

Thames Valley Silent Flyers



LIFT

ISSUE 71

MARCH 2013



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Building the Swallow



Trophy
Presentations



Indoor
Chucky



Moments from 2012



HEAD COOKS (THE PROVIDERS)



HEAD EATERS (THE RECEIVERS)



THE SUN DID SHINE!



MUSS DAY OUT



“THINKING ABOUT IT” IN WALES



PERFECTION

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Photograph on the cover taken by Roger Stacey at white Sheet Downs. The model of the ATC glider is owned by Vic Thomas and piloted by Graham Stallard. The Lads providing the push are Vic, John Skinner and Chris Moynihan. A reminder of slope soaring in the summer, hopefully to be repeated many times this year.



Do you know someone who would like our club newsletter? To order a copy of the next issue (July 2013) send a cheque to Tony Ridler, 109 Pierrefondes Ave, Farnborough, Hants. GU14 8NZ for £4.00 which covers P&P.

July & November 2013 issues for £7.50 including P&P

Make cheque's payable to Thames Valley Silent Flyers. Orders must be received by the cut off date. - **20th June 2013 for the July Publication.**

Editorial

By Tony Ridler



The New Year has arrived and I hope your stocking was full of modelling goodies from Father Christmas. I think I have caught a dose of the CBA's. The few times I have been out the conditions have been such that it has not been much pleasure.

On one occasion a fellow modeller had to warm his ESC in his hand before it would perform. It seems under temperature sensor cut-out can be a pain but I guess with the complexity of the modern electrics we should be grateful for the safeguards.

I would like to start a "letter to the editor page". Tell us about the good times and the bad. Do you have a particular "beef" about something, let everybody air their views.

We have a varied bag of items in this issue and I am pleased to say you are telling the club about your projects.

It is nice to see Clive and Bill are at the finishing stages (all the fiddly) bits of their Topaze projects, hopefully they will take to the air this spring.

Steve Elkin has an interesting article on building the swallow for a second time, the first model he built in 1976.

Also in the issue Geoff Bentley shows us how he modified a Mk1 Twinstar by fitting Brushless motors and a tricycle undercarriage.

Safe flying and have a good year what ever your discipline. I am looking forward to Wales.
→

Chairman's Chat *By Graham Stallard*



Christmas has come and gone, the hours of daylight increasing and the snow drops appearing. What exploits will we enjoy this year? As a result of a mishap last year I suddenly found myself reviewing replacement electric thermal soarers, but for the mishap I would be flying the same model as the last few years. The research showed there is a wide choice, depending on how deep your pocket is. In the end, for various reasons, I settled on the Supra Ultralite from Neil Stainton of Hyperflight. The maiden flight was uneventful and trimming the model (and pilot) is progressing.

Things will be different on the field this year. Innes has changed the business model for the farm, changing to beef. The plan is to buy in young calves and keep them until there are 18 months or so then off to be steaks. With this change the farm does not need so much grass and more fields have been put to crop. We will have the use of Oldlands (both upper and lower) through the summer. It is not clear at the moment exactly how this will work but the calves are being trained over winter to stay clear of electric fences. It is probably that

the calves will be in one part of Oldlands while we use the other and visa versa or some variation on this. Innes is quite keen that we do not use the same field the calves are in.

The indoor flying is being well supported at the Waitrose sports hall. It's a good way to keep your eye and not get cold. Unfortunately due to other commitments I have not made any so am missing the close encounters with the walls.

I am aware of a number of scale projects on the board so share your motivation with us all with a couple of photos and a paragraph. In fact it does not need to be scale, anything with wings on qualifies.

We are going well with slope comps so far this year. Two out of three completed. By the time you read this we may have run even more! The best so far was the F3F on Martinsell. I have to say I thought I had got it wrong driving to the slope.

The mist was barley clearing at 9am. However, by the time the course was laid out and the comp ready to run the wind was blowing and the sun was shining. The lift was good most of the time. However the view was fantastic. You could see clear to the horizon in a 180° arc East thru South to the West. I cannot remember the air being so clear for so far, it was ex-



ceptional.

The weather has been a bit kinder in the past week or so and I managed to get a couple hours off one Friday afternoon. Arriving at the field it was good to see some other likeminded club members taking advantage of the better conditions with two DLGers on the field and an electric helicopter flyer. The conditions were fairly neutral but I did manage to catch one weak thermal later on.

Well that's enough from me. See you at the field.➔

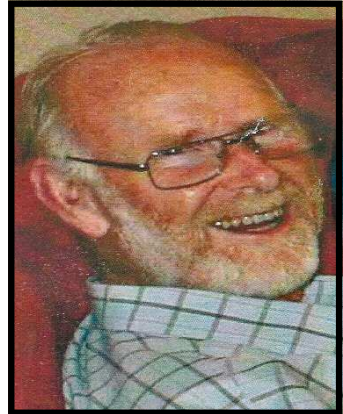
Graham 😊

Colin Hannah

7th December 1934 - 22nd November 2012.

By Clive Learwood

Colin passed away in Basingstoke Hospital on 22nd November last. He had been in hospital for a number of weeks, however, the cause of death was given as pneumonia. Vic Thomas, Ian Lancaster, Roger Stacey and myself attended his funeral at Basingstoke Crematorium on Tuesday 4th December.



I met Colin back in the mid 1970's in the Basingstoke Model Aircraft Club (BMAC). I had just been appointed club secretary and Colin was on the committee. Colin generally flew slope soarers, flying mainly from the slopes at Kingsclere, near Basingstoke. It was whilst flying there around 1983 that he met a few of the guys from the recently formed TVSF. Shortly after that Colin joined the club. Joining TVSF enabled Colin to go on TVSF club gliding holidays to Devon and North Wales.

Colin grew up Glasgow. Shortly after leaving school and not waiting to be called up for National Service he joined the RAF and trained as an Instrument Mechanic. After finishing his time in the RAF, he saw an advert for ex RAF Instrument Mechanics to work on instrumentation at the nuclear power station being built at Dounreay in the north of Scotland. Thus starting Colin's career in the Nuclear Industry. After leaving Dounreay Colin came south and joined what was then called AWRE at Aldermaston near Basingstoke. Colin remained at Aldermaston where he became the Chief Nuclear Engineer until he took early retirement.

Colin loved his holidays, a lot of the time spent walking in his beloved Scotland (and sampling the whisky), Ireland, travelling to the USA and visiting places such as the Yellowstone National Park. In later years holidays were also spent in Madeira and Sorrento.

Clive Learwood

Mam'selle

(Part 2)

By Tony Ridler



In part 1 I detailed the acquiring a plan from the internet of Vic Smeed's Mam'selle and increasing the span from the original span of 37.5 inches to 54 inches.

I eventually completed the build (It seems to take me forever to build a model from scratch), I have been spoilt by the ARTF models as opposed to ARTB (Almost Ready To Build).

