

Thames Valley Silent Flyers



LIFT

ISSUE 74

MARCH 2014



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2013 Presentations



Large Scale ?



Vintage Talk

TVSF Electric Open June 2nd 2013



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The cover Photo this issue is the band of Aeronautical Engineers / Construction Technicians / Chief Test Pilots and would be Champions of the Annual Chuckie competition held at Jennett's Park Community Centre on Tuesday the 4th of February.



Do you know someone who would like our club newsletter? To order a copy of the next issue (July 2014) send a cheque to Tony Ridler, 109 Pierrefondes Ave, Farnborough, Hants. GU14 8NZ for £4.00 which covers P&P. A few back issues are available @ £2, email Tony for availability. Make cheque's payable to Thames Valley Silent Flyers. Orders must be received by the cut off date. - **18th June 2014 for the July Publication.**

Editorial

By Tony Ridler



With the major part of the wet winter behind us (at least I hope so) we can look forward to the balmy Summer and the rising thermals. However as I am writing this the Met office has just issued a major storm warning.

I have been titivating my soarer's ready for the new season and looking forward to the competitions, must do better this year. Made a start with the chuckie in February when I moved up from last years bottom place to 3 from the bottom. If I can improve my positions by 2-3 places in the league's I can make the medals. However everything is rosy before the first comp, may have to revise my aspirations later in the year.

With the demise of my Starlight 3000 (after 4 years) I decided to give up winch thermal this year and concentrate on eSoaring however after a fellow club member made me an offer I could not refuse I will be back this year with a "NEW" second / third hand winner.

Congratulations to the recipients of last years trophies especially to Colin Hutchinson who seemed to have the major share of the wine and TVSF garments which I guess entitles him to claim the TVSF All-Rounder of the year.

It was also nice to see Stuart Brown win the improver of the year cup, also a winner of the Class B photo competition with a dramatic picture of a TVSF members model in flight. A lot to live up to this year Stuart!

My thanks to the contributors this issue, only 2 weeks ago it was looking like a very slimmed down LIFT. My usual scribes came through in the end. With 70 members I should be inundated with material. What about the slope days out?, new projects on the drawing board?, visits to places of interest?, new members, how are you settling in, what can the club do to make you more welcome, just a few ideas, now put pen to paper (fingers to keyboard). →



Taxiing down the tarmac, the jetliner abruptly stopped, turned around and returned to the gate.

After an hour-long wait, it finally took off.

A concerned passenger asked the flight attendant, "What was the problem?" "The pilot was bothered by a noise he heard in the engine," explained the Flight Attendant, "and it took us a while to find a new pilot."

Chairman's Chat

By Graham Stallard



Well the wettest in 250 years. That suggests it was really wet 250 years ago. I wonder what the global warming was like then. Thankfully I am unaffected. Seeing those that are makes me appreciate my lot in life. Curiously on quite a few Sundays the weather pattern has provided favourable flying conditions first in thing in the morning, clouding over or raining later on. This has allowed quite a bit of flying and on occasions some very nice lift. Thankfully the days are now notably getting longer so the opportunity to go out flying is increasing.

We are into the slope comps for the first part of the year. There are a couple of comps where everyone can join in. F3F (may have happened by the time you read this) aerobatic and XC. Clearly models design for the type of competition should do better, but there is a pilot to get things wrong. Any thermal soarer can take part in the slope XC, even electric launch if the prop is removed or disabled. The F3F is best with a model that can move along a bit, floaty thermal soarers are not ideal. Both the F3F and aerobatic have just one model flying at a time. So if you need an excuse to get some fresh air, stir the sticks and have a bit of fun come along and take part in one of the slope comps while we wait for the other comps later in the year.

I am sure as always there are models being built or assembled. I know Clive has converted a couple of balsa trees into a Kookaburra glider. I believe Bill has his K8 ready for action in 2014 and probably also converted a balsa tree into a scale model. John Skinner has succumbed to ARTF and bought a ¼ Pilatus at the BARCS market. Very good price and a nice looking machine. It will look good soaring over Cilan in Wales. Hopefully there will be coverage of these later in Lift. Personally I have purchased a Top Model ¼ scale Swift. The build quality and design are very good. There is a lot already done for you, so no excuses for getting it finished. The model is progressing and I am even remembering to take some photos of the build. Unfortunately progress has been interrupted by other events, however there is plenty of time for it to be ready for the first Wales trip. If you have been building/ assembling anything, an E-Flite Mosquito for example. We would all be interested in what it took to get the model in the air.

The Oldlands field was recently unavailable for a few weeks while a herd of sheep cut the grass. They have done their job and the concrete has now washed off, all that rain had some use. The field is wet, as are most fields, but it does drain well, so it's quite usable. Innes has changed the profile of managing his beef herd by introducing cattle in groups of 10 at regular intervals to get a steady output of cattle for market later on. This means we will be swapping fields again this year. Fingers crossed one of either Oldlands or Pidwells will be available all the times. Watch the web page for changes. For the moment we are on Oldlands.

That's my bit of chat. See you on the field or slope. →

Graham 😊

Diary Dates

Date	Day	Item	Contact
4 - March	Tuesday	Club Meeting	
9 - March	Sunday	Slope Aerobatics	JP
15 - March	Saturday	Indoor -	TM
23 - March	Sunday	Slope Cross Country	GS
29 - March	Saturday	Indoor -	TM
1 April	Tuesday	Club Meeting	
6 - April	Sunday	Slope Reserve	TBA
11 - April	Friday	eSoaring FNL 1	GS
13 - April	Sunday	Winch Testing	
20 - April	Sunday	Winch Testing Reserve	
25 - April	Friday	Thermal FNL 1	PW
29 - April	Tuesday	Mini Glider L 1	JP
3 - 10 May	Sat - Sat	Wales Week	CM
13 - May	Tuesday	Club Meeting	
16 - May	Friday	eSoaring FNL 2	GS
23 - May	Friday	Thermal FNL 2	PW
27 - May	Tuesday	Free Flight Chuckie	JP
30 - May	Friday	eSoaring FNL 3	GS
3 - June	Tuesday	Club Meeting	
6 - June	Friday	Thermal FNL 3	PW
8 - June	Sunday	Farm Open Day	
13 - June	Friday	eSoaring FNL 4	GS
17 - June	Tuesday	Mini Glider L 2	JP
20 - June	Friday	Thermal FNL 4	PW
22 - June	Sunday	eSoaring Open (& 2m)	GS
28 - June	Saturday	TVSF Open F3K (1) - National Event	MF
1 - July	Tuesday	Club Meeting	

Vintage Scale Flyer

By Clive Learwood. Feb 2014



Introduction

For the last few years I have written a series of short articles for LIFT covering the vintage scale glider for aero towing that I have been building over the autumn and winter months. This year I am building a ¼ scale “Long Wing Kookaburra” which was designed and built in Australia during the 1950’s. It’s a two seater with pilots sitting in a staggered side by side arrangement.

This time I am not going to describe the building of the model. Instead I would like to cover more about some of the materials and techniques now being used in building scale vintage gliders or any other large model for that matter. Some of what I mention can be seen in the article and pictures of Bill Cooke’s Blanik.

Now, many of you reading this article may not have met me, do not attend club meetings, possibly have never heard of “Aero towing”, have never been to one of the many aero tow meetings that take place from April through to mid October.

