



LIFT

ISSUE 78

JULY 2015
THE NEWSLETTER OF THE
THAMES VALLEY SILENT FLYERS



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Blanik



AV36



Wales

Wales 1 - 2015



See Colin Hutchinson's Report on Page 21

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TVSF Committee



Chairman	Graham Stallard (GS)	01344 481275
Vice Chairman & Safety Officer	Chris Moynihan (CM)	01753 889825
Secretary	Steve Elkin	01628 605510
Treasurer	Richard Thornton	01189 629168
Competitions Secretary	Colin Hutchinson	01252 654618
Membership Secretary	Ian Lancaster	01189 760523
Records Officer	Graham James	01932 226327
Newsletter Editor	Tony Ridler	01252 542720
Other contacts;		
(JP) John Price 01189 414766;	(TH) Trevor Hornby 01252 870677	
(PW) Peter Williams 01252 842120	(TM) Tony Morgan 01189 691027	

Edited by: Tony J Ridler, 109 Pierrefondes Avenue, Farnborough, Hants. GU14 8NZ

Email: tonyridler@sky.com, Phone: 01252542720, Mobile : 07989243599

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Front page photo taken by your editor of the 3 Phase 5's built by Andrew Strickland and finished by their owners in the Red Bull livery.

From left to right -

Richard Thornton, John Skinner and Paul Vale. There should have been 8 models for their "maidens" at Cim but 3 not completed - Hence the Ghost squadron!! Photo on Page 1



Do you know someone who would like our club newsletter? To order a copy of the next issue (November 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. - **19th October 2015 for the November Publication.**

Editorial *By Tony Ridler*



This edition of LIFT has come around quicker than ever. Well a lot has happened since the last issue. Bill has finished his Blanik and had his first few flights, there is an excellent article detailing the trials and tribulations of building a large Glider from scratch. I am not sure I