The only deviation from the plan was the control surfaces where I made the tailplane trailing edge into an elevator. I decided that if the model could look after it self in free flight it would only need a minimal elevator for me to control what should be fairly stable flight.



The rudder is the full height of the Fin instead of the trim tap on the original.

This was not for extra control but it made the push rod linkage easier.

I had 2 x SD200 mini servo's which had their first life in my original Twinstar. They were fitted in the first bay after the cabin together with the Spectrum 2.4 receiver.

A false fire wall was fitted between F1 and the nose block to provide a mounting for the Dynam brushless outrunner which conveniently provided space for the speed controller.



The battery sat on a plate in the cabin area.



After checking the control throws we had the first flight, the model gently climbed away but after a

Cont.....mam'selle

short distance started to bank to the left. Applying full right rudder made no difference, the turn just got steeper resulting in the model making an unceremonious landing.

Unfortunately the propeller snapped so that completed the first outing as I did not have a spare.

Driving home, I thought what could have caused the problem the make the model non-responsive to the rudder? Then the light came on in the grey matter, what if the rudder was reversed? How many pilots have checked the controls move nice and free but have not actually checked they were moving in the correct direction? However I have to come clean and to quote Eric Morecombe. "The control surfaces were all moving correctly but not necessarily in the right direction".

On the second outing with the Rudder now corrected, the model climbed away on half throttle. The wind was causing turbulence over the trees so I could not explore its full flying performance, but I flew around enough to want to get out on a nice calm summers day!!

No flying shots but she looks very pretty on the ground. ➔



*When the missionaries came to Africa they had the Bible
and we had the land. They said "let us pray" We closed
our eyes and when we opened them we had the Bible and
they had the land. - Archbishop Tutu*

Annual General Meeting

4th December 2012

- 1 **Apologies:** Chris John, Terry Weeks, Mike Fantham
- 2 Minutes of 2011 AGM were proposed by CM, seconded by TH, unanimously approved
- 3 Matters Arising - none
- 4 Committee Reports

4.1 Club Secretary, **Richard Edmunds**

During the course of the year I have attended all of the twelve club meetings. and all three committee meetings that were held. As a relatively new member (3rd year), my time as secretary has enabled me to get to know the majority of the club members, thus enhancing my enjoyment of TVSF. However, as many of you are aware, I am not standing for re-election. This is because I expect 2013 to be a very busy year personally with the final preparations towards retirement (full time flying). I wish the next secretary as rewarding time as I have enjoyed.

4.2 Membership Secretary, **Ian Lancaster**

No written report: Ian's verbal report at the AGM was that we have approximately 75 members. This is in contrast to 3 or 4 years ago when membership was in the 50s. It is not clear why, or where the increase has come from.

4.3 Competition Secretary, **Trevor Hornby**

Its been a another full year for TVSF.. I'm going to touch on some of the many facets of our sourcing and the members involved

TVSF Competitions

This year all the thermal and indoor events ran, the eSoaring 2 out of 3 and yet again just a couple of the Slope events.

On the flat we had to extend the Friday night leagues because of several Fridays with inclement weather and stronger winds however in the end we completed 5/9 attempts for TFNL and 6/9 for EFNL. The MGL got through without a cancellation !

In the eSoaring we managed to complete all but the xCountry which was light on numbers but on the day suffered from a bad weather forecast.

The slope suffered as previous few years with 8 cancellations we managed to complete The Aerobatics and Xcountry. Mostly this was due to weather conditions ..too light or wet and one or two due to lack of participants

Some stats: 30 (from 74) members participated in at least one of 11 competitions and 116 event participants which is a slight improvement on last year but a drop on the earlier 5 years

Overall Thoughts':

Overall figures are in decline with 40% of the membership having a go in flying competitions. (lower on participants whilst the membership has grown slightly)

This year we missed a few regulars at the field and slope I think this is an ageing thing!

The flexibility extending the Friday Night leagues worked well.

Our Championships:

Firstly this year the final results are spread across a much wider variety of the competing members and no less than 12 different TVSF members will receive Trophies

The All-rounder really went to the wire with the last flight of the last contest (Slope Cross-country) eventually deciding between Graham S and Peter Williams with Peter managing one more turn point!

TVSF hosted national contests

Mike Fantham ran 2 BMFA F3K league events at the field in June and October where some of our top nationals competed. Alex Gow managed a respectable 4th in the June event

Martin Bell – the very self sufficient van man CD ran the two successful open eSoaring events in July and September

TVSF members in National events

Radioglide and BMFA National events were supported by TVSF members : Graham James, Martin Bell, Terry Weeks, Terry Pelling and Mike Fantham. Of note Terry Pelling' s 3rd in Radioglide ELG.

Events Calendar 2012

The hard copy planner was issued in A3 poster format as 2012 with the 1st Lift of the year . It was also published and maintained on the TVSF Web.

Handbook

A full 2011 update replacing the existing was issued earlier this year. Currently the handbook includes changes agreed at the last AGM

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.

Of special Graham Stallard, who has done a sterling job, running the EFLN and all the slots booked for slope that were cancelled the night before;

Also like to thank: John Price; Mike Fantham; Martin Bell; Peter Williams, Tony Morgan; Chris Moynihan; Roger Stacey and Vic Thomas.. 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 know to me we particularly need some CD support on the Friday Night Leagues

4.4 Records Officer, **John Skinner**

My thanks to all club members for their support with information on club equipment. Traceability of equipment is a difficult task and your input is imperative.

One new record this year – Mike Fantham has set a new duration record for HLG (60”) at 56min 26 sec. His previous records were 54 min 26 sec and 35 minutes 12 seconds.

All club winches, trophies and ancillary items have been accounted for with the exception of 3 brooms that were kept at the field for sweeping the runway.

Now that the trophies have been returned I have checked them for condition. The Moss End Plate has lost a large area of silver plating and needs replacing. This award was bought from TVSF club funds. I will ask the committee to approve the expenditure for a new Moss End Plate at the next meeting.

4.5 Newsletter Editor, **Tony Ridler**

A further year of my stewardship of the club newsletter, from the comments I have received it would seem that my offerings are generally acceptable. My high point was when the previous editor, Brian Pettit gave me the thumbs up of approval.

The past 6 copies have been quite enjoyable to build and publish apart from pressuring members for material. One of my regular contributors who likes to remain anonymous feeds me with interesting items, remember “the little girl builder” and the “minimum wage inspectors interview” well I am promised an item for LIFT 71, that is of course if I am re-elected as TVSF editor.

Several members have expressed an interest in providing an article but feel they are unable to put together a complete item. 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. The MUSSES have visited a number of new slope sites this year; an article would make an interesting item.

Well having completed my second year, where did it go? Providing you vote for me to continue I am prepared to stand for the foreseeable future.