So what do we mean by “Aero Towing”. It’s as the name suggests, towing of a glider by a “Tug” plane to a particular height, then releasing it to fly around. In our case the glider, is a scale model and the tug is a large model aeroplane adapted or specifically designed for Aero Towing. The procedures we use are basically the same as those used by full gliders. Our planes are towed to height of between 1,000 and 1,500 feet before we release them. The maximum height we release at depends upon the authorisation granted by the CAA for the particular day.

Wing Construction

In this first article we will start with wing construction. I guess many of us are used to building models by what I would call conventional methods using traditional materials. The wing being constructed with; ribs produced by the sandwich method, spruce spars and balsa sheeting to form a D Box. This would give us a reasonably stiff wing, however the accuracy of the wing section may not be that good.

Now using Computer Aided Design (CAD) systems interfaced to laser cutting machines far more accurate wing and fuselages can be designed and produced. In addition alternative materials can be utilised.

My ¼ scale Kookaburra was designed this way in Australia, with laser cut parts being produced in this country. What is different about it is the general construction employed in the wing which ensures a far more accurate and stronger wing.

Wing ribs are laser cut from 3mm ply with a few from 6mm ply. Each rib has two tabs or feet on the underside plus a vertical slot, the thickness of a rib cut half rib height directly in front of the spar slots. This is where things differ from conventional wing assembly. The low-

er spar, after being planed to size, is glued to a pre-assembled spar web. Due to the length of the wing the web is supplied in 3 or 4 pieces which are glued together to form one long web. Now as each rib has feet on the underside they can be simply slotted onto the spar web and glued in place.

I start by adding one rib a couple in from the tip and the same for one near the wing root. So you build up your wing very quickly, all ribs are accurately spaced, with the rib feet on resting on the building board.. No pins are needed to hold things together. Now you come to adding the wing sheeting. This where things and material are very different, The skinning uses 0.40 mm (1/64th inch) ply. The skin is added to the top surface first (the still “naked” wing frame sits on its tab’s on your building board). First the position of all rib tops and spars is drawn on the INSIDE of the skin, then a good PVA glue is painted onto the two surfaces and allowed to dry.

The wing skin is then very carefully positioned on the assembly. Now the interesting bit. Using your heat sealing iron on a very high setting you iron the sheet of ply in place. It all sounds difficult, but I assure you is very easy. NO pins required, yes NO pins or miles sticky tape are required at all to hold the skin down. The application of heat quickly melts the PVA and bonds the two surfaces together. Its as simple as that.

So having completed the top surface the wing is removed from the building board, the feet (or tabs) on the ribs are simply cut away and shinning process is repeated for the underside. You now have a wing that is very torsionally rigid. I also add all the “biscuits” and rib caps in the same way.

One thing I have not mentioned is wing spar material which is traditionally spruce. The spruce you buy in models shops is generally sold in 3ft lengths, not long enough for wings without splicing lengths together. In addition the wood is not always knot free and the grain is not straight, more often its almost at 45 degrees to the length. So in my opinion it is not suitable for large, heavy gliders. The wood I use is called CYPARIS, which is a North American white cedar. Its virtually knot free and the grain is very straight. It is also comes in 6 foot lengths, so for long wings spars you only need to splice on a small lengths towards the tip. The down side is that your local model shop will not stock it and you will have to pay a small courier charge to get it from www.balsamart.co.uk.

That’s all for this edition. The photograph is of the Kookaburra, with the three piece wing built as described. If anybody would like more information, including laser cutting please contact me via the Editor. ➔



Annual General Meeting Minutes

3rd December 2013 Binfield Club, Binfield.

1) Apologies: - Barry Jordon, John Skinner, Richard Edmonds, David Puddephatt, Roger Stacy.

2) Minutes of 2012 AGM – Were published in the 2013 issue of Lift, no amendments were requested, and the minutes were proposed by Graham James and seconded by Chris Moynihan, a vote was taken and there were 30 fore and 2 abstentions.

3) Matters Arising – There were no matters arising from the 2012 AGM.

4) Committee Reports

Chairman: Graham Stallard

“What the chairman did for the club this year. I chaired 12 club meetings and 3 committee meetings. Prepared and 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 and the farm open day. Made all the arrangements for the annual slope club day out to White Sheet, which turned out to be a great soaring day with a pleasant evening meal at the end of the day. 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 Vic Harris and the others that did not spring to mind.”

Vice Chairman: Chris Moynihan

“I have attended several meetings of the Club’s Committee and all 12 monthly club meetings. I have CD’ed two club events, the 100s and the open thermal, which were both well supported and am happy to do the same next year.

I organized the 2 yearly soaring trips to the Llyn Peninsula in Wales, made all the more gratifying by the efforts of colleagues in the cooking and quarter mastering functions and I am happy to continue in the post of vice chairman, if I am re-elected.”

Secretary: Steve Elkin

“During the year, I have managed to attend 10 of the monthly meetings, and all the com-

mittee meetings. As a new coming to the club, 2nd Year, this position has thrown me in at a bit of the “deep end”, but I am managing to swim, with the help of other club members, mostly Graham, thanks.

The position has enabled me to get to know a lot of the club members, a lot better, and made some good friends. The only “feather” I can put in my cap, is to have sorted out the members email address list, so hopefully, all members are now receiving the club emails’ that are sent out, and the committee has an accurate address list to work with.

I am happy to carry on in the secretary’s position for 2014.”

Membership Secretary: Ian Lancaster

“The membership has stayed more or less the same over the past few years, with 71 members this year, the club fees are not going to increase, as there has been no BMFA insurance increase, but members do need to pay for 2014 membership before the end of December, to keep up BMFA cover”.

Competition Secretary’s Report 2013

TVSF Competitions

“It’s been a good year for TVSF competitions... looking back they were last bettered, in terms of participants, in 2008. Of the 30 events scheduled this year we completed 27

The missing 3 were 1 Miniglider league and on the slope the Aerobatics and Xcountry, which ironically were the only the two we managed to run last year

Overall I’d say a we have a healthy club with a good mix of Competitions and fun flying, this year again about 50% of us participate in Competitions”.

A few overall random statistics

29 members participated in at least one competition with 122 event/participants, which is up a little on previous years. The most popular event is the Indoor Chuckie with 17 participants followed by Open Thermal with 13.

Across the 3 leagues we had almost 9 hours of scoring flights

TVSF hosted national contests

Mike Fantham had two date the 1st cancelled for bad weather and the 2nd almost cancelled but ran with 8 entrants

eSoaring opens... although we planned two, we did not run the first because Martin Bell was not available and likewise for the 2nd but this coincided with no suitable field.

Events Calendar 2013

For the 3rd year a hard copy planner was issued along the same format as previous with the 1st Lift of the year. It was also published and maintained on the TVSF Web.

Handbook

In March we published with the help of Tony Ridler a few updated pages which covered Vice Chair, Free flight, Mini Glider and a records update..

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.

Graham Stallard CD'd the majority of Slope and with Peter Williams shared the Friday Night Leagues, John Price – Miniglider, slope Aerobatic and outdoor Chuckie; Mike Fantham F3K; Chris Moynihan on Open and 100s; Vic on Indoor Chuckie. (sorry if I missed anyone I believe there were one or two stand-ins as well)

Without the willingness of these guys we would find it difficult to compete.

