

Thames Valley Silent Flyers



LIFT

ISSUE 76

NOVEMBER 2014



Ray Watts, our guest speaker for August



IN THIS ISSUE



Middle Wallop



Club BBQ



Photo Competition

Wales Autumn 2014



Formation Flying on Annie's



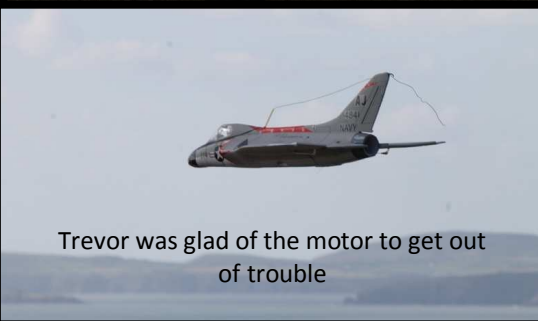
After 1½ hours my legs are killing me



You push, me pull - job done - sorted



How can we stop Colin hogging all the air space



Trevor was glad of the motor to get out of trouble

Wales Autumn 2014

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Photo on the Front Page this issue was taken during a talk by Ray Watts on indoor flying at the Binfield Club in August. The model Ray is flying is quite large (over a metre) for such a small room with a low ceiling.



Do you know someone who would like our club newsletter? To order a copy of the next issue (March 2015) 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. - **17th February 2015 for the March Publication.**

Editorial

By Tony Ridler



The end of the flying season is near with only the slope cross country competition to go. It has been several years since we managed to fly 90% of the competitions on the scheduled date.

Highlight for me was winning the electric cross country against all odds with the big boys not having it their own way. As for the leagues it is a question of "Must try harder", something my form master kept reminding me of 60 years ago!

Wales was another successful trip with the first half of the week brilliant, Thursday and Friday a bit like the parsons egg, good in parts. Fortunately very little damage to any of the models with the exception of Tony Morgan who had an incident with his new model.

One of my favourite outings is the Annual day out. This year we flew from the 'Mercury' slope, so called as it is next to the old Navy base, - HMS Mercury, not far from Butser Hill. This is an easterly slope with virtually no obstructing hills close enough to generate turbulence. This is a private MVSA slope and requires permission to fly from this slope.

Late afternoon the lift dropped off and the discus launch gliders were beating up and down the slope when almost nothing left would fly. We rounded off a brilliant day with dinner at the "Thomas Lord" in West Meon.

I must thank the CD's for providing me reports which you will find in this issue, together with reports of the club night speakers and activities. From my point of view Ray Watts once again provided an interesting talk which included demonstrating his latest indoor competition model.

The next club meeting will be the AGM, so come prepared with your views how the club is doing and how could the committee improve our enjoyment of TVSF, or maybe keep the "Status Quo", we need to hear your views and I need your items for LIFT, that is if I am elected Editor for a further year. Safe flying and see you at Moss End.

Tony.



While shopping for holiday clothes, my husband and I passed a display of bathing suits. It had been at least ten years and twenty pounds since I had even considered buying a bathing suit, so I sought my husband's advice. 'What do you think?' I asked. 'Should I get a bikini or an all-in-one?' 'Better get a bikini,' he replied. 'You'd never get it all in one.' He's still in intensive care.

Chairman's Chat

By Graham Stallard



Suddenly summer is over, leagues are done and the autumn Wales trip has been and gone. Well it's certainly been a better summer than last year. Most annual comps have been blessed with good soaring weather.

The club BBQ was again blessed with good weather as was the 100S. Innes made it to the BBQ and was genuinely grateful for the thank you gifts TVSF presented to him. The running of the livestock and arable has passed to Justin and Ben respectively who are taking care of this until a replacement for Innes is recruited. We have a good working relationship with both Justin and Ben who continue to support us using their fields. Oldlands has been 'mown' by the sheep so we should have the use of Oldlands until next spring.

The Friday Night leagues have enjoyed good weather with only one reserve required to complete the series. For the first time in 25 years or more I did not take part instead learning to fly full size on Friday evening. This culminated in going solo on the 1st August.

The club day out Thursday 4th September was a sudden change in venue. The planned site reported that a direct East or SSE was a bit naff so MVSA were approached and gave permission to fly their private Mercury slope. The forecast was light winds reducing to a nothing by 4pm. What a surprise to arrive to find a 15mph Easterly directly on the slope. After co-ordination with the para gliders we got down to wizzing around. All twelve of us enjoyed the good air and as forecast, the wind reduced as we flew DLG's in the late afternoon sun. A couple of MVSA members joined us and we had some interesting conversations with these chaps and other local flyers. The day concluded with a cross country drive down quaint country lanes ending up at The Thomas Lord pub in West Meon for a very good evening meal. Another classic day out leaving us all feeling 'it's good to be alive'.

The aero towing element in the club have enjoyed some great days out at Middle Wallop and Thatcham. Models have been completed and purchased and have made the most of the good conditions. Both Colin Hutchinson and Colin Davies now campaign HKM Nimbus 4 at 6.6M span. I must make sure to get to an aero tow next year with these two and so we can have 3 Nimbus 4's in the air at once, which will be a sight to see.

The talk by Deluxe materials was very informative with a large range of adhesives available at discount on the night. Quite a few including myself stocked up for the build over the winter. I have a few projects to get completed as I am sure others do or even start. So as you do a bit, take a photo and send them to Tony with a few words. If you have a smart phone it's even easier.

Hope to see you flying soon.

Graham 😊

Diary Dates

Date	Day	Item	Contact
04 - November	Tuesday	Club Meeting - Table Sale / Bring & Buy	
15 November	Saturday	Indoor Flying 15:00 - 18:00	TM
9 November	Sunday,	60" Pylon Slope Reserve 10:00 - 15:00	GS
23 November	Sunday	Slope reserve date , 10:00 - 14:00	GS
29 November	Saturday	Indoor Flying 15:00 - 18:00	TM
30 November	Sunday	Slope reserve date 10:00 - 14:00	JP
02 December	Tuesday	Club Meeting - AGM	
07 December	Sunday	BARCS AGM and Sale 10:00 - 17:00	GJ
13 December	Saturday	Indoor flying - Garth Hill Sports 15:00 - 18:00	TM
04 January	Sunday	Xmas Fun Slope meet 10:00 - 15:00	TH
06 January	Tuesday	Club Meeting - 2014 Awards	
03 February	Tuesday	Club Meeting - Indoor Chuckie	TH
03 February	Tuesday	Club Meeting	

Wales Week - CIM - 2 - 2014

Saturday

We had a great afternoon on Annie's in WSW about 18 mph

Sunday

Ceiriad - South flying most of the day apart from 2 spells of rain showers

Monday

After a slow start a great day split between Annie's (Cilan) and Ceiriad

Tuesday

Another split day some on Annie's and some on Ceiriad - but a super day

Wednesday

rain promised but we managed to fly till 13:00 on Ceiriad then again at 16:00

Thursday

Two groups managed flying on both Ceiriad and Cilan - winds 30-35 mph !