4.6 Chairman, **Graham Stallard**

What the chairman did for the club this year. I chaired 11 club meetings (skiving off in February, unwell really) and 3 committee meetings. Prepared to run multiple slope comps this year succeeding just the once. CD the eSoaring league this year and a couple of TFNL’s comps. Arranged and carried out winch testing for the club winches and club members. Have supported a number of club members with their early stages of learning to glider guiding, covering winch launching and eSoaring. Have, with the help of other club members, organised and supported the club barbeque. Made all the arrangements for the annual slope club day out to then cancel due to lack of wind. With the help of other club members arranged talkers for club meeting. Supporting these with a PC and projector as needed.

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. Names that spring to mind are Peter Williams, John Price, Mike Fantham, Phil Hill, Tony Morgan, Vic Thomas and the others that did not spring to mind.

4.7 Vice Chairman, **Chris Moynihan**

I have attended three meetings of the Club's Executive Committee and all the monthly club meetings .

I have supported the Chairman in his energetic endeavours to build ever more cordial relationships with the Syngenta farm manager, particularly as the farm has completely changed its revenue sources during 2012, leading to changed land use and its impact on our field access.

Although organised as a private venture, it is very rewarding to see how greatly appreciated are the twice yearly slope soaring trips to the Lleyn Peninsula, made all the more gratifying by the efforts of colleagues in the cooking and quarter mastering functions.

On the Safety side, I drafted a comprehensive report and set of conclusions and guidelines following an incident on the field in the summer. I will ensure that these guidelines are followed in the coming years to minimise the prospect of a re-occurrence.

As a club examiner, I am pleased to report the successful testing of four club members through their 'A' tests in the year, and express the hope that these members will feel enthused enough to pursue their 'B' tests as a mark of greater competence.

I am happy to continue to serve the club's interests if re-elected

4.8 Webmaster, **Trevor Hornby**

The new format of the TVSF website is now in its 2nd year.

Overview

The website serves a number of Club functions:

As well as being the focal point for current (almost real time) activities through the forum, the photo galleries and front page news, it also provides reference for information like: The club basics; the committee; the calendar of events; and hobby internet links.

Polls (responses can be the same person more than once!)

Which technology? 20% 35 only; 30% mixed; 50% 2.4

Which is favourite? Indoor Elec 1%; CBA'ers 1%; Heli 2%; Yachts!! 2%; Thermal 5%; eSoar 11%; Elec non gliders 26%; Slope 52%

Need some new suggestions for new polls

Forum –Expressed in statistics

39 users, 6 new joiners this year,

10 users logged in the last 2 days

This evening at about 5:30 - 3 members and 16 guest were viewing the forum

83 forum subjects and 1,117 total messages

The most popular subject is “Who’s up for some sloping” with 32,176 viewings !!!, in 2nd place “Model Acquisitions” with 9,408

Website maintenance

I moderate the day to day stuff with some support from Tony on the front page but the web-sites existence and system maintenance relies on the efforts of Paul and Keith Vale who’s underlying services are unseen in the background, thank you.

..and thank you to all the contributors and readers without whom it would not work...

- 5 With the agreement of the floor items 5 and 6 of the published agenda were swapped.

Report on Accounts, **Richard Thornton**

NB. Accounts & report on separate document

These were handed out, CM proposed, & PW seconded that they were an accurate record, unanimously approved. Thanks to Tony Morgan for auditing

Subs were set at £67 (£32 BMFA/ £35 TVSF). Proposed CM, seconded PW, approved unanimously

Auditor appointed:-Mr. Tony Morgan appointed for 2013. We will require another for 2014.

- 6 Elections of Officers

Richard Edmonds stood down as secretary; Steve Elkin stood as Club Secretary and was unanimously elected. All other officers unanimously re-elected.

- 7 Proposals

i) Vice Chairman Proposal – Committee

The proposal was read to the floor which was then opened for discussion. No points were raised and unanimously agreed.

ii) Change to the Rules of a Competition

The proposal was read to the floor which was then opened for discussion. The proposal was debated with various points being raised made not least that the club was a democratic organisation. That objective observers make practical suggestions which provides a balance.

Defeated 4 for, 20 against, 5 abstentions

lii) TVSF Hand Launch Free Flight Glider

The proposal was read to the floor which was then opened for discussion. The proposal was debated with various points being raised made and a vote taken.

Carried 15 for, 4 against, 9 abstentions

RSCM1

The proposal was read to the floor which was then opened for discussion. The proposal was debated with various points being raised made. All Sunday afternoon comps would reduce the capacity for other comps. The loss of Tuesday evening comps would reduce the opportunity of some competitors to take part due to national and international obligations. Once all the points raised had been discussed a vote was taken.

Defeated 4 for, 11 against, 14 abstentions

MF1

The proposal was read to the floor which was then opened for discussion. The proposal was debated with various points being raised made. An amendment was proposed

“Pilot to stay in the box for the duration of the flight”

Proposed by PW, seconded by CM.

The members voted to accept the amendment.

Carried 13 for, 2 against, 11 abstentions.

The members the voted to incorporate the amendment into the proposal

Proposed by PW, seconded by CM.

Carried 14 for, 1 against, 12 abstentions.

The main proposal with amendment was then voted on.

Carried 15 for, 2 against, 10 abstentions

MF2

The proposal was read to the floor which was then opened for discussion. The proposal was debated with various points being raised made observing practice in all other competitions at both club, national and international. Once all the points raised had been discussed a vote was taken.

Defeated 4 for, 12 against, 9 abstentions

MF3

The proposal was read to the floor which was then opened for discussion. The proposal was debated with various points being raised. Once all the points raised had been discussed a vote was taken.

Carried 10 for, 0 against, 15 abstentions

MF4

The proposal was read to the floor which was then opened for discussion. The proposal was debated with various points being raised. Once all the points raised had been discussed a vote was taken.

Carried 13 for, 0 against, 12 abstentions

MF5

The proposal was read to the floor which was then opened for discussion. The proposal was debated with various points being raised. Once all the points raised had been discussed a vote was taken.

Carried 14 for, 2 against, 9 abstentions

MF6

The proposal was read to the floor which was then opened for discussion. The proposal was debated with various points being raised made. An amendment was proposed

Amendment to wording: "Club will provide a 27 metre non elastic tape"

Proposed by CM, seconded by JP

The members voted to accept the amendment.

Carried 19 for, 0 against, 6 abstentions.

The members then voted to incorporate the amendment into the proposal

Proposed by CM, seconded by JP.

Carried 21 for, 0 against, 3 abstentions.

The main proposal with amendment was then voted on.

Carried 21 for, 0 against, 3 abstentions

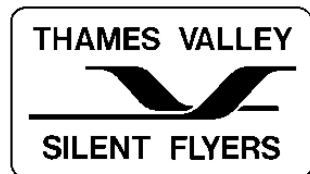
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Date of Next AGM

Tuesday, 3rd December 2013

Meeting closed at 10:45 pm.