I will be standing back from the committee this year after 10 years so I'd like to thank all the TVSF club members who have made that a very pleasurable task.

Records Officer: John Skinner

No report, as John was not present at the meeting.

Newsletter Editor: Tony Ridler

"The material that I receive from club members, is of excellent quality, but sometimes a little short in quantity, it would be nice to have a bit more on model building projects, especially over a few editions, Clive Learwod is always a good source for this, and he has done a couple of big builds this year, so will be forwarding them to me for future editions of Lift.

The only thing that I would like to mention, is, it would be nice to have some reports of the scores, from the comp. CD's, so I could include in the mag.

I am pleased to carry on with the position as magazine editor".

Webmaster: Trevor Hornby

"This version of the web site, was kicked over in March 2011, so its been running a couple of years now, behind the scenes, Paul and Keith are responsible for the overall design and ownership, Tony R looks after the photos and backups me up, and I report on the comp. scores, links have been recently updated, to things like, BMFA, XC Weather and BARCS.

The top topic on the forums, is "Who up for Sloping" which has had 110,000 hits,

The home page gives a status of the latest field situation, coming soon the calendar and various other information.

Any suggestion from members, please forward to myself or Tony, and we will look to see if they are worth implementing.

I am going to carry on in the position of webmaster for next year".

Treasurer: Report on Accounts. Richard Thornton

"I have some copies of the accounts for people to look out, if anyone is interested, we have had a reasonable deficit this year, mainly due to expenditures on the club anniversary

celebrations, which was held earlier in the year.

It was decided at the last committee meeting, that because the bank balance was still quite healthy, the club fees to members would stay the same as last year.

It will be looked out again towards the end of next year.

We have had some donations to the club this year, from members and ex-members, who have give their kit to be sold off, and given the proceeds to us, so, thanks to them.

We have not yet been charged for the club web site hosting yet, for this year, so I am expecting that at any time now.

Thanks to Tony Morgan for spending a couple of evenings, checking over these figures to make sure they all add up”.

A vote was taken to accept the accounts,

Proposed by Terry Weeks , Seconded by Andrew Horn, and approved unanimously.

5) Appointment of an auditor for 2014

Peter Williams has kindly volunteered to take this position for next year.

Proposed by Martin Gilbert, and seconded by Colin Hutchinson.

A vote was taken and unanimously elected.

6) Subscription for 2014

Based on the treasurers reports and the committee meeting, it has been decided to leave the club subs unchanged at £35.00 for 2014.

A vote was taken to keep the subs the same as 2013,

Proposed by Peter Williams, seconded by Colin Hutchinson,

The result was unanimous fore.

7) Elections of Officers for 2014

Graham S reported that there were two places are available on the committee, due to Trevor Hornby (Competition Secretary) and John Skinner (Equipment and Assets Officer standing down.

The Chairman suggested that if the membership present, were happy, then a group vote would be taken for all the existing committee members that are prepared to stand again for 2014, namely, Chairman, Vice Chairman, Secretary, Treasurer, Webmaster, Membership Secretary and News Magazine Editor.

Proposed by Colin Hutchinson, seconded by Steve Cope

A vote was taken and it was unanimously in favour of this proposal.

The chairman asked for a volunteer to take the Equipment and Assets Officers position, and Graham James said he would be prepared to take the position.

Proposed by Chris Moynihan and seconded by Peter W.

A vote was taken, and the result was, 32 in favour and 1 abstention.

Graham James was elected to the committee as the Equipment and Assets Officer.

The Chairman asking for a volunteer to take over the position, and after some persuasive discussion, Colin Hutchinson agreed to take it on, with Mike Fantham helping in the background, with things like spread sheets etc.

Proposed by Peter Williams and seconded by Martin Gilbert.

A vote was taken, and the result was 31 in favour and 2 abstentions

Colin Hutchinson was elected to the committee as the Competition Secretary

7) Proposals for changes to the handbook

There were no proposals.

8) Any Other Business

It was raised by Trevor H that the position of Safety Officer, which is currently held by the Vice Chairman Chris Moynihan, should be official recorded in the minutes of the AGM, and added to the Committee page on the club web site, which will be duly done.

9) Date of Next AGM

2nd December 2014

AGM meeting closed at 9.15pm

Steve Elkin, TVSF Secretary 3rd December 2013.

Police in Toxteth

Police in Liverpool last night announced the discovery of an arms cache of 200 semi-automatic rifles with 25,000 rounds of ammunition, 20 tons of heroin, £5 million in forged UK banknotes and 25 trafficked Ukrainian prostitutes, all in a semi-detached house behind the Public Library in Toxteth.

*Local residents were stunned, and a community spokesman said:
"We're all shocked; we never knew we had a library."*

A WARNING !

By John Price



I recently read a good review of a quadcopter in the shape of an F-22. It came from Banggood in China(HK, I think). Cost £37.

I went onto their website and ordered one.

Despite the fact that they sent me an email the next day saying it had been sent, it was actually a week before it was dispatched from Singapore.

I tracked it as it made stuttering progress across the world, pausing for long rests at air-ports. At Heathrow, customs looked after it for a couple of days. Eventually it reached Reading where it was "Awaiting payment of charges". Oh good. I went to the Parcelforce depot to collect it. £10 import VAT for customs, which Parcelforce had kindly paid for me and then charged an extra £13.50 for admin!

So charges of £23.50 and £37 makes a total of £60. Ouch. But worse was to come.

On opening the box a sad scene greeted me. It was a large box and the TX had fallen out of its indent in the foam and had been rattling around inside for two and a half weeks. As a result both of the sticks were broken off. The box itself was fine. If some bubble wrap had been stuffed into it all would have been well.

So.....£60 out of pocket and nothing to fly.

Oh, I nearly forgot. They sent the wrong plane. I had been careful to order an F-22 but I got a B-2 , possibly the ugliest heap ever to fly.

Naturally I emailed Banggood about the problems and you will be amazed to hear that I have not had a reply.

I shall be sticking to UK suppliers in future.



Addendum. "Today (12/02/14)I received a nice email from Bang good offering to send me an F-22. I have accepted this and asked them to label it a gift or zero value so that there are no more customs charges. We'll see how that works out."

(Thanks John, for sharing your story with us. Bang good do have an UK warehouse, might be worth while to deal through the UK if they have the products you want Ed.)



Fantastic home-built aircraft

Scale B-17 Will Fly Soon

The work that has gone into this unique aircraft project is nothing short of AMAZING.

Note: This is not an RC aircraft!

This is a fully flyable, experimental aircraft with four engines, retracts, and a total of over 240 hp.

This would be considered a complex category of airplane and require a special certification on your pilot's license to be allowed to fly it.

It sure looks like it would be a fun one...

The project was started back in 1999 and is just now nearing completion.

The airframe is all scratch built (of course) and made out of aluminium.

The main gear retracts just like the real B-17, and has proven to be the most complicated part of the project.

The engines are the Hirth 3002 4-cylinder 2-stroke that usually have a reduction unit and make about 80 hp.

Jack chose this engine because of its size... it was small enough to fit inside a properly scaled nacelle.

However, to make it fit properly, the reduction unit is removed which will bring the power down around 60 hp each, with the engines spinning the 46.4" diameter props at about 3,300 rpm.