Friday

And finally another days flying SW on Ceiriad - A great flying week

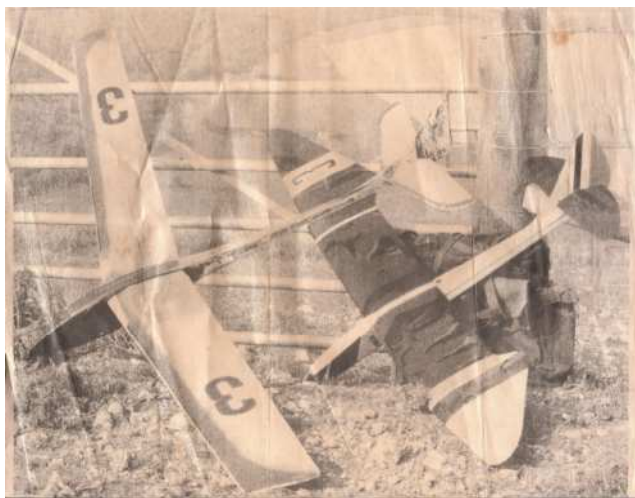


Nostalgia

By Trevor Hornby



I found this old crinkled sepia print of two of my early well flown models. Its circa 1984 and is a view of my old Mick Reeves - Algebra 100 and Marks Models - Mini Bird of Time viewed from the field on White Hill Kingsclere.



..and a couple of views at the time



MICK REEVES MODELS
Build quicker—fly better!

ALGEBRA 100

2.48m span (97 1/2 in) glider for 2ch. radio control.

David Reeves's versatile design with the curved outline. Developed over many years to be the ultimate in purpose machine for control or 'short flying'. The elegant, futuristic yet functional lines gives the ALGEBRA 100 a very distinctive appearance and it is ideally suited for the following classes where it has achieved many successes at local, national and international levels: Thermal soaring, Slope soaring, Cross country, Full scale task, and the new 'Standard 100' class.

Quick built kit includes: Ready veneered foam wings, all balsa and ply spars, control horn, rubber band, wing band and tubes, hinge material, control horns, motor transfer, etc.

MICK REEVES MODELS
MARCH, CAMBS, ENGLAND



Middle Wallop Aerotow July 2014.

By Colin Hutchinson

This was a two day affair at Middle Wallop, run by the Ghost Squadron, and I only attended on the Saturday as I had an appointment at a TVSF Mini Glider comp in Oldlands Field on the Sunday.

It was a good choice as the Saturday turned out hot, with light winds and absolutely spectacular thermals, and although the Sunday was also sunny, it was a good deal breezier, and there was more talk than flying at Wallop, but a lot of flying at Oldlands.

Before I go on I should say that the Ghost Squadron are the most professional, and the most pleasant tug pilots I have ever had the pleasure the fly with. If you are not happy they are calm, constructive and helpful; if you say release the line, they do so instantly; if you see a thermal they will change direction and take you closer; and if you say "Turn left please", they always turn left!!

It seemed to me that it was a day for large gliders, so to emphasise the sheer vastness of some of the machines at the meet I took a series of pictures of people carrying their gliders over to the launch point.

The second shot shows one of the ill-fated 6 meter K8 once sold by hyperflight.

As I understand it, they have been withdrawn from sale as they have an inherent weakness in the wing structure, and I believe the two that were at the meeting went home in bits rather smaller than they came in.

The great and good were there including Andy Schafer, Phil Hoegger, and Chris Williams, plus Bill Cook, Roger Stacey, Clive Learwood and myself.

It is always a bit tense as the glider is towed away by the tug, but Clive had good reason to be tense as it was the first flight of his newly finished glider, the Australian designed Kookaburra.

He need not have been nervous, as after a little adjustment of the elevator, the model flew well.

As I left Clive was flying in a thermal, gazing upwards to what seemed like a very small model.





Clive Learwood
Kookaburra



Bill Cooke K8

Bill can be seen about to fly his K8, and Roger his curious conversion of another Flair K8.

There were some amazing gliders on show, with some absolutely fabulous building in evidence, but the model of the show for me was rather smaller than some of the mega-machines.

The pod and boom glider is Bolus Baby Albatross, from the late 30's, and there is a fascinating history of the machine here:

http://www.scalesoaring.co.uk/VINTAGE/Documentation/Bowlus/Bowlus_Docs.html

I leave you with a shot of the pilot in my Minimoa, as he sums up exactly how I felt as I wended my way back home up the A303.

Colin →



Roger Stacey K8



A FLAVOUR OF SALONTA 2014

By Peter Williams



This year the European Free Flight Championships took place at Salonta, Romania near the border with Hungary.

A full British team of 9 flyers competed in F1a Glider, F1B rubber and F1C Power accompanied by a team manager and assistant TM.

Seven of us flew to Budapest on Thursday 7th August while the others drove from the UK. At Budapest I collected a hire car and drove the three and a half hour journey to Salonta. My SatNav was essential for solo navigation. Nearing Romania thunderstorms started and continued through the night.



Next day we were up at 5.30 ready for a 7.00am start in the first of two open internationals. We found the field to be a large area of grassland with an irrigation canal and maize, sunflowers, and bamboo crops on some sides.

A steel fenced compound enclosed European Bison in part of the field. These are part of a re-wilding scheme for Romania and are bred for eventual release. Derelict buildings that looked like the remains of a collective farm we nicknamed the "Gulag"! A farm with large aggressive dogs was identified as "mad dog farm"!

The field was covered in holes with rodents popping in and out all the time and insect bites were prolific. Power lines along one side of the field caused the instant demise of at least 3 planes during the competitions.

The organisation of the two open events was hopeless, no PA, no announcements, no information, no onsite facilities and late starts but the timekeepers were good. The first night I had no sleep in the un-air-conditioned room due to loud voices outside all night from the hotel staff so by the fourth round of the first event on Friday I was weary and gave up. Alan Jack won power in this first event, a good start.

Got my room changed and up again 5.30 on Saturday for the second open international. Feeling much better in spite of the noisy trucks which were easier to cope with than the loud voices. This event eventually started at 8.45 instead of 7.00 after several rumours of possible starts. Dropped some time in the first round but then maxed the next six in the very calm 35 degrees C conditions. I still don't know where I finished in this second event.

Sunday we were up early for fly-offs carried over from the previous evening and Ken Faux won power, another good start. I opted for some rest so returned to the hotel and didn't practice during the day.