S. Elkin Club secretary. December 2012. →



'Mr Clark, I have reviewed this case very carefully,' the divorce Court Judge said, 'And I've decided to give your wife £775 a week,'

'That's very fair, your honour,' the husband said. 'And every now and then I'll try to send her a few quid myself.'

Diary Dates

Date	Day	Item	Contact
5 March	Tuesday	Club Meeting	
17 March	Sunday	Slope Cross Country	GS
2 April	Tuesday	Club Meeting	
13 - 20 April	Sat - Sat	Wales Week	CM
28 April	Sunday	Winch Testing	GS
7 May	Tuesday	Club Night	
10 May	Friday	eSoaring Friday Night League 1	PW
14 May	Tuesday	Mini Glider L1	JP
17 May	Friday	Thermal Friday Night League 1	GS
18 May	Saturday	Blackbushe Show	
24 May	Friday	eSoaring Friday Night League 2	PW
25 - 26 May	Sat - Sun	Radio Glide 2 day event	
28 May	Tuesday	Free Flight Chucky	JP
31 May	Friday	Thermal Friday Night League 2	GS
2 June	Sunday	eSoaring Open (2m)	GS
4 June	Tuesday	Club Night	
7 June	Friday	eSoaring Friday Night League 3	PW
9 June	Sunday	Farm Open Day	
14 June	Friday	Thermal Friday Night League 3	GS
15/16 June	Sat/Sun	TVSA - Middle Wallop - 2 Day event	
16 June	Sunday	AMC - Open - National eSoaring	MB
18 June	Tuesday	Mini Glider L2	JP
21 June	Friday	eSoaring Friday Night League 4	PW
22 June	Saturday	TVSF - National Open F3K (1)	MF
28 June	Friday	Thermal Friday Night League 4	GS
30 June	Sunday	TVSF - Open - National eSoaring	MB
2 July	Tuesday	Club Night	

Topaze Scale Glider----Part II

By Clive Learwood



In the previous issue of Lift (No 70), I covered the start of the build process of both mine and Bill Cooke's plane's, this was supported by photographs of both machines. The pictures showed that Bill was progressing a bit faster than me.

As I write this it's now the end of January 2013. Bill is still ahead of the game having just about finished all the construction work, that's after having rebuilt the ailerons and the fairing over the wing centre. So he only needs to complete the final bit of sanding then its onto



the covering. See Picture 1, of Bill's plane, he's already recruited a pilot.

However, I'm catching him up fast. Experience pays off at times, it did not take me very long during December to build the wings. The same cannot be said for the canopy frame, this took me a week, including making six versions of the front frame before I was happy with it. I believe Bill had similar issues with his canopy frame. I have just about completed construction now.

Only small items to fix on the fuselage and wings so my build process should be finished within the next few days (hopefully), well maybe in early February. See Picture 2



So what covering material to use and what colours to go with. Previous scale gliders of mine have all been covered in Solartex. but this time I'm considering using Profilm (Oracover), but I will in all probability go with Solartex again.

Bill on the other hand does not particularly like Profilm, so he's considering using Profilm Lite but I believe he is now going with Solartex. Colour schemes: searching the internet indicates that most Topaz's are white with a stripe or dash of colour on the nose cone even extending on the underside of the fuselage as well. Bill's plane will be white with a dash of red.

As to mine; well the open frame parts of the wings will be in natural linen with the sheeted areas in white, or red or maybe yellow. The fuselage being in yellow or red, no white for me.

Both pictures were taken on Wednesday 30th January. No snow around no rain, a bit windy but the sun was shining, marvellous, roll on the spring.

One thing is still set in concrete, that's mid May for the maiden flights at the first Middle Wallop aero tow event of the year →

Clive Learwood & Bill Cooke

CLUB NIGHT ACTIVITIES

Our **November** club night was the annual auction. We had a reasonable turn out with many goodies on offer. Trevor and his assistants, Richard and Vic providing light hearted humour.

The pace of buying was slow with very few actual bidding, several models were sold at knock down prices and a number remained unsold due to no bidding or not reaching a realistic reserve price

Some trading afterwards resulting in several models being sold at their reserve price.

The future of the Auction in its present format will be reviewed, already a number of alternate formats have been discussed.

By the time this publication has been printed a decision will have been made.



December was the AGM. The minutes are presented in a separate section.

For years politicians have promised the Moon. I'm the first one to be able to deliver it. — Richard Nixon, 1969.

*Spoilers: The Federal Aviation Administration.
Stall - Technique used to explain to the bank why your car payment is late.*

January Meeting was our Annual Prize giving. Congratulations to Peter Williams who was awarded the Thames Valley Silent Flyers All-Rounder for his achievements in gaining the highest number of points from all TVSF competition's in 2012.



TVSF All-Rounder Peter Williams



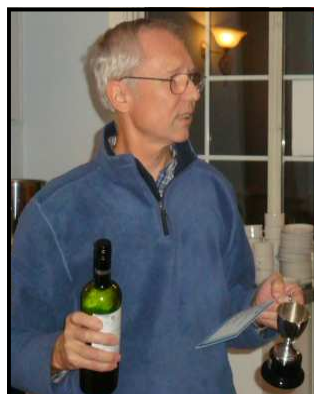
Slope All-Rounder John Price



**Thermal All-Rounder and Mini
Glider League Graham Stallard**



**Electric All-Rounder
Friday Night League
Weeks**



**Hand Launch F/F and
Cross Country John Price**



**Improver Award
Steve Elkin**



**Best F3 Performance
Graham James**



Photo Contest Tony Ridler



Open Thermal Terry Pelling



der and
League Ter



Indoor Chuckie Paul Harvey



Hand Launch Mike Fantham



Electric Thermal Colin Hutchinson



Slope Aerobatics John Price



100S Thermal
Richard Thornton



Electric 2m Friday Night League
Roger Critchley

Event

Indoor Chuckie
Hand Launch F/F
Hand Launch R/C
Cross country (Slope)
100S
Open
Electric Thermal
Aerobatics (slope)
Best F3J Performance
Improver Award
Photo Contest
Thermal Friday Night League
Electric Friday Night League
EFNL 2m
Mini Glider League
Thermal All-Rounder
Slope All-Rounder
Electric All-Rounder
TVSF All-Rounder

1st

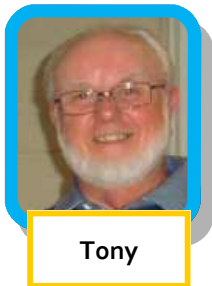
Paul Harvey
John Price
Mike Fantham
John Price
Richard Thornton
Terry Pelling
Colin Hutchinson
John Price
Graham James
Steve Elkin
Tony Ridler
Peter Williams
Terry Weeks
Roger Critchley
Graham Stallard
Graham Stallard
John Price
Terry Weeks
Peter Williams

2nd

Colin Hutchinson
Peter Williams
Alex Gow
Trevor Hornby
Colin Hutchinson
Graham Stallard
Tony Ridler
Paul Harvey

Alex Gow
Graham Stallard
Paul Harvey
Alex Gow
Peter Williams
Trevor Hornby
Colin Hutchinson
Graham Stallard

Second Place Pilots



The Umpteenth and one Chuckie

Twenty stalwarts gathered at the TRL Clubroom to contest, at our February meeting, the annual Chuckie competition. I have long lost count of the number of times I have marshalled the sometimes recalcitrant competitors to fly their even more recalcitrant models but this year hi-tech took over, gone are the days of mental arithmetic and calculators, come in, programmed laptop. Thanks Trevor.

