRLINE REPRESENTATIVE WHICH ONE GETS CHARGED FOR EXTRA WEIGHT	

TVSF Branded Garments

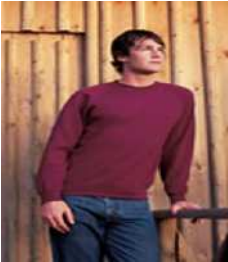


Polo Shirt

Heavyweight Pique Polo Shirt



Sweat Shirt



Fleece



Order options: Tick one box in each section.	Polo Shirt	Sweat Shirt	Fleece	Bronx Hat	Base Ball Hat
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Baseball Cap

6 Panel Structured
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Baseball Cap



Bronx Hat

Acrylic Knitted Thinsulate

Bronx Hat
With Turn-Up



ORDERING

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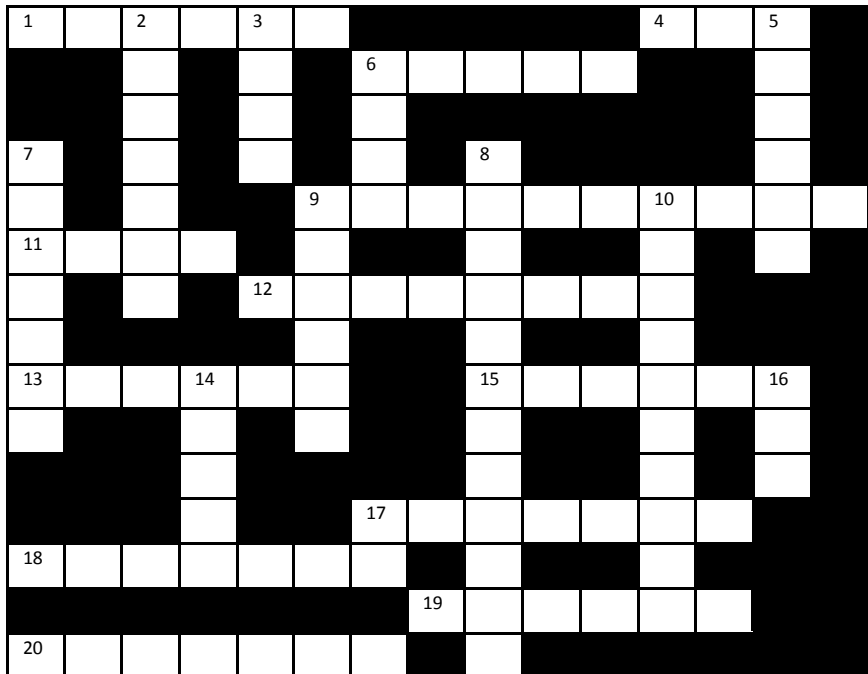
rickthornton@ntlworld.com

Thames Valley Silent Flyers



TVSF Puzzle Corner

This issue puzzle is titled "Airports of the World", watch for the tricky ones that have two names and are under different clues.



Down

- 2 Stockholm (7)
- 3 Paris (3)
- 5 Hong Kong (6)
- 6 Norway (4)
- 7 Queens (7)
- 8 Brazil (12)
- 9 Wales (6)
- 10 Costa Rica (10)
- 14 Boston (5)
- 16 Israel (3)
- 17 Dorset (4)

Across

- 1 Yorkshire (6)
- 4 New York (3)
- 6 Chicago (5)
- 9 Isle of Man (10)
- 11 Fiji (4)
- 12 Genève (12)
- 13 Washington (6)
- 15 Minneapolis (6)
- 17 Germany (7)
- 18 Oslo (18)
- 19 Manchester (7)
- 20 South London (7)

Photo Competition overall winner - Tony Ridler



Picture of the AVRO Vulcan taken during Air Show week July 2012