Monday was for practice so expecting very light wind for the Championship I went out in the evening calm (2-3mph) to set-up my planes. My best low drag aerofoil plane looked good after some tweaking and also my two calm air slow planes. Big decision was which four planes to register for the champs. The forecast said very light wind increasing in the later rounds so I went for the best LDA, two calm and one windy plane.

Tuesday was for model registration, four planes allowed, and the opening ceremony in the evening. Twenty nine countries taking part.

Up at 5am and to the field for a 7am start. Unlike the two earlier events the Championship organisation was very good, PA working with clear announcements and started on time and temporary bridges installed over the canal for retrieval.

Very nervous in the almost flat calm first round but launched the LDA plane well and maxed comfortably, what a relief. Richard Jack dropped 14 seconds. Next five rounds in light winds so continued with the LDA plane and picked useful air each time. Wind was increasing a bit but decided to stick with the same plane for the sixth round.



Big mistake, the wind increased as the round started. I watched John Carter drop 12 seconds then it was my turn. Planes were coming through in good lift on my right so towed up and circled for a launch. The thermal lifted the right wing as I accelerated and the plane veered left into the ground at horrendous speed to destroy itself. Got out my windy plane for a second attempt and found a terrific thermal. Used radio dethermaliser to avoid retrieval problems for the downwind team. Seventh round in good lift to max out.

Made the fly-off. Returned to hotel for a late lunch and a rest then back to the field for the first fly-off with a 5 minute max at 7pm.

Still breezy so used the windy plane. Thirty nine in the fly-off so very crowded with everyone circling along the line. Air felt good early in the 10 minute slot so went for a launch, 3.43, not enough but not a disgrace and top Brit.

There were nineteen going for 9 minutes in the final fly-off at 8.00pm which Robert Lesco of Croatia won after an amazing launch and the only person to achieve the max. of 9 minutes.

Next two days up at 5.30 for retrieval duties, first for F1B and then for F1C. Flying each day was 7.00 am until 2.00pm then back to hotel for late lunch before returning for fly-offs at 7.00pm.

Saturday, relaxation at last. Went to Oradea with some of the team and enjoyed a nice outdoor lunch and sight-seeing of the old part of the city. Grand old buildings from the Hapsburg era are slowly being repaired and are good to see. Closing banquet at our hotel in the evening with many teams swapping news and ideas.

A leisurely drive to Budapest on Sunday was very pleasant enlivened by being stopped on a quiet country road for a random breath test. I guess they are out to catch Saturday night revellers.

The British team did not collect any hardware in the Championships but had the fourth highest total team score having dropped only 78 seconds during the rounds of the three classes. Our best individual results were Neil Allen 6th in F1C(52 flew), Peter Martin 16th in F1B(77 flew) and myself 31st in F1A (83flew).

Arrived home with an infected insect bite on my ankle and a stiff neck, so off to the doctor for a blood test to check for tic borne diseases and a precautionary antibiotic for lime disease. Fortunately all clear.

Overall quite an endurance test but good to fly with the top Europeans and see the latest planes and performance.

Peter →



No	Name, Surname	Country	FAI License	ROUND								fly off	
				1st	2nd	3rd	4th	5th	6th	7th	Result	1st	2nd
1	LESKO ROBERT	CROATIA	F-002	210	180	180	180	180	180	180	1290	300	540
2	ANTON GORSKY	RUSSIA	RUS485	210	180	180	180	180	180	180	1290	300	394
3	FINDAHL PER-Ech WILLIAMS	SWEDEN	SWE 15125	210	180	180	180	180	180	180	1290	300	389
31	CHRISTOPHER	GREAT BRITAIN	GBR 052853	210	180	180	180	180	180	180	1290	223	
42	CARTER JOHN	GREAT BRITAIN	GBR 050520	210	180	180	180	180	168	180	1278		
45	RICHARD JACK	GREAT BRITAIN	GBR 051191	196	180	180	180	180	180	180	1276		

Club BBQ - August 2014



It's all in the layout



The Managers issue instructions



The Cooks do their own thing



The Managers and troops are fed



One satisfied customer



Presentation to Inns

The annual club BBQ was in the 3rd of August, the weather was first class as was the vitals. Thanks to Vic for "hunter gathering", Phil and Andy for cooking and various for the BBQ's



Thermal 100" 3rd August 2014

A nice "Bouncy Lift" day with 9 competitors, 4 rounds which was started at 10.10am and finished dead on 1.00pm, in time for the Club BBQ. Results were posted out by email to all pilots. Winner was Colin Hutchinson, with Terry Pelling second and Martin Gilbert third, well done to all.

Chris Moynihan



Club Open Sunday 31st August

By Colin James



The forecast for the day was quite promising with 8 -12 mph West to Northwest winds, so we set up in the west sector of Oldlands to the track which meant lines were a little short, with the landing spots on the other side of the track.

In reality the wind stayed pretty much due west all day.

With only seven pilots competing, slots of 3 and 2, there were a few occasions when we flew against each other more than once. After a consultation, the pilots elected to fly four rounds before the two fly off rounds for the top three.

In round one only Colin got near the ten minute target with a 9.40 and max landing. Tony landed outside the 75m circle and lost his first round score. Pity really as he had the longest first slot flight time. Round two was particularly sinky but conditions improved throughout the morning.

Martin Gilbert flew two 100s models, settling on an Eliminator which performed particularly well and he often disappeared downwind to find his lift and winning a couple of slots.

We completed 3 rounds before stopping for a lunch break around 12.30, when we were entertained by Buzzards and Kites showing us how it should be done.

Round 4 saw plenty of 9 minute flights, with lift all over and pilots ranging far and wide, though no one really flew over Wellers Wood, probably discouraged by starting so close to the no fly zone.

Positions after 4 rounds

Colin Hutchinson	3867
Peter Williams	3750
Me (Not fourth at last)	3605
Martin Gilbert	3442
Steve Cope	3307
Roger Critchley	3018
Tony Ridler	2930

So the fly off of two 15 minute slots was between Colin, Peter and myself.

Slot one started off really promising with light but consistent lift which petered out after about seven minutes with all three of us coming into land for eight minute flights when I managed to pick up a little lift on the downwind leg of my approach. It wasn't strong but I was able to work it at low level until it eventually broke away but got very turbulent and difficult to follow but I managed a 14.11.

So slot two saw Col and Peter launch on the button and I sat and waited till I saw they

were getting away and joined them in the most incredible lift. I was so high, I was having real trouble seeing and controlling the model, having to porpoise it to get it to flash and then my talker Steve pointed out that Peter was even higher than me. I believe he flew about 5 minutes on full crow without the model visibly coming down.