It was decided to use the best four efforts out of eight attempts in both the distance and duration rounds. The bar was attended by a couple of TRL volunteers, I hesitate to think what the Wednesday morning office discussion made of our cavortions, 20 grown men throwing their creations about, lubricated with Cyano and beer.



This year we had two sci-fi creations in the first round, John Price and Steve Elkin being the creators, neither will be asked to publish their designs. However, you never know.... Otherwise the designs were traditional, wings, tail and a bit in between. Not to discourage the others, the usual suspects held sway, Trevor, taking quick rests from the keyboard, just led the field from Peter Williams who tied with Richard Thornton, closely followed by Alex Gow and Colin Hutchinson, the rest trailing.

Chucky.....cont

Fifteen minutes were allowed for re-trimming, which in John's case saw a conversion to a conventional set-up, (didn't do him any good). Historically it is the Duration round which sorts the men from the boys (not too many of them). Peter Williams led comfortably but Andrew Horne ran him close with Graham Stallard third.

At my age I find it amazing that that a little box can deliver the running results and the final Summary "before your very eyes". Anyway the final results were immediately announced as, first Peter Williams 195, second Trevor Hornby 174 and third Colin Hutchinson 172.

My thanks to Trevor for his computer trickery and to Vic Harris who I asked to do the timing but watch troubles got in the way.

As before, rumour has it that the clubroom is for the chop in which case we will have to find another venue, but I will believe that when I see the rubble.

Vic Thomas.



Final results	Dist	Dur	Tot	Plc	Pts
Peter Williams	95%	100%	195%	1	10
Trevor Hornby	100%	74%	174%	2	9
Colin Hutchinson	91%	81%	172%	3	8
Richard Thornton	95%	69%	164%	4	7
Alex Gow	91%	67%	158%	5	6
Richard Edmunds	64%	90%	154%	6	5
Paul Harvey	73%	68%	141%	7	4
Graham Stallard	57%	83%	140%	8	3
John Price	64%	70%	134%	9	2
Graham James	75%	58%	133%	10	1
Peter Wood	75%	52%	127%	11	1
Andrew Horne	16%	92%	108%	12	1
John Skinner	61%	46%	107%	13	1
Chris Moynihan	34%	70%	105%	14	1
Tony Ridler	20%	57%	78%	15	1
Steve Elkin	7%	62%	68%	16	1
Ian Lancaster	11%	9%	20%	17	1

The contest demands full concentration



Aircraft under construction



Building the Swallow

By *Steve Elkin*



I joined our club in March of last year 2012, returning to RC gliding after a break of about 30 years, and I have decided to build a model of a Slingsby swallow 1/5 scale glider, at 103" span.

I bought the plans for the Swallow in 1976 and built the model.

I was flying in the 1970's but flew very little back in those days as I was very inexperienced.

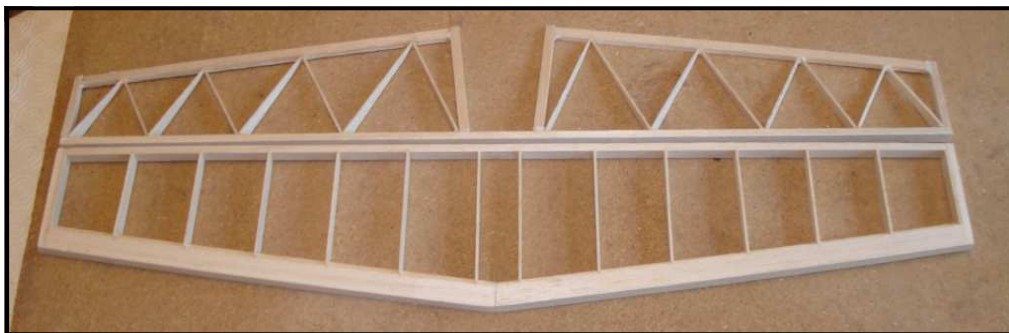
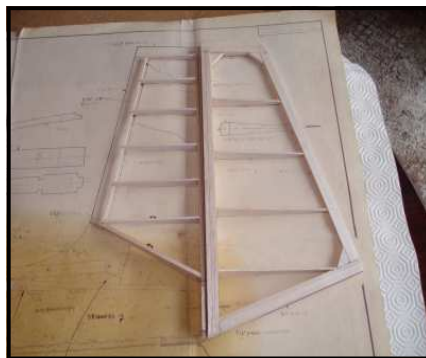
I tried to launch the Swallow using a bungee, but didn't realise that being a scale model with a scale aerofoil section it performed rather different than a pure model which I had been used to. Consequently the first time I tried to winch it up into the air, it wing tip stalled and crashed to the ground with a one almighty bang, disintegrating into several parts, but I did manage to repair it. I decided that it was not suitable for this type of launch.

Once it was airworthy again a colleague of mine did actually fly it once for me from the slope, I think as I remember it was at a Butser Hill.

It went up into the loft, and stayed there for the next 20 years, as life got in the way of hobbies, then one loft clearance day I decided that it would not see the light of day again so, in the bin it went.

Now here I am 30 years later, keenly flying with TVSF, and after discovering the plans for the Swallow still in the loft, in the original envelope, with date stamp 1976, posted from Radio Modeller, Sunningdale I decided this would make a good winter project to build.

The old plans, as you can see from the photos, were stained from the previous build where I had used grease proof paper to stop the glue sticking to the paper, but over time the grease has put the stain on the plan, but not a problem, I can still read them ok.



I started with the rudder, fin and tail plane to get me back in the swing of building, I decided to leave the horizontal stabiliser un-sheeted, not as per the plan, as I thought it would be nice to be able to see the rib work inside, when its covered.