This project, coming to life in Dixon Illinois, has to rank as one of the most fascinating home built aircraft projects of all time.

It's the kind of idea that weird people like me dream up but rarely does anyone actually follow though.



With an estimated 20,000 hours of labour required to build this cute little beast, it's understandable why. With a 34 ft 7 in wingspan, estimated 1,800 pound weight and four 60 hp engines for a total of 240 hp, the Bally Bomber is just pure awesome!



Be sure to check out the hundreds of photo's from the build process along with additional info at TheBallyBomber.com <http://theballybomber.com/>

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SPECIFICATIONS B-17G Full Size

Wing Span: 103 ft. 9 $\frac{3}{8}$ in.

Length: 74 ft. 3.9 in. ("Cheyenne" Tail)

Height: 19 ft. 2.44 in.

Power Plant: Wright R-1820-97 Cyclone with 1000 hp @ 2300 rpm @ 25,000 ft

Empty Weight: 36,134 lbs.

Gross Weight: 40,260 lbs.

Cruising Speed: 160 mph.

Top Speed: 302 mph.

Ceiling: 36,400 ft.

Range: 3,750 miles

Crew: 10

Bomb Load: 6 x 1,500 lbs. and 2 x 4,000 lbs.

Armament: 11 x .50 calibre machine guns (up to 13 x .50 cal)

Number Built: 8680

SPECIFICATIONS Bally's Bomber B-17G, $\frac{1}{3}$ Scale

Wing Span: 34 ft. 7 in.

Length: 25 ft.

Tail Height: 6 ft. 10 in.

Power Plant: 240hp

Fuel Capacity: 42 gal.

Empty Weight: 1800 lbs. (Est.)

Cruising Speed: 110 kts. (Est.)

Crew: 1

Number Built: 1





January 2014 Club Night - 2013 Presentations



One off Annual comps		Winner
Indoor Chuckie	Picton Pot	Peter Williams
Hand Launch F/F	TRL Cup	Mike Fantham
Hand Launch R/C	Bill Hatton Memorial	Graham Stallard
100S	Moss End Plate	Terry Pelling
Open	Moss End Trophy	Colin Hutchinson
Electric Thermal	Electric Cup	Chris Moynihan
Electric cross country	Propeller	Graham Stallard
F3F	Watership Shield	Graham Stallard
60" Annual Pylon (Foamie)	TVSF Cup	<i>Peter Williams = John Price</i>
60" Annual Pylon (Crunchy)	Tom Neil Trophy	Graham Stallard
Special Awards		
Best F3J Performance	Findlay Trophy	Graham James
Improver Award	Lift Cup	Stuart Brown
Photo Contest	Photo Cup	Roger Stacey
Leagues		
Thermal Friday Night League	Moynihan Shield	Colin Hutchinson
Electric Friday Night League	Miles Shield	Chris Moynihan
EFNL 2m		Roger Critchley
Mini Glider League	The Binfield Bucket	Graham Stallard
All Rounders		
Thermal All-Rounder	Chris James Memorial Trophy 1	Colin Hutchinson
Slope All-Rounder	Chris James Memorial Trophy 2	Graham Stallard
Electric All-Rounder	Bracknell Bowl	Chris Moynihan
TVSF All-Rounder	Kings Cup	Colin Hutchinson



Picton Pot - Peter Williams



TRL Cup - Mike Fantham



Bill Hatton Memorial - Graham Stallard



Moss End Plate - Terry Pelling



Moss End Trophy - Colin Hutchinson



Electric Cup - Chris Moynihan



Propeller - Graham Stallard



Watership Shield - Graham Stallard



TVSF Cup
Peter Williams and John Price



Tom Neil Trophy - Graham Stallard



Findlay Trophy - Graham James



Lift Cup - Stuart Hall



Photo Cup - Roger Stacey



Moynihan Shield - Colin Hutchinson



Miles Shield - Chris Moynihan



EFNL 2m - Roger Critchley



The Binfield Bucket - Graham Stallard



2013 Winning Photo by Roger Stacey



Thermal All-Rounder - Chris James Memorial Trophy 1 --- Colin Hutchinson



Slope All-Rounder - Chris James Memorial Trophy 2 --- Graham Stallard



Electric All-Rounder - Bracknell Bowl --- Chris Moynihan



TVSF All-Rounder - Kings Cup --- Colin Hutchinson



The Annual Chuckie



The Flyers



The umpteenth and oneth(?) Chuckie

By Vic Thomas



As something of a connoisseur of this fine contest, if I may, I will cover last night's proceedings in a somewhat lighter note.

Firstly, we were accommodated in a fine new venue which suited our rather peculiar purpose admirably, provided of course that you could find it! Various sat navs took many wrong turnings and personally I got completely lost going home. The one problem was that there was no Bar, probably as a result of my absence from the commissioning group at the Council, we won't talk about the Owlsmoor experience!

On arrival our roadie (Trevor) had set up the scenery in the form of a scoring tape and wall markings and it only remained for the business meeting to be completed. The cast were set on their task, unaltered from previous performances; it has happened so often I will not bore you with the details; and the Overture commenced. Surprisingly quickly lines were being rehearsed, (test flying), and the regular principals started to show their form.

On Curtain up, the production staff took their places, me as propter, Chris on keyboards, and later, Tony as time controller. The first act, as usual comprised a distance task led off by Vic Harris with a somewhat mixed performance, never making it off the floor. Peter Williams followed, narrowly missing the honours in this first ACT. On past experience the usual disasters followed although Chris was otherwise engaged backstage this year, and the half time curtain calls were taken by Alex Gow, Trev and Colin. What did I say about the old regulars? The hall featured a cill below a window in the gable end which caught out some of the high scorers with the roach pole carrying the wall scoring being called into a secondary use.

The Interval (dry, as already noted) was used to refix the makeup for the second act, requiring more finesse in the individual performances.

Here John Price showed his superiority in using the first few rounds to sharpen his performance and his last five appearances carried the show. Well done, another curtain call. Peter was an exceedingly close second by one percentage point, and Colin carried off third. There were several fine flights by John, his scoring flights all exceeding 7 secs.

To close I usually wax lyrical on the costumes, (model designs) and this year we had a gull wing, Colin (3RD) and a semi scale by Steve which did not feature except with lot of cyano. Our esteemed Editor should get a mention for an unmarked model at the end, its strength was demonstrated by its weight!

A good venue, pity about the dryness. →

John Price	158%	1
Peter Williams	157%	2
Colin Hutchinson	143%	3
Alex Gow	137%	4
Trevor Hornby	137%	5
Chris Hornby	132%	6
Richard Thornton	101%	7
Graham James	86%	8
Tony Ridler	67%	9
Steve Elkin	60%	10
Vic Harris	51%	11

November Club Night

Bring and Buy Table Sale

This year we decided instead of an Auction we would have table sale. There was some very attractive models and lots of goodies for sale.

After some hard bargaining a number of members went away with a smile on their face.

Models varied from DLG Blasters, Slope soarers, scale models, even electric power.



The BLANIK is born.



Part 1 - The construction begins

By Bill Cooke

I'm building a scale model of a Blanik L213 aerobatic glider from a plan by Jilles Smits and a laser cut kit from Cliff Evans. Some of you will have seen the box of bits that I brought over last year. The plan is a proper engineering drawing and the laser cut kit is superb; both works of art as far as I'm concerned.