I chickened out and landed after 12.40, knowing I'd done enough and to give me a chance for a discreet bit of trouser inspection. Colin went on to fly 14.46 and Peter 14.45.

Final scores were

Colin 1566

Peter 1570

Me 1837

Models were:

2 x Pike Perfects,

2 x Xplorer,

Eliminator,

X21,

Escape and Charisma (Steve)

Great day and thanks particularly to Steve Cope, Martin Gilbert and Tony Ridler for driving the slot timer when needed. →

Impossible loads made possible via African transport



MINI GLIDER 5 + ANNUAL COMP. 21st September 2014

By John Price



It started off quite windy and died down slightly but so did the lift.

There were 6 part tissy pants, 5 of whom were bungeeing. Only Mike was discus launching which put him at something of a disadvantage.

We couldn't use Oldlands because of the sheep in it so we had the use of Three Fields. The crop there had been harvested, leaving short, sharp stubble which could easily puncture the wing skin of a DLG. Fortunately, right over in the far corner was a small triangle of grass which was about the area of a landing box; so we all drove round the rather rugged perimeter of the fields.

During the afternoon there were occasional good thermals and several 3 min maxes were scored. Colin got the most....3.

I was rather annoyed because Colin won with a Blaster 2 that I had sold to him. I had a Blaster 3. I am slowly coming to the conclusion that Colin is a very good flyer. Even better than me.

It was a nice leisurely comp as these days we only do 12 flights per person.

RESULTS :- Colin Hutchinson.....1000

John Price.....767

Trevor Hornpipe.....644

Mike Fantham.....641

Roger Stacey.....561

Tony Ridler.....558

MINI GLIDER 6 12. 10. 14 (My birthday)

There were only 3 flyers and none of them brought me a present.

It was overcast all day with the sun trying to break through but not succeeding. There was a very light NE wind and quite a lot of thermal activity kicked off by the trees. I got off to a good start with a max. In the lee of the trees there was sometimes massive sink and turbulence, resulting in 4 landings outside the box.

On about Mike's 8th flight his Bonus shed its fin, no doubt due to his powerful launches.

It still seemed quite controllable and Mike go it down onto the ground with no further damage.

After 8 flights I was leading but then Graham really got in a groove and his last 4 flights were all maxes, making a total of 6.

RESULTS :- Graham Stallard.....1000
John Price.....,.....787
Mike Fantham.....536



Colin and John with big smiles at an earlier competition

Moose Hunting Trip

Paddy and Mick arrived in Quebec for a moose hunting trip and hired a private pilot to fly them deep into the Canadian wilderness.

After many mishaps and adventures, by the end of the trip they had managed to bag a moose each.

As they were loading the plane to return, the pilot said he could only take the hunters, their gear and one moose, due to load constraints.

The hunters objected saying, "Last year we shot two, and the pilot let us take them both...and he had exactly the same plane as yours."

Not wanting to be outdone by another bush pilot, their pilot reluctantly gave in and everything was loaded.

However, even under full power the little plane couldn't climb above the tree tops and went down in the wooded wilderness.

Somehow, surrounded by the moose, clothing and sleeping bags, Paddy and Mick survived the crash.

After climbing out of the wreckage, Paddy asked Mick, "Any idea where we are?"

Mick replied, "I'm pretty sure we're close to where we crashed last year."

Airspeed: Speed of an airplane. Deduct 25% when listening to a Navy pilot.

Engine Failure: A condition which occurs when all fuel tanks mysteriously become filled with air.

Firewall: Section of the aircraft specially designed to let heat and smoke enter the cockpit.

What size pilot is right for your scale?

By Trevor Hornby

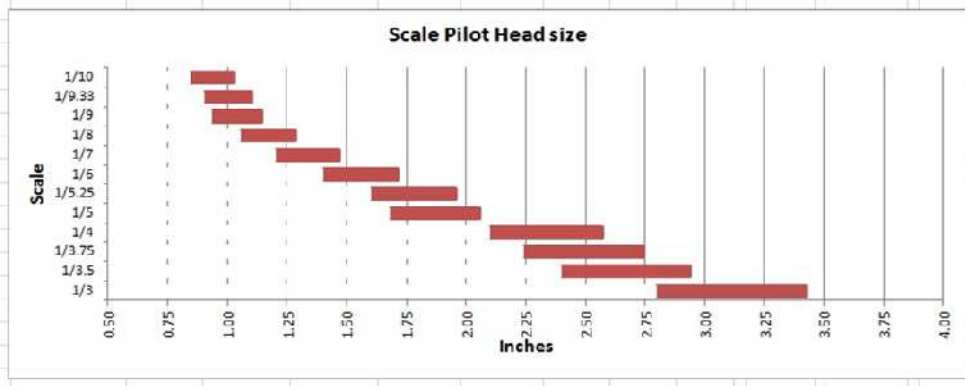


This is a question I asked myself some time ago.

My approach: I figured the obvious component, the one that's always seen, is the head so that's where I started from.

Assumptions: Firstly what proportion of the body is the head and then what is the mean height of an adult male. Head proportions are referenced in many guides for artists as 1/7 to 1/8 of their height and from Google the average height in 2013 was 5'9.2". From this data and using a height variance of 2.5", I constructed the following tables. Units are Inches.

Scale pilots									
INCHES		head principle 1/8		head principle 1/7		Overall		Mean	
Head is		0.125 of body		0.143 of body				0.134	
		Inches		Inches		Inches		Inches	
		Max	Min	Max	Min	Max	Min	Mean	
Mans Height		72	67						
Head		9.00	8.38	10.29	9.57	10.29	8.38	14.47	
Scale head									
									mean head length
1/3	0.333	3.00	2.79	3.43	3.19	3.43	2.79	3.11	3.1
1/3.5	0.286	2.57	2.39	2.94	2.73	2.94	2.39	2.67	2.7
1/3.75	0.267	2.40	2.23	2.74	2.55	2.74	2.23	2.49	2.5
1/4	0.250	2.25	2.09	2.57	2.39	2.57	2.09	2.33	2.3
1/5	0.200	1.80	1.68	2.06	1.91	2.06	1.68	1.87	1.9
1/5.25	0.190	1.71	1.60	1.96	1.82	1.96	1.60	1.78	1.8
1/6	0.167	1.50	1.40	1.71	1.60	1.71	1.40	1.56	1.6
1/7	0.143	1.29	1.20	1.47	1.37	1.47	1.20	1.33	1.3
1/8	0.125	1.13	1.05	1.29	1.20	1.29	1.05	1.17	1.2
1/9	0.111	1.00	0.93	1.14	1.06	1.14	0.93	1.04	1.0
1/9.33	0.107	0.96	0.90	1.10	1.03	1.10	0.90	1.00	1.0
1/10	0.100	0.90	0.84	1.03	0.96	1.03	0.84	0.93	0.9