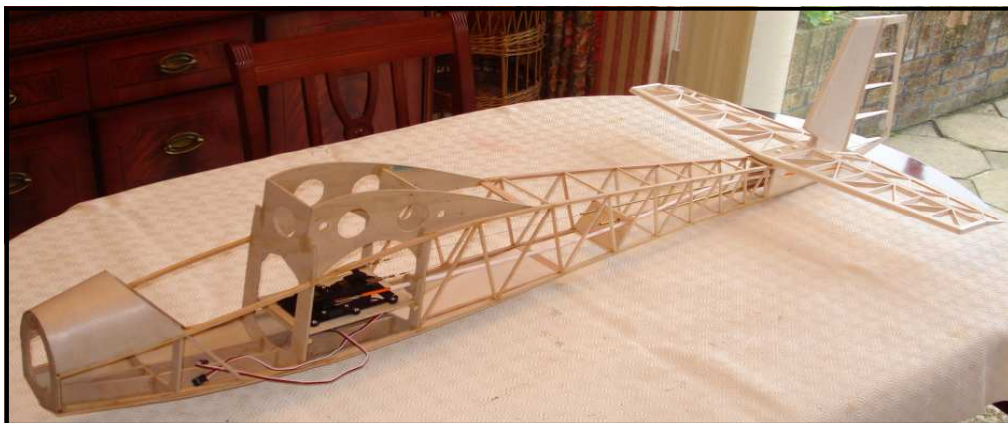


Next the fuselage side frames were formed, using braces to hold the longitudinal in place, and the bulkheads put in, courtesy of Vic Harris's electric fret saw, which saved a lot of time thanks Vic.

This is where I made my first mistake, as I brought the two sides of the fuselage together at the rear, I had it laying on its side on the plan, to ensure that I had the rudder post at the right angle to the fuselage, but I did not realise I was putting a bend in the fuselage.

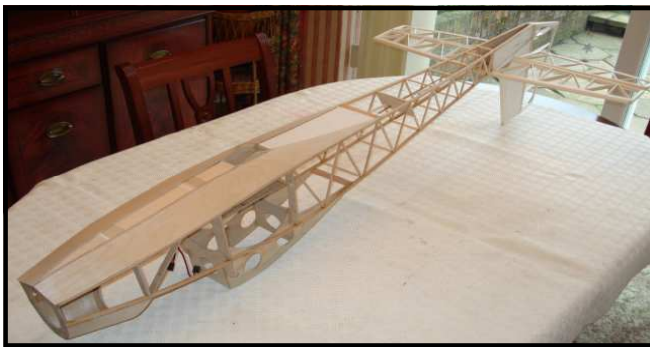
Later, when looking at it from a distance, I could see that the fuselage was like a banana, so off had to come all the top and bottom cross struts, and remove the tail, so the end of the fuselage sides were loose at the rear, and start again this time not laying on the plan, but upright. I could then check it was going together evenly and equally along the centre line.

Not a happy bunny.



Next, in went the servo tray and servo's with close loop for the rudder, and a single snake for the elevator, followed by the 1/32 ply sheeting to the belly of the fuselage.

I'm leaving the sides un-sheeted at the moment, to give me better access to the inside.



Next on the board was the wing construction, ribs were made from the sandwich method, the root aerofoil is a NACA633618 and the tip is a NACA4412

Everything else was pretty normal type of construction, I'm using wing mounted servo's for the aileron's and air brakes, rather than the piano wire control rods from a fuselage mounted servo as per the plan.

The speed brakes are going to be all wood construction, which I have yet to make and fit, so watch this space for Part2 of the build in the next edition of LIFT. →



"Beer Carrying" Spitfires!

In the lighter moments of World War II, the Spitfire was used in an unorthodox role: bringing beer kegs to the men in Normandy. During the war, the Heneger and Constable brewery donated free beer to the troops. After D-Day, supplying the invasion troops in Normandy with vital supplies was already a challenge. Obviously, there was no room in the logistics chain for such luxuries as beer or other types of refreshments. Some men, often called "sourcers", were able to get wine or other niceties "from the land" or rather from the locals. RAF Spitfire pilots came up with an even better idea.



The Spitfire Mk IX was an evolved version of the Spitfire, with pylons under the wings for bombs or tanks. It was discovered that the bomb pylons could also be modified to carry beer kegs. According to pictures that can be found, various sizes of kegs were used. Whether the kegs could be jettisoned in case of emergency is unknown. If the Spitfire flew high enough, the cold air at altitude would even refresh the beer, making it ready for consumption upon arrival. A variation of this was a long range fuel tank modified to carry beer instead of fuel. The modification even received the official designation Mod. XXX. Propaganda services were quick to pick up on this, which probably explains the "official" designation.

As a result, Spitfires equipped with Mod XXX or keg-carrying pylons were often sent back to Great-Britain for "maintenance" or "liaison" duties. They would then return to Normandy with full beer kegs fitted under the wings. Typically, the British Revenue of Ministry and Excise stepped in, notifying the brewery that they were in violation of the law by exporting beer without paying the relevant taxes. It seems that Mod. XXX was terminated then, but various squadrons found different ways to refurbish their stocks. Most often, this was done with the unofficial approval of higher echelons. In his book "Dancing in the Skies", Tony Jonsson, the only Icelancer pilot in the RAF, recalled beer runs while he was flying with 65 Squadron. Every week a pilot was sent back to the UK to fill some cleaned-up drop tanks with beer and return to the squadron. Jonsson hated the beer runs as every man on the squadron would be watching you upon arrival. Anyone who made a rough landing and dropped the tanks would be the most hated man on the squadron for an entire week.



In his book "Typhoon Pilot", Desmond Scott also recalls Typhoon drop tanks filled with beer but regretted that it acquired a metallic taste. Less imaginative techniques involved stashing bottles wherever space could be found on the aircraft, which included the ammunition boxes, luggage compartment or even in parts of the wing, with varying results. Champagne bottles in particular did not react well to the vibrations they were submitted to during such bootlegging trips.



The Spitfire had very little ground clearance with the larger beer kegs. ➔

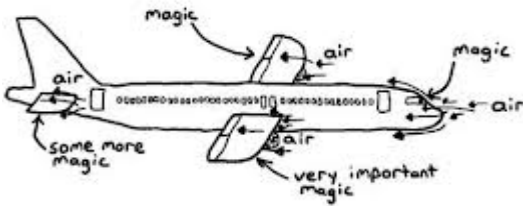
From the Internet

My definition of an optimist has to be the Luftwaffe F-104 pilot who gave up smoking!
— John Wiley



Airline P.A.: Ladies and gentlemen, welcome to Glasgow, we hope you enjoyed your flight and thank you for flying Easyjet. If you didn't enjoy your flight, thank you for flying Ryanair.

how planes fly



After a particularly rough landing during thunderstorms in Memphis, a flight attendant on a Northwest flight announced, "Please take care when opening the overhead compartments because, after a landing like that, sure as hell everything has shifted."