Radio

I've got to use my shiny new(ish) JR XG11 2.4 GHz radio instead of my 35 MHz kit because I need the extra channels. However, last year I installed the kit in my K8 which promptly suffered radio failure. After recovery from a very tall tree, with the help of a tree surgeon, everything worked fine, and range tests far exceeded the spec. stated in the manual. I still don't know what went wrong and I'm very nervous indeed. Power problem maybe? It worked fine in my Pulsar.

Right wing.

Look at those ailerons; about four times the size of those for the Topaze that I built last winter. It's a 'conventional' D-Box type but using a construction devised by Cliff whereby the ribs slot into slots cut in the main spar web. There's building tabs on the underside of the ribs and I constructed a jig to hold the wing square when it was turned over to install the underside sheeting of the D-Box. At which point the wing became rigid. It's covered in 0.4 mm ply and is slightly glossy because I've painted it with epoxy prior to covering it with 25 gm glass fibre. I was going to use 50 gm glass but that would add about 500 gms to the weight. 25 gm halves that. You can see the end rib laser cut layout. All the ribs are similar and made from ply. The planned wing joiners are two 14 mm boxes on top of each other but there's a problem in that the steel joiners jam in the boxes so I used 15mm instead which was a bit of a squeeze to get in. The square cut out that you can see is the air brake. More later. The other square 'cut out' in the aileron is where I dropped a chisel. Grrrrrr.



Air brake.

I've never seen this type before and at first it looked a bit daunting but in fact is a lot easier than the 'scissors' type.

You've got to get the geometry right but so long as you do they are very smooth and positive.

Tip

A big chunk of balsa and lots of carving and they look a bit clumsy but they are scale.

Rudder/Fin/Tail

Nothing special about the rudder or the tail other than the tail is very thin. I have not bothered to show the elevators themselves.

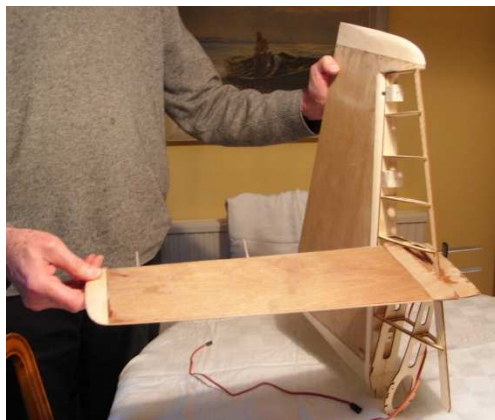
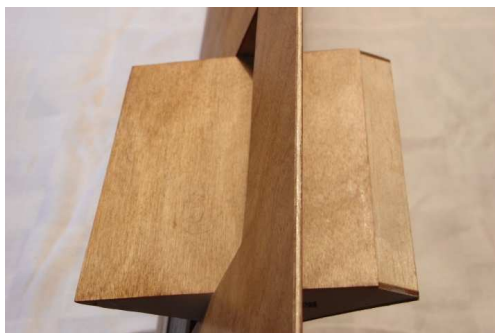
There's a servo located in each half of the tail. Rudder servo is up front with bowden cables. I haven't sheeted the fin itself yet pending understanding how it fits into the fuselage. The fin was quite tricky to build, trying to keep the tail mounts square. I rigged up a sort of jig but in the end just 'went for it' relying on the accuracy of Cliff's set of parts and it all worked out, spot on. There's two tubes and aluminium joiners for the tail with wheel collets buried inside with the collet grub screws securing the tail.

Fuselage

Not started yet. There's a retractable under-carriage and the drawings for home build, from aluminium and brass sheet mostly, are included. However, Cliff found another modeller (of scale railway carriages) to build it for me. You could start the build without it but I'd rather wait until it's here to make sure that it all fits. There's commercial retracts available but only one that can accommodate the 5 inch scale wheel and that didn't fit without substantial modification of the kit.

As the project progresses I will keep you all informed. →

"Incidentally, I've also built a seaplane, which is very appropriate for this winter."



THE SKYCART

Project started on September 3rd, 2009

The SKYCART is a novelty 'Flying Gocart' design posted to this SCKCART build and discussion thread The Foamies-Scratchbuilt section on RCGroups I started following it at the first of September of 2009, and started posting about my own Skycart build in page 26, post 390.

First step - making the wheels.

I cut a set of light wheels to try on my EPP Skycart. I used 1/32" birch ply side plates, 3/4" square, on each side of each wheel, mounting the ply with hot melt glue.

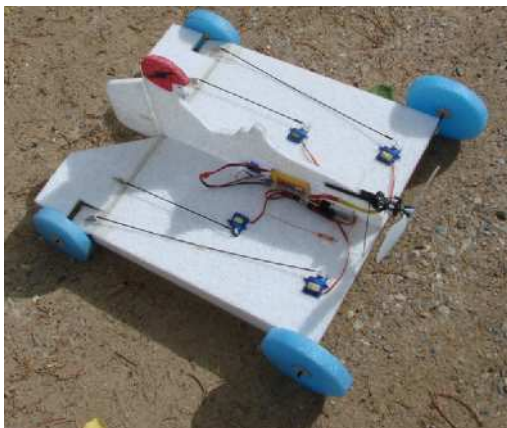
The full set of 4 wheels weighs in at a total of 18.3 grams. I actually made the final front wheels 4-3/4" diameter, and the rear wheels are about 3-3/4" diameter, to give the deck a bit of positive incidence when running on the ground, so it won't take quite so much rear end 'squat' to get it to ROG.

My front axle is flush with the lower surface of the 9mm EPP foam deck / wing, so I have roughly 7/16" positive incidence on the deck when running these wheels with the elevons roughly trimmed level.

Control Surfaces

I've been using the SCOTCH Extreme cross-filament nylon filament tape for hinging control surfaces on bare EPP for the last few years, and it has bonded well and held up well; it has some of the most aggressive adhesive of any tape that I've used. I even use it to hinge the ailerons on my combat slope ships- it's close to indestructible!

I first built my SKYCART with separate servos controlling the wheel axles, controlled from the radio system's flap position switch. It was awkward to operate, however, so after some test flights, I removed the two extra servos. I'm using a pair of HXT900 servos to control the elevons now; the wheel carrier sections



of the elevons are tied to the main elevons with Scotch Extreme cross-filament tape. I'm preferring the simplicity of flying this setup. But it was an interesting experiment to try.

Power set-up

I'm flying my SKYCART with a 1700Kv 24 gram 'Blue Wonder' (Hextronic) motor on a 2S 460 mAH RHINO battery pack with an 8" prop.

The Main Build

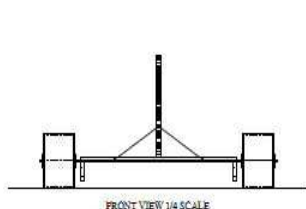
The 9mm thick 1.3# density EPP which I used for this Skycart is working well. I used a flat CF strip spar just 3/16" in front of the elevon hinge line, inserted into a slit in the foam so it's sat vertical & flush with the upper surface. I used Cyano thin glue to glue it in the slit. I mounted the 3mm O.D CF tube front axle at the lower edge of the EPP at the front of the wing / deck.

By using a covering iron set to low heat to iron down the cross filament nylon filament tape, you get an incredibly solid bond to the raw EPP, so it works great for hinging, etc.