Example interpretation: a 1/4 scale pilot's head should be between 2.1 – 2.6 inches →

TVSF Branded Garments



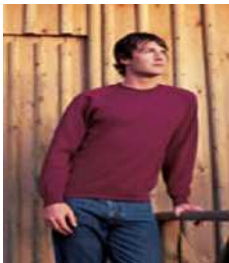
Polo Shirt

Heavyweight Pique Polo Shirt



Sweat Shirt

Raglan Sleeve Sweatshirt



Fleece

Full Zip Outdoor Fleece



Order options: Tick one box in each sec- tion.	Polo Shirt	Sweat Shirt	Fleece	Bronx Hat	Base Ball Hat
Price	£11	£12	£18	£7	£6.50
Quantity					
SIZES					
S : 36"				NA	NA
M : 38"-40"				NA	NA
L : 42"				NA	NA
XL : 44"				NA	NA
2XL :46"-48"				NA	NA
Head wear all one size.					
COLOURS					
White					
Burgundy					
Yellow					
Black					
Smoke / Grey					
Green					
Blue / Royal					

Baseball Cap

6 Panel Struc-
tured
Brushed Cotton
Baseball Cap



Bronx Hat

Acrylic Knitted
Thinsulate
Bronx Hat
With Turn-Up



ORDERING

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

Don't forget to give a contact telephone
number.

Thames Valley Silent Flyers



All-Rounder position as

		Indoor Chalkie	Mini Glider	Mini Glider League	Hand Launch P/F	Friday Night League	Open Thermal	100s Thermal	Electric Xcountry	Electric PNL	Electric Thermal	F3F
2014 Pilots Name												
Colin	Hutchinson	8	10	15	10	15	8	10	8	13	10	9
Peter	Williams	9		10	7	12	9	5		11		8
Trevor	Hornby	6	8	9	8	13			5	14		7
John	Price	10	9	12	9							6
Tony	Ridler	2	5	8		10	4		10	10	6	
Graham	James	3		7		14	10	7		12		
Graham	Stallard			14					9		7	10
Roger	Critchley					11	5	4	7	9		
Chris	Moynihan							2		15	5	
Steve	Cope					9	6	6				
Mike	Fantham		7	13								
Terry	Pelling							9	6		4	
Roger	Stacey		6	11								
Martin	Gilbert						7	8				
Steve	Elkin	1						3	4		3	
Glynn	Chambers										9	
Joel	West										8	
Peter	Wood									8		
Stuart	Brown									5	2	
Alex	Gow	7										
Terry	Weeks									7		
Bill	Cooke									6		
Chris	Hornby	5										
David	Puddephatt											5
Richard	Thornton	4										
Vic	Harris	1										

s at 20th October 2014

Cross Country	Aerobic	Annual Pylon (foamie)	Annual Pylon (crunchy)	Thermal Allrounder	Electric Allrounder	Slope Allrounder	Club total points	Club Allrounder points	Club Football			
	8			76	31	17	124	124	1		Gold	1st
	6			52	11	14	77	77	2		Silver	2nd
				44	19	7	70	70	3		Bronze	3rd
	10			40	0	16	56	0	0		2m Win	1st
				29	26	0	55	0	0		2m RU	2nd
				41	12	0	53	0	0			
	9			14	16	19	49	49	4			
	7			20	16	7	43	43	5			
				2	20	0	22	0	0			
				21	0	0	21	0	0			
				20	0	0	20	0	0			
				9	10	0	19	0	0			
				17	0	0	17	0	0			
				15	0	0	15	0	0			
				4	7	0	11	0	0			
				0	9	0	9	0	0			
				0	8	0	8	0	0			
				0	8	0	8	0	0			
				0	7	0	7	0	0			
				7	0	0	7	0	0			
				0	7	0	7	0	0			
				0	6	0	6	0	0			
				5	0	0	5	0	0			
				0	0	5	5	0	0			
				4	0	0	4	0	0			
				1	0	0	1	0	0			

Why do RC airplanes crash?

An article taken from the internet by an anomalous writer.

There are several reasons why our beloved planes meet an untimely end. The number one cause is pilot error; either the pilot is flying beyond his or her abilities, or flying a plane that's too advanced. Or perhaps they make a genuine mistake because of, say, disorientation - even experienced RC pilots make the wrong stick movements sometimes!

Equipment failure is another reason. In fact pilot error is commonly disguised as equipment failure! Unwanted radio interference is a known killer of RC airplanes, but with the advent of 2.4GHz radio control systems this is becoming less common, fortunately for us pilots. Sometimes the transmitter to receiver signal is temporarily lost though, even in 2.4 systems.

Flying surface or control surface failure can also be the guilty culprit in bringing down our planes, especially if the builder did a less than satisfactory job on the hinges!

Yep, there are several different reasons why RC airplanes crash. Prevention is better than cure, but sadly it takes a crash to figure out what went wrong and hopefully prevent it happening again in the future. This hobby is all about learning from our mistakes, and sometimes we have to do it the hard way!

But laughs aside, understand this...

RC airplane crashes are all part of the hobby, there's absolutely no doubt about that. Any RC pilot who tells you that he/she hasn't crashed his/her model airplane obviously hasn't been flying for long enough!

This page shows what can happen when things go wrong, and is written in a way that might appear to be making fun of the pilots involved. Not so! I've merely tried to take the sadness out of the experience.

I myself have crashed my fair share of RC airplanes, some of which had taken many hours to construct from a kit. I've flown with many RC pilots who have crashed their beloved, and often expensive, model planes. And although the moment of a serious crash is heart-breaking, one thing usually happens soon after the crash - the pilot smiles, even laughs about it! Maybe it's just his/her way of expressing the sudden grief of losing something so precious, but it happens.

So what's my point?... Don't get too upset if you crash your RC airplane. It happens. Be a man about it. Smile about it, even laugh about it.

Yes, it's a great shame that your model has met an untimely departure, but pick up the pieces and move on! Look on the bright side; you can have an early beer, even get home in



time for the big game. Not to mention the sympathy you'll get from your other half, when you do return home, plastic bag in hand...

In fact, milk it all the way. Phone home in advance and give the bad news. There'll be a cold beer in your hand as soon as you walk through the door.

And if you happen to witness an RC airplane doing something that the pilot didn't want it to do, here are some handy tips on how to react - a bit of 'RC airplane crash etiquette', if you like...

Keep quiet - let the pilot have the first word.

Cover your ears if you don't like swearing or blasphemy.

Let the pilot walk back to the flight line, don't go running over to him ready to initiate a group hug.