Two chaps were discussing popular family trends on sex, marriage, and family values. Bill said, 'I didn't sleep with my wife before we got married, did you?' Larry replied, 'I'm not sure, what was her maiden name?'

A doctor examining a woman who had been rushed to the Emergency Room, took the husband aside, and said, 'I don't like the looks of your wife at all.'
'Me neither doc,' said the husband. 'But she's a great cook and really good with the kids.'

And Finally

Parasitic Drag: A pilot who bums a ride and complains about the service. ➔



LiFe Transmitter Battery Tested

By Andrew Horne



I recently bought a LiFe battery for my JR 9xii and have found it a big advance on NiMH batteries. ("LiFe" is pronounced "life-ee.")

When I was searching the web for a replacement for the NiMH battery that had been powering my transmitter I found an 1800 mAh Zippy LiFe battery with a JR plug on it for about £18 on eBay and after some research I snapped it up. Equivalent NiMH batteries were selling for £22 to £28. Zippy is a brand of the big US firm HobbyStores.

LiFe cells have similar chemistry to LiPo cells and they come in a similar plastic-covered shape rectangular block shape, with a balancing connector as well as the power connector. Although they hold rather less charge for their weight than LiPos, they do not have the disadvantages of LiPos. They do not catch fire whilst charging, they can take many more charge-discharge cycles than LiPos and they hold their charge at least as well as LiPos do.

Some aeromodellers have been using Life's to power electric models since about September 2009. Some Life's can tolerate enormous rates of charge and discharge and if you use those you can recharge a model in 15 minutes without having to remove the battery - provided your charger is powerful enough! Life's do need balancing now and then, but they are less apt to get out of balance than LiPos. You can buy individual Life cells, but De Walt uses them in some of their power tools and for powering models it can work out cheaper buy a power pack and take it apart than to buy cells separately.

In the last year small 2-cell LiFe batteries have started to be sold as receiver batteries. When fully charged they give 6.6V, which is a bit high for a receiver battery, but receivers are appearing that are happy with up to 9V.

The nominal voltage of a fully-charged LiFe cell is 3.3V. They are charged to 3.6V and that falls back over a few hours or days if the battery is not used, or quite quickly if it is used, to between 3.3 and 3.4V. During steady use the voltage falls in a straight line to 3.0V, by which time most of the charge has gone, but you can discharge them without damage to 2.5V per cell. So a 3-cell pack is charged to 10.8V and releases most of its energy between 10.0V and 9.0V - ideal for my JR 9xii which sounds its low-battery alarm at 9.0V.

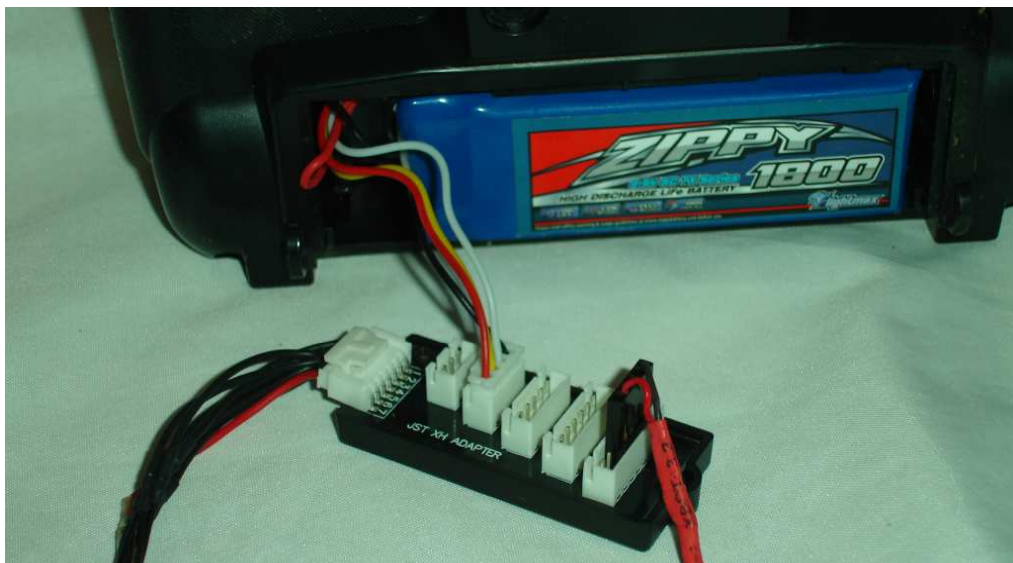
Like LiPos they come part-charged. I charged my Zippy battery up and then watched it to see how well it kept its charge. After a few days it reached 10.0V and then the fall in charge each day was negligible - less than the error of my voltmeter. I started using it in the transmitter and it seemed to go on and on and on. I did not measure the fall of voltage against time, but it seemed to fall in a linear fashion, though possibly a bit faster between 9.2 and 9.0V. Eventually, after a lot of flying and a lot of use when I was setting up new models, the alarm went off at 9.0V. Recharging it took 1864mAh - very slightly more than its rated capacity. After I had used it all day at the spring eSoaring open - about an hour and 20

minutes of flying plus warm-up flights and setting up - it took just 342mAh to recharge it. After two days of slope flying it had used 501 mAh, so it still had more than two thirds of its capacity left.

Although the voltage falls linearly as you discharge the battery, if you part-discharge it say from 10.0 to 9.8V, then give it a rest for a few hours it will recover its 10.0V. So the voltage indicated on the transmitter is not a reliable indicator of how much charge is left. But this does not matter much, as the battery lasts such a long time.

In cold weather - below about 8°C - the voltage drops from 10.0V to 9.9 or 9.8V - but it rises to normal again when the battery warms up. I have not had any problems even at freezing temperatures.

One slight irritation is having to disconnect to the battery from the transmitter to charge it rather than simply plugging the charger into the side of the transmitter. The battery I bought is quite a tight fit in the transmitter, and the connection to the transmitter is fiddly. So I charge the battery through the balance leads without disconnecting its power leads from the transmitter. I connect the balance board to the battery as usual, and connect the charge leads from the charger to the pins on the balance board which connect to the positive and negative terminals of the battery. (See picture.) The pins on the balance board are the same size and spacing as the pins that servos connect to in receivers, which are rated at 3A, so they can cope easily with the charging current of 1.8A.



So would I recommend using a Life battery in your transmitter? Definitely. It performs better than a NiMH battery and should last much longer. The particular battery that I bought seems not to be available in the UK at the moment but there is a 1500 mAh battery from the HobbyKing going on eBay for £10.29 + £2.80 p&p, and there are several others with much higher prices. ➔

CONTROL SURFACE DEFLECTION GAUGE

I have made a device that makes setting up control surfaces a lot easier.

By John Price



When setting up control surface throws on a plane with 6 controls, the measuring of the deflections of all the surfaces for all the inputs can take a long time.