MOTOR INCIDENCE TWEAKING

I installed the motor on the incidence line drawn on the plans. In the air, it was acting like it had too much positive incidence on the motor mount... it was needing negative elevator trim to handle higher throttle settings, even when the balance was shifted forward, & it was wallowing around too nose-high. [Translation: the motor & elevons were fighting each other!]

I had mounted a bulkhead motor mount with three screws, so I added two .5mm thick washers behind the mount's top mount leg. This improved the flight performance quite noticeably! I may yet add a third shim washer and test fly it to see how it handles with even a bit less positive motor thrust line.



WHEEL DETAIL:
EACH WHEEL CONSISTS OF TWO 4" DIAMETER DISCS OF 3MM EPP, WITH 1" DIAMETER x 1/16" PLYWOOD CENTER REINFORCEMENTS. THESE ARE HELD IN PLACE BY ONE WRAP OF 3" WIDE 3MM EPP AROUND THE OUTSIDE FORMING THE TREAD AREA OF THE WHEEL.

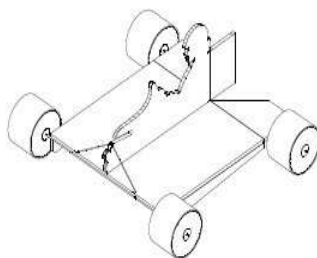
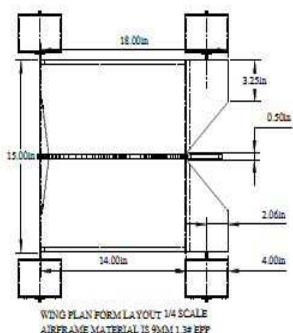
Because of the weight of the rear wheels, you need to keep everything else fairly far forward.

The arrangement worked out nicely with no servo extensions required.

9 gram servos for the elevons, 5 gram for the rudder. This arrangement got the battery right about in the cg.

For the push rods, I used .032" wire with small plastic tube supports. Light weight and a little give to help prevent those servos from stripping.

I put all the guts on top in case it will run on grass. I want the electronics to stay dry and not snag stuff.

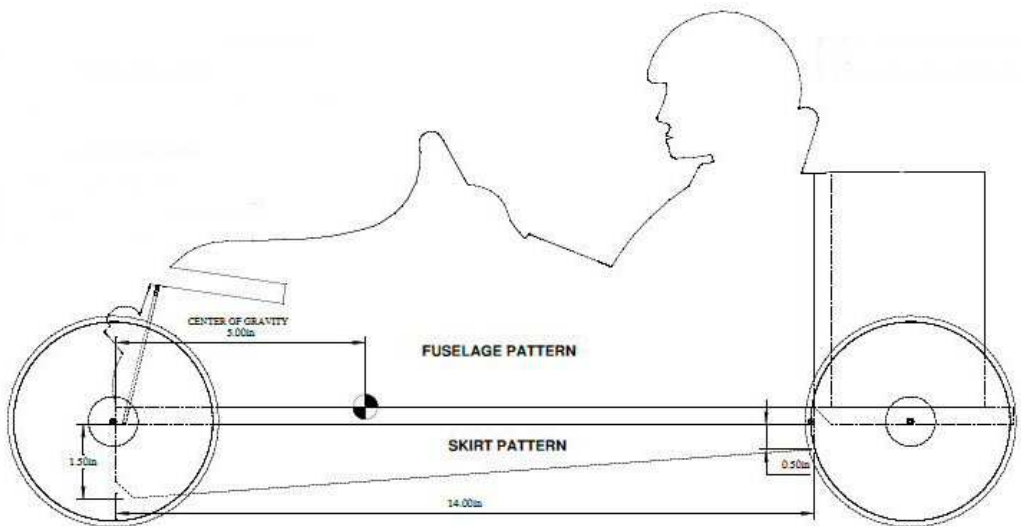


SkyCart
by Leadfeather
CAD by 0215FB
25 August 2009

BALANCE?

I'll comment that I personally prefer the in-flight handling better with the balance forward at the original specification of 5" back; I'm not much into hovering or wallowing around with the nose high up in the air... just never got into that much... it's just a personal preference thing, I guess- I'm an outdoor flyer in the thin air of Colorado's high country, after all.... For more axial rolls & higher speed forward flight & handling gusty wind flying conditions, the forward balance point seems to have the advantages.

After test flying, I got after finishing the dress-up work. Weight dropped to 7-1/4 ounces with the extra two servos removed, ready to fly with the 2S 460 battery installed after this



work, before the final dress-up painting was done

The oversized tires I had built for the front end of my Skycart definitely added a lot of area forward of the CG that wanted more counteracting rear vertical stabilization, so I added a couple of 6mm EPP fins on each outside edge of the rear end of the deck. This worked very well. →



Continuing the T21 saga

By Vic Thomas

My last contribution waxed lyrical on the summer prospects of Middle Wallop and the “progress” being made on the T21 port wing.

Middle Wallop had the usual effect on my free flight/work load, but it’s all better now, and hanging in the loft for next time.

I was banging on about the difficulty of making an 8 foot wing on a 4 foot board. Well it all went horribly wrong and the outer half of the wing had to be binned. It is usually after the flying that this solution is needed. Anyway I now have a complete port wing and the starboard (ask “sailer” John to explain) wing is coming along. This time I bought an 8 foot length of plastic covered shelving and although it won’t take pins it is too easy otherwise.

The plan I am using is the one I built the first T21 from, eleven years ago, and is a bit faded. It is largely because of this that I got in the mess as described. On more careful scrutiny there is a faded note on how to achieve the dihedral effect using the outer half depth taper. Ho hum...The other problem is that the second wing obviously has to be built on the back of the plan, where are the lines?

I got to the point that I needed the servos to fit up the servo boxes and a quick glance at the various web sites left me more confused than usual. An e mail to the God of scale gliders, Chris Williams, and his advice was that he always uses MacGregor JRC591s, duly bought all very reasonably, and awaiting installation. It is my intention to place the rudder and elevator servos in the tail, although Chris doesn’t see the point. It eliminates wobbly push rods and closed loops and although adding a bit more weight at the back there is so much lead in the short nose, what is a bit more among friends?



On the subject of lead, have you tried to buy any in a scrap yard lately? I usually get an offcut from roof flashing but although I did locate a suitable piece, on asking “How much” was told that they couldn’t take anything for it. Something to do with tightening up in the scrap business. However, honour was restored when I was aimed towards the Tea Fund box.

Still lots to do and the weather dictates little garden labouring although I did a morning today. Doubtless I will be boring you for some little while yet.

The picture is the first T21 built some 11 years ago taken at White Sheet on a club day out in 2003. ➔



Indoor Flying Update Winter '14

By Tony Morgan

It's been a some time that there's been an article about the indoor flying. The last probably in lift was around autumn 2012.

At that time the group had access to Waitrose Sports Club's sports hall (purchased from Panasonic with Waitrose expansion on the industrial area.) at our preferred time of 3pm to 6pm on alternate Saturdays. The Sports Hall did not appear to be in high demand at weekends, and we seemed to be welcomed.