Don't offer him £10 for his transmitter.

Don't hand him your plastic bag, let him use his own - it's part of the wreckage collection ceremony.

Offer to help look for the wreckage if the plane came down out of sight, but don't go sprinting across to the crash site - this indicates your urge to salvage the good parts to sell on eBay.

Don't offer to take photos until the pilot mentions the idea, and hide the fact that you had your camera turned on before the plane hit the ground.

Don't make comments such as "I would never have tried that manoeuvre myself", or "It's so easy to get disoriented sometimes", or "Are you sure you remembered to put the radio gear on charge last night?"...

Instead, offer constructive, tactful comments such as "Well, think of what your Christmas present will be!", or "Well, it doesn't look so bad - maybe a bit of epoxy here and there", or "Well you said you wanted to build a new model"...

And whatever you do, never ever ever mention pilot error!

Saying the words "pilot error" is a definite no-no. Instead, just sympathetically nod your head in agreement with whatever the pilot blames. And if he blames himself (very rare), disagree with him completely and reassure him that the crash was caused by an outside influence completely beyond his control - in fact tell him you saw the UFO that shot his plane down.

You'll be friends for life

But the most important point of all...

Don't let this page put you off RC flying! →



Our speaker for August was Ray Watts, a man of many talents, this month his topic was indoor flying.

My story of how we did the EIM comp that was printed in the last newsletter, so I thought I might give a bit of history of indoor flying as I see it.

Indoor Flying. Where did it all start for me?

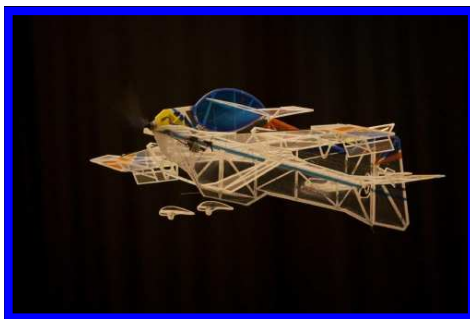
When I started club flying rather than just in the local school field, which was when I got transport at the age of 17, the club I belonged to flew on a Sunday morning. I could go to Beaulieu Aerodrome in the afternoon, but in the winter when the weather was bad we still wanted to get some sort of fix. So we started doing indoor car racing in the local village hall.

We were all using Mardave or Tamiya cars and it was good fun, and relatively cheap in a fairly level playing field. We did this for about 2 or 3 years until someone turned up with a Schumacher car and latterly wiped the floor with us. Someone else followed and that was that. These cars were about 4 times the price with multiple tyre options, twice the speed, and that took the fun out of it. So I stopped car racing.

Still wanting to stay warm I had an occasional go with indoor free flight, but to be honest, my building wasn't that good and my models didn't stay up very long.

So I needed another indoor fix. Then at one of the free flight meetings sometime in the late 90's, a friend of mine, Ron Colmer had a new indoor RC plane. The Pico Stick.

I was more experienced at flying than him so he let do the maiden. It wouldn't turn and hit the wall on the other side of the hall, so RC got banned there. We later found adding extra dihedral helped.



Then there was a Free mag plan for a Femto 400. Like an indoor fun fly. This got me started but it was still too heavy at around 12 ounces. I flew it more outside than in.

I had a Pico Stick by now so at least I could fly indoors.



Around 2002 – 2003 The Shock Flyer designed by Martin Muller and kitted by Ikarus came out.

Now I'm not good at following new fads.....I can remember the iPod coming out...which I thought would never catch on. Well I thought the shock flyer looked too fragile and likewise would never catch on. But it did. And with me too. In fact I had several.

Yak 54

Now the problem up to now was that we were using Nicads and brushed motors, usually small geared motors. The nicads were 50mah up to 200mah or maybe 300mah Nims. All 8 cells. Any more, was too heavy. But at this weight you were lucky to get 2 minute flights and all the real power was gone after 30 seconds or so.

The Ifo and Mini Ifo was popular. Mine dates back to 2004.

Then came Lipo's and Brushless. Only for the rich at first, but then prices started to come down. However, we weren't very knowledgeable about how to apply the new technology. We were using 3s 500's or more, and fairly heavy motors. The Shock Flyers were reinforced with triangular balsa, so the average plane weight was around the 250 to 300 gram mark. Nobody realised at that stage that even lighter models would actually bounce better.

In 2005 I made an Icarus Pitts, to fly in a one court hall, as it had 2 wings. It took a while to master, but after a few crashes I became proficient with it.

Then someone realised that we could fly on 2s with lighter motors and we were off to the races.

Model weights were down to 200 grams and they flew much better.



Then around 2006 to 2008, we were getting Wowed by Youtube videos (if you had a fast enough internet connection that is) of people like Martin Muller and Pauzuolis Donatas doing amazing tricks indoors, and shortly after that precision flying came in which let in a whole new era.

Deluxe



The lightweights had started to arrive.

Precision flying was a whole new ball game demanding very straight and well balanced planes to be built and Milling came in.

Plane weights now in 2009 came down to 150 grams, so in 5 years the weight had halved. Comps were now running and it was very serious in precision flying. But freestyle and Aeromusical was still a sport and novelty thing except in the US where it was a comp class. **Disney**

Several personal innovations appeared in the next 2 years, but in 2011 the Dutch designer Earnst Disse, designed the Disney. This could be built to around 100 grams reasonably easily and flew with amazing precision. Everyone wanted one in Europe. Some like Donatas made similar versions of it.



We were now flying on 2s 120mah Lipos and 15 gram Glavak motors with Carbon props.

Contra Rotating Prop motors were developed to eliminate torque so that the plane flew straighter.

However, Aeromusical was now an official comp class, and it didn't look good if it was done with 100 gram planes. In fact the current best weight is around 150 to 170 grams. This allows momentum for flicks and fast passages to be flown in well choreographed routines in a 2 minute slot.

Donatas was one of the best at Aeromusical but Gernot Bruckman has now taken over that seat in Europe.

"Ray showed a video of Aeromusical competition flight.

It can be found at the following web site - Ed"

<http://airtoimedia.nl/web/upload/JurgenHeilig/DM2008-F3P-AM-PD.wmv>



2012 Saw the Miss Piggy which was a development of the Disney where both planes are equal area and this allows it to fly even more precisely.

But then came Mylar!!

2 planes stand out. The Gernot Bruckman Trivia and this, the AlanRCfly Elanor Feather. These can be built to around 75 to 80 grams on 2s 120's and are the most precise indoor planes yet. Perfectly balanced and stable in all planes.

All the round carbon you see is tube, even the 0.5mm diameter. Tube is stiffer than rod and lighter.

Some planes have been made of all carbon and no depron, which is stronger but very fiddly.