This gadget makes it a lot easier than trying to do it with a ruler. It only takes about half an hour to make. I found a long bolt, but a piece of studding would be just as good. This allows the height of the gauge to be adjusted.

The bolt self taps into the balsa wood and the base after a slightly smaller hole has been drilled in them. I did not make the base, it was something I had lying about. Any flat piece of wood will do.

This gauge is for surfaces of about 2 inch chord. If your surfaces differ significantly from this ,other gauges can be easily fitted, as it is attached to the balsa with Velcro. →



Guess who is tree climbing to retrieve a model.

Answer page 39.



Twinstar Conversion

By Geoff Bentley



When Ian Kingsley moved to Somerset he presented me with a number of model aeroplanes for me to "do with as I wished" - one of these was an original grey Twin Star complete with can motors, servos and speed controller, only needing a receiver and battery to fly.

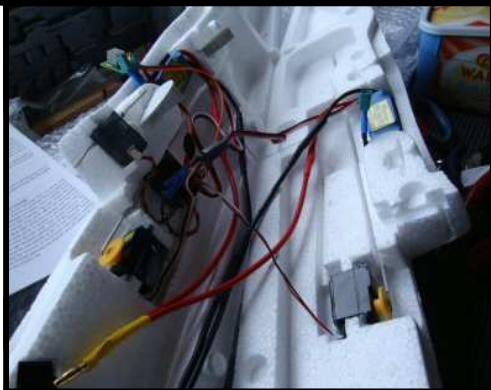
As some of you may know I generally only show interest in balsa built models and it languished in my workshop for a number of months.

A couple of weeks ago I was having lunch with Tony Ridler, Mike Cope and Barry Jordan as we do occasionally and happened to mention that I had this and it was probably destined for the skip when Tony reminded me that he was on his third version and how much fun they were - his had been fitted with trike undercarriages and brushless motors; well I was instantly taken with the idea and within a day had ordered the complete motor/esc/prop and adaptor set from BRC Models.

Tony sent some photos of last Twinstar conversion - so here I am a week later with the completed conversion (see photos) and having run the motors I am sure it will give an exhilarating ride - have already taxied it in the living room and can't wait for the first flyable day - it will certainly be going to Wales with me just in case!



My starting point was to remove the original can motors and add the additional cable required for the 3-phase motors. This was achieved by running a similar size wire in a small slot behind the main spar. The ends were finished with 3mm sockets with plugs on the motors to allow easy removal in the future. (One of Tony's original Twinstar motors now powers his Mam'sell). The photo on the right is Tony's electrical arrangement, mine is very similar.



The next task was to fit the undercarriage, this was achieved by fitting a wooden rail in a slot cut into the underside of the fuselage.



The nose wheel was fitted into a ply box and inserted into the underside of the nose section.

The new motors and wheels fitted and the job complete.



The completed model



Twinstar...Cont.

Maybe we can get to fly formation this summer. Below is a picture of Tony Ridler and Barry Jordan Twinstar. Barry has 3 bladed props driven through a gearbox and finished in Coastal Command livery.



As an aside this has reminded me how quickly ready built models can be brought to flying condition .

This with trying to move house at the moment which will probably mean a year without a workshop coupled with limited time due to possible house refurbishment means I will be flying only (no building) .

I am actively looking at buying a ready to fly Pulsar for electric comps - some of my close friends will think I have finally gone over the edge now -some of them will think I have finally come to my senses ! !

When I finally get a workshop up and running again I can concentrate on building a different type of model -perhaps large scale gliders and vintage models which I have an interest in (bought a few Phil Smith Veron plans a while ago and would love to get going on these) together with starting a rubber powered model from a kit I bought a few years ago -got to work hard at getting all this in and flying as well -where does the time go ? ➔

Tree climber is Colin Hutchinson



If God had intended man to fly, He would not have invented Spanish Air Traffic Control. — Lister, in the BBC TV series, 'Red Dwarf.'

TVSF Branded Garments

Thames Valley Silent Flyers



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
COLOURS					
Head wear all one size.					
White					
Burgundy					
Yellow					
Black					
Smoke / Grey					
Green					
Blue / Royal					

Baseball Cap

6 Panel Structured
Brushed Cotton
Baseball Cap



Bronx Hat

Acrylic Knitted
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Bronx Hat
With Turn-Up



ORDERING

send you requirements to:
Richard Thornton:
rickthornton@ntlworld.com
Or see him on club night.

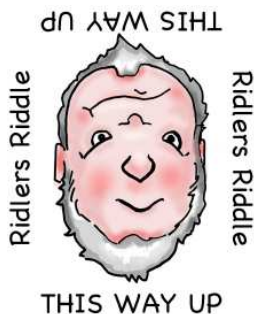
Don't forget to give a contact telephone

Thames Valley Silent Flyers



TVSF Puzzle Corner

Great Aircraft of the World



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

BULLDOG

COMET

FURY

NIMROD

SPITFIRE

SUPERFORTRESS

TRIPANE

CAMEL

CONSTELLATION

HARVARD

PHANTOM

STARFIGHTER

SWORDFISH

VIMY

CATALINA

EAGLE

HURRICANE

RAPIDE

STUKA

TORNADO

VISCOUNT

Solution to the Crossword in LIFT70

Down

- 2 Stockholm (7)
- 3 Paris (4)
- 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 (8)
- 13 Washington (6)
- 15 Minneapolis (6)
- 17 Germany (7)
- 18 Oslo (7)
- 19 Manchester (7)
- 20 South London (7)



And From our anomalous member

A young couple wanted to join the church, the priest told them, 'We have a special requirement for new member couples. You must abstain from sex for one whole month.'

The couple agreed, but after two-and-a-half weeks returned to the Church.

When the priest ushered them into his office, the wife was crying and the husband was obviously very depressed. 'You are back so soon...Is there a problem?' the priest inquired.

'We are terribly ashamed to admit that we did not manage to abstain from sex for the required month.' The young man replied sadly.

The priest asked him what happened.

'Well, the first week was difficult... However, we managed to abstain through sheer will-power. The second week was terrible, but with the use of prayer, we managed to abstain. However, the third week was unbearable. We tried cold showers, Prayer, reading from the Bible....anything to keep our minds off Carnal Thoughts.

One afternoon my wife reached for a can of paint and dropped it. When she bent over to pick it up, I was overcome with lust and I just had my way with her right then and there.

It was lustful, loud, passionate sex. It lasted for over an hour and when we were done we were both drenched in sweat,' admitted the man, shamefacedly.

The priest lowered his head and said sternly, 'You understand this means you will not be welcome in our church.'

'We know,' said the young man, hanging his head, 'We're not that welcome at Homebase, either.'



Photo of Ken Glynn's ASK 18, taken at Harting Down 08/02/2013



Photo of Colin Hutchinson's VEGA, taken at Harting 08/02/2013