The Hall was nigh on perfect for indoor flying. A good size, 4 badminton courts with large gaps, no netting, no basketball hoops, non intrusive lighting, a fine astro type floor surface, clean, easy parking and a good price!! This enabled the flyers fee to be reduced to £5 per session. Surplus cash was donated to Waitrose Sports and Social Club, for them to donate their favoured charities. The sites popularity grew as its Bracknell location was central to most flyers location, as well as being a great site. The number's participating steadily grew, and as you may remember the winter from January to March 2013 was a prolonged one. With the temperature not much above freezing in daylight hours and a biting North Easterly wind. This stayed locked in across the country due to the jet stream dragging cold air down from Eastern Europe. Numbers peaked at around 25 pilots in February 2013. Flyers expressed opinions on solutions to the problem of lots of fixed wing and heli'/quad copters sharing the space with the inevitable mid airs.

At the start the Autumn 2013 season I decided to introduce a slot clock. The idea was based on the RAF's sector clock as used by RAF fighter command in the Second World War. It allowed information on incoming fighter/bomber to be time discarded and current using a coloured clock face. The indoor flying slot clock would be divided into 15 minute segments with yellow for helis/quads and blue fixed wing. Only a minute hand was employed this would synchronise with the minute of the hour. The clock face being half a metre diameter, this being governed by the largest clock mechanism I could find on ebay! The clock worked well the model types segregated and as planned if a pilot did not know what is to fly or how long to the next model type, check the clock! There were still a lot of models airborne, with around 18 flyers attending there was usually 8 to 12 models flying. Mid airs were reduced, but you had to still avoid other aircraft. The effect the clock had was to alert pilots to fly. As if they were being called to an endless competition with never ending back to back slots. Swaping model types, pilots were flying more and relaxing/socialising less. But unknown to us changes were afoot.....



On applying for the dates for winter 2014 session, via our club contacts Richard and Lesley Edmonds, I was told that Waitrose was withdrawing our access to the venue! The reason being Lesley worked for Waitrose at their HQ on the industrial site at Bracknell. In the summer she decided to retire. As she was no longer employed (a partner) by Waitrose, the chain of contact to the Sports Hall was broken. I managed to track down where the decision had come from after a lot of emails/phone calls. The Facilities department look after the Hall and they had made the decision, and it could not be reversed. Many participating pilots knew of other Waitrose Partners at Bracknell but after consulting one over the wording of the deciding email, hope was extinguished.

This left us without a venue in early December 2103. Most of the sites I and others explored were either not open Saturday/to small/to expensive. The cost trend would have made it difficult to maintain the previous £10 per session. Fortunately Simon Wood's wife is a bursar at a school in Bracknell. She talked to the right people and we found another venue.



Garth Hill School, in Bracknell. It has recently undergone some expansion/redevelopment. Dates were booked and the £10 per session price held with a £35 per hour cost. The school has 2 places we can fly. The Sports Hall which we have yet to fly in which appears to be of equal size to Waitrose/Woodford Park. It does have basket ball hoops and netting, but looks suitable for our needs. The other is the inner link, which is an atrium to the school; it has 2 levels above the ground floor with gantry's to allow access to the various corridors to eg Science department. Width wise to the gantry's it's about sports hall size. It's heated, the floor is brick paved, there's three palm type plants about 6 metres high to dodge and a Tardis!! You did read that right!! It's a full scale police phone box aka; Doctor Who's set of wheel, the Tardis. It moves about week to week. Perhaps he parks it there at weekend's to watch repeats of how previous Doctors performed??!! We have to move about 8 collapsible tables to clear the centre of the inner link before we fly. It fly's well with more height and depth that were used to. The palm plants are excellent model arrestors, but they don't damage the models (much!). The lighting is OK but when darkness has descended the lights can be distracting if you look beyond your model. The slot clock has not been used in the 2 sessions flown at the school inner link. There have not been many mid airs but heli's and fixed wing mid airs get ugly. It is to make a return, but modified to indicate half hour slots, to promote a more relaxed fell as it has been the case without the clock. So a different flying site with options, but very useable..



Back in the late summer of 2012 the keen indoorist's were busy dusting of there models and many looked at there E-Flite Extra 300 UMX's and thought. 'It appears to my educated eye this model is past its best, it is no longer serviceable, I must purchase another immediately'. (What did you really say?!) There was a shocking surprise for us all. The model was no longer in production. There were none available in any country, how could E-flite drop this game changing model. Had the factory gone bust in china, was there no profit in it for E-flite? No answers were forthcoming, the model just disappeared. Shock, horror!!



But E-Flite were to take our cash again. The model has now thankfully been resurrected and is called the E Flite AS3XTRA. It's basically the same model slightly larger, slightly thicker foam, more powerful motor requiring 150mah 45C batteries (which only E-flite sell at the moment!!), new flashy green colour scheme and E-flite's AS3X technology. Here's what E Flite say about it. 'Based on the ground breaking original UMX Extra 300 3D, the addition of AS3X technology makes it possible to be even more successful whether it's performing the simplest loop or the latest extreme 3D moves.

Even more appealing is that now AS3X technology offers flight mode flexibility so you can choose the level of stability performance you need instantly.' Wow it sounds fantastic, a must have! The model has more power than the old but it's not vastly overpowered, the motor is still brushed. The AS3X appears to make the model less twitch and smoothes it out. The Jury's out as to weather the claims for the flight modes are true. We suspect not, time will tell. But is it as fragile as its predecessor!

Keep Flying. ➔

Two links for further info on the RAF sector clock.

http://en.wikipedia.org/wiki/Sector_clock

<http://www.rafmuseumshop.com/node/5631>

Link to the new E-Flight AS3Xtra

<http://www.e-fliterc.com/Products/Default.aspx?ProdID=EFLU5150>

Turbojet / Turbofan / Turboprop.

BRITAIN'S JET PIONEER

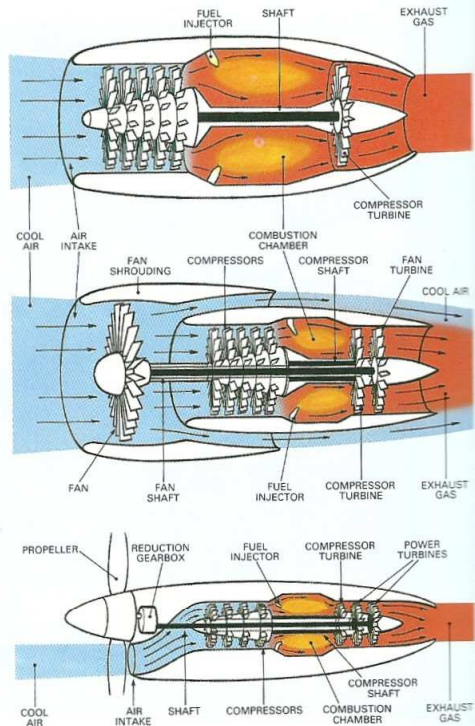
Air Commodore Sir Frank Whittle not only invented the jet engine but foresaw all the major developments in it: after-burners, turboprops and turbofans. He emigrated to America in 1976 where he still works.



Sir Frank Whittle



The Whittle W2/700 engine intended for the M.52



TOP: The Turbojet

Air is compressed into a combustion chamber where it is mixed with fuel; the hot gases expand and escape through the jetpipe, pushing the aircraft forward and driving a turbine which in turn drives the compressor

MIDDLE: The Turbofan

More power can be achieved by using a second turbine in the exhaust to drive a fan, in front of the compressor, which pushes cold air back too, adding to the thrust. Turbofans are more efficient and less noisy

BOTTOM: The Turboprop

The same principle is used in a turboprop, the difference being that the additional turbines drive a propeller instead

Proofreading is a dying art. Henley Standard!