The Swiss competitor this year said his airframe took over 100 hours to build before the installation began.



For my comp flying I ended up with the Elanor here and after much Practice and doing the Northern League events last year I won my class in the Northern League and the EIM UK Masters. But relentless practice is the only key to precision.

However, my favourite indoor flying is still with an Ipad playing through earphones and doing freestyle. Oddly, I can do things when I'm flying to music that I can't replicate when not listening to music. I can't answer it

Demo Elanor (*Bottom Photo*)

There has been further development since my talk and now we're talking sub 37 gram auw 1s planes. It really is getting silly now.

See the video link below

<http://www.youtube.com/watch?v=Hlhw8vbullY>

Can I finish with a couple of tips on glues

The best Cyano I have found yet is Hobby King Super Gold (not the + version as this is thicker). This is also available through Horizon under the brand name Bob Smith Industries. It sets quick and is strong.

For 5 minute epoxy I use this stuff from Toolstation after seeing Nigel Hawes mention it in RCM&E and costs £2-20 per pack, sets in 3 to 5 mins and dries after a couple of hours to a dry hard finish, unlike some. →

My Comp Flight at the 2014 EIM

<http://www.youtube.com/watch?v=Dfj9MevmFBQ>



September was the annual photo competition hosted by **Roger Stacey**. Once again he showed he has an eye to a good picture by winning two categories.

Rogers report.

TVSF Photo Competition Sept 2014

The TVSF photo competition took place at the September meeting and the winners of each of the classes were:

Class A - A TVSF member and model in action – 1st Colin Hutchinson, 2nd Chris Moynihan

Class B - A TVSF member's model in flight – 1st Mike Fantham, 2nd Chris Moynihan

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

Class D - A Civil Aviation photo – 1st Roger Stacey, 2nd Tony Ridler

Class E - A Military Aviation photo – 1st Roger Stacey, 2nd Tony Ridler

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

TVSF Favourite Photo – Mike Fantham

Another very good year with the number of entries slightly up compared to the last two years. The standard of photos submitted was very high again with votes spread across many entries although the Class winners and the Favourite photo were decided by a clear majority of votes. I had to separate a couple of joint seconds.

The overall Favourite Photo from Mike Fantham was an outstanding atmospheric shot and a well deserved winner. (*see the rear cover*).

Roger Stacey



Class A and F - Winner
Colin Hutchinson



Class B - Winner also TVSF Favourite Photo
Mike Fantham



Class C - Winner
Mike Fantham



Class D and E - Winner
Roger Stacey



Class A - Winner Colin Hutchinson

Class B - Winner - Mike Fantham



Class C - Winner - Mike Fantham



Class D - Winner - Roger Stacey



Class E - Winner - Roger Stacey



Class F - Winner - Colin Hutchinson

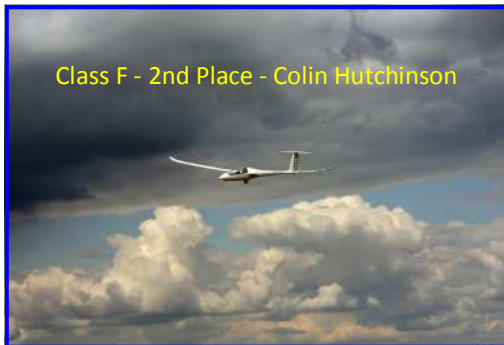


Class A - 2nd Place - Chris Moynihan



Class B - 2nd Place - Chris Moynihan

Two Mexican detectives were investigating the murder of Juan Gonzalez.
'How was he killed?' asked one detective.
'With a golf gun,' the other detective replied.
What is a golf gun?' 'I don't know. But it sure made a hole in Juan.'



The graveside service just barely finished, when there was massive clap of thunder, followed by a tremendous bolt of lightning, accompanied by even more thunder rumbling in the distance. The little old man looked at the pastor and calmly said, 'Well, she's there.'



Chris Moynihan flying his Alpina at Annie's, Oct 2014

Club Night Activities **October 2014**

Our October presentation was by John Bristow assisted by his wife Vivienne.

"As both chemists and modellers, we are passionate about finding new and better solutions to modelling tasks. We take pride in caring for you the modellers through our formulations. If you are already one of our customers we thank you and if you are not we hope to serve you soon."



"The products on the left are just two of a large range which covers not only aero-modelling but many other hobbies and general industries."

"There are many more techniques and articles kindly published by our many magazine partners that can be downloaded from our website"

www.deluxematerials.com



Slope Day - September 4th 2014

We flew from the 'Mercury' slope, so called as it is next to the old Navy base, - HMS Mercury, not far from Butser Hill. This is an easterly slope with virtually no obstructing hills close enough to generate turbulence. One needs to belong to MVSA or have special permission to fly from this slope.

The wind was mainly East however from a reasonable blow of 12 - 15 mph in the morning it tailed off during the day to a light breeze but was generally on the slope.



The nostalgic photo above was taken by Brian Pettit on the last occasion we had a slope day out on Mercury, the 18th September 2002.

This year nine flyers, enjoyed a long day of flying. Several MVSA members joined us during the day.

We were aware that Para Gliders also use this site and during the day several came and went. The wind was too light for them to “get away” and just hung a few metres up then landed.

There is a local arrangement that MVSA would use the North end and the Hang/Para Gliders would use the South end of the slope.

Graham Stallard arranged the evening meal at the Thomas Lord in West Meon so about

5:30 our thoughts started to turn to the important topic - Dinner!

The 'Thomas Lord' in West Meon served an excellent meal. The food, beer and atmosphere were good, bringing the day to a very pleasant conclusion. By comparison to the cold grey day in 2002 we had very pleasant weather. Tony R →



Colin with his Minimoa



Roger with his Condor



Graham S, Graham J, Colin & Roger



John Price

Farnborough Wind Tunnel

By Colin Hutchinson

Just before this year's Farnborough Air Show I visited the last remaining original building on the Farnborough airfield site, the iconic 24 foot diameter wind tunnel.

Opened in April 1935, it is the largest wind tunnel in GB, and the largest return type tunnel in Europe. It was very dusty, so presumably very little has been done to it since it was last seriously used back in the early 1960's. The level of skill and precision employed in its construction to minimise wind-flow disturbance was incredible, even by today's standards. The huge fan, 24 feet in diameter, and the vast 40 foot high return duct and cathedral-like preparation and testing area, meant that whole aeroplanes could be tested.

By whole of course they meant aeroplanes up to about the size of Spitfires, anything bigger than that had to be tested by using models of the original.

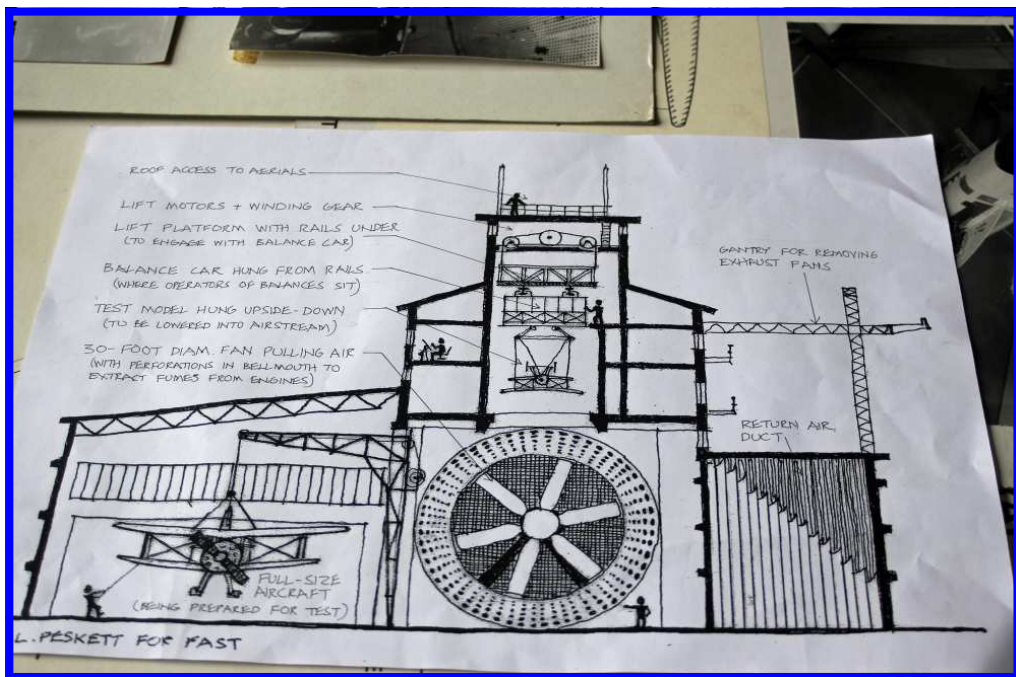
I was warned to take a torch, as the 40 foot high return duct area was unlit, but even with a good torch, the inky blackness was hard to penetrate. Then when I finally managed to squeeze through the concrete vanes at the end of the duct, the 6-bladed fan seemed absolutely vast. Each blade weighs a mere 600 pounds.

All around were instruments calibrated in pre-metric measures. Good old pounds per square inch and the like abounded, along with inches of dust, and the odd note written and stuck to various pertinent places on the control boards, presumably by the great wind tunnel testers of the past.

Despite taking the widest angle lens I have was still unable to fit all of the fan into one shot, or capture the size of the test and preparation area, so I took a shot of an illustration of it to give an idea of exactly



what was going on. In the diagram the hoist holding the biplane has a lifting limit of three tons, and there are two of them, so you can see that large and quite heavy objects were being considered.



Meanwhile in the background there was the constant drone of a fleet of Lancaster Bombers flying past, which according to my guide was gleaned from an original recording only recently discovered.

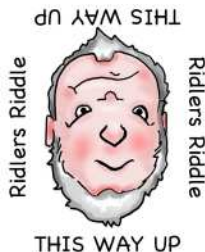


An amazing visit. →
Colin



TVSF Puzzle Corner

The puzzle in the last issue was called "Name the Aviators", however the names were reversed and hidden in code. Answers



K	C	O	C	L	A
---	---	---	---	---	---

N	H	O	J
---	---	---	---

John Alcock - First aviator to fly the Atlantic

L	L	A	B
---	---	---	---

T	R	E	B	L	A
---	---	---	---	---	---

Albert Ball - Shot down 47 aircraft in the first world war

T	O	I	R	E	L	B
---	---	---	---	---	---	---

S	I	U	O	L
---	---	---	---	---

Louis Bleriot - First aviator to fly the channel

This issue has a couple of LOGIC problems for you to solve. Answers in next LIFT or if you cant wait, email me for the solution.

The Jar of modelling pins

A jar contains 75 white headed pins and 150 black ones.

Next to the jar is a large pile of black modelling pins.

A somewhat demented modeller removes the pins from the jar, according to the following strange rule:

He removes two pins from the jar at random. If at least one of the pins is black, he places it on the pin-pile and drops the other pin, no matter what colour, back in the jar. If both pins are white, on the other hand, he discards both of them and removes one black pin from the pile and drops it in the jar. At each turn of this procedure, the jar has one less pin in it.

Eventually, just one pin is left in the jar.

What colour is it?

The Red Kite

Two friends decide to go flying together; so they start riding their bikes with their little chuckie gliders towards each other.

They plan to meet at the Moss End flying field which is halfway. Each is riding at 6 MPH. They live 12 miles apart.

One of them has a pet Red Kite and it starts flying the instant the friends start travelling.

The Red Kite flies back and forth at 18 MPH between the 2 friends until the friends meet.

How many miles does the Red Kite travel?

Musings from my anonymous friend.

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

Brilliant Beijing Hotel Brochure - Translated as only they can.

A friend went to Beijing recently and was given this brochure by the hotel. It is precious. He is keeping it and reading it whenever he feels depressed. Obviously, it has been translated directly, word for word from Mandarin to English.

Getting There:

Our representative will make you wait at the airport. The bus to the hotel runs along the lake shore. Soon you will feel pleasure in passing water. You will know that you are getting near the hotel, because you will go round the bend. The manager will await you in the entrance hall. He always tries to have intercourse with all new guests.

The Hotel:

This is a family hotel, so children are very welcome. We of course are always pleased to accept adultery. Highly skilled nurses are available in the evenings to put down your children. Guests are invited to conjugate in the bar and expose themselves to others. But please note that ladies are not allowed to have babies in the bar. We organize social games, so no guest is ever left alone to play with them self.

The Restaurant:

Our menus have been carefully chosen to be ordinary and unexciting. At dinner, our quartet will circulate from table to table, and fiddle with you.

Your Room:

Every room has excellent facilities for your private parts. In winter, every room is on heat. Each room has a balcony offering views of outstanding obscenity! .. You will not be disturbed by traffic noise, since the road between the hotel and the lake is used only by pederasts.

Bed:

Your bed has been made in accordance with local tradition. If you have any other ideas please ring for the chambermaid. Please take advantage of her. She will be very pleased to squash your shirts, blouses and underwear. If asked, she will also squeeze your trousers.

Above All:

When you leave us at the end of your holiday, you will have no hope. You will struggle to forget it.

That's all for this issue of LIFT, to be sure to get your articles to me early for the next issue.