Man Kills Self before Shooting Wife and Daughter - Very clever

Something Went Wrong in Jet Crash, Expert Says - Obviously very technical expert.

Police Begin Campaign to Run Down Jaywalkers - Now that's taking things a bit far!

Panda Mating Fails; Veterinarian Takes Over - What a guy!

Miners Refuse to Work after Death - Good-for-nothing lazy so-and-so's!

Juvenile Court to Try Shooting Defendant - See if that works any better than a fair trial!

If Strike Isn't Settled Quickly, It May Last Awhile

Cold Wave Linked to Temperatures - Who would have thought!

Enfield (London) Couple Slain; Police Suspect Homicide - They may be on to something!

Red Tape Holds Up New Bridges - You mean there's something stronger than duct tape?

Man Struck By Lightning: Faces Battery Charge - He probably IS the battery charge!

New Study of Obesity Looks for Larger Test Group - Weren't they fat enough?!

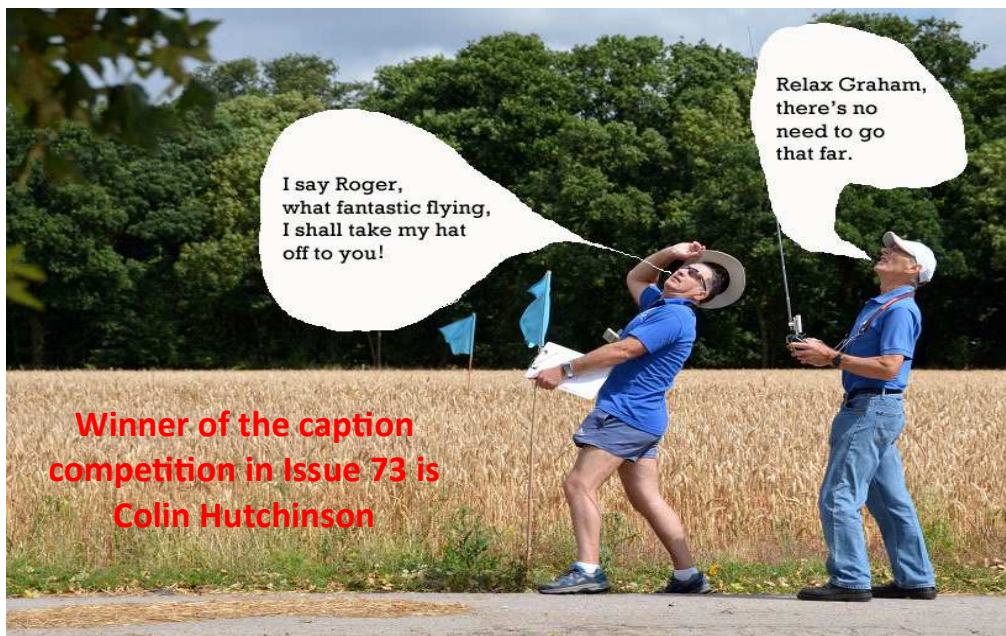
Astronaut Takes Blame for Gas in Spacecraft - That's what he gets for eating baked beans!

Kids Make Nutritious Snacks - Do they taste like chicken?

Local High School Dropouts Cut in Half - Chainsaw Massacre all over again!

Hospitals are Sued by 7 Foot Doctors - Boy, are they tall!

And the winner is.... - Typhoon Rips Through Cemetery; Hundreds Dead





Polo Shirt

Heavyweight Pique Polo Shirt



Sweat Shirt

Raglan Sleeve Sweatshirt



Fleece

Full Zip Outdoor Fleece



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XL : 44"				NA	NA
2XL :46"-48"				NA	NA
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Yellow					
Black					
Smoke / Grey					
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Brushed Cotton
Baseball Cap



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With Turn-Up



ORDERING

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

Don't forget to give a contact telephone number.



TVSF Puzzle Corner

Answers to the crossword in Issue 73 of LIFT.



The puzzle in this issue is called spot the aircraft, however they are anagram form.

1. Arrest Coal Van
2. Interfere Miss Air Pup
3. Slander North Sud
4. Farsighted Ether Lock
5. Pistol Cam Hew
6. Civic Servo Stunk
7. Bogus Drill Bolt
8. Daffy Iris Her Sow
9. Hurrah Ark Ice New
10. Radian Novo Tapa

Musings from my anomalous friend.

Many seek to uncover his true identity but only the editor knows, it is believed he is the wise man of Moss End.

A man brings his best buddy back home for dinner. His wife screams at him, "my hair & makeup are not done, the house is a mess, the dishes are not done, I'm still in my pyjamas & I can't be bothered with cooking tonight!
What the #*#* did you bring him around for?" -----"Cos he's thinking of getting married."

INNER PEACE

I am passing this on to you because it definitely worked for me today, and we all could probably use more calm in our lives. Some doctor on TV this morning said the way to achieve inner peace is to finish all the things you have started.

So I looked around my house to see things I'd started and hadn't finished - I have managed to finish off a bottle of Merlot, a bottle of Chardonnay, ...a bodle of Baileys, a butle of wum, a pockage of Prungles, tha mainder of bot Prozic and Valiuminun scriptins, the res of the chesescke an a box a chocletz.

Yu haf no idr how bludy fablus I feel now. Plaese sned dhis orn to dem yu fee ar in ned ov iennr piss. An telum, u blody luvum!

You don't have to be Catholic to appreciate this one!!

A visiting overseas man suffered a serious heart attack while shopping in a department store. The salesman calls 999 when he saw him collapse to the floor. The paramedics rushed the man to the nearest hospital where he had emergency open heart bypass surgery.

In line with current government guide lines, overseas visitors must pay for treatment.

He awakened from the surgery to find himself in the care of nuns at the Catholic Hospital . A nun was seated next to his bed holding a clipboard loaded with several forms, and a pen. She asked him how he was going to pay for his treatment.

"Do you have health insurance?" she asked. He replied in a raspy voice, "No health insurance."

The nun asked, "Do you have money in the bank?" He replied, "No money in the bank."

Do you have a relative who could help you with the payments?" asked the irritated nun.

He said, "I only have a spinster sister, and she is a nun."

The nun became agitated and announced loudly, "Nuns are not spinsters! Nuns are married to God." The patient replied, "Perfect. Send the bill to my brother-in-law."

That's all for this issue of LIFT, to be sure to get your articles to me early for the next issue number 75, available at the July 2014 Club Meeting.

ASK 11 ELECTRIC MOTORGLIDER

Scale: 1/4

Span: 3.21m

Wing section HQ35/14 root, 35/12 tip

Motor: E-Power BL4030 385KV Brushless Outrunner Motor

ESC: Hobbywing Pentium/flyfun 60Amp OPTO

Battery: Gens Ace 2200mah or 3300 55C 5S Lipo Batteries

RX battery: 3300 4.8v Eneloop

Prop: 14/10 folding



Available from Traplet Publications
Plan no. MW3657 + short kit

Construction CD available from designer
c_williams30@sky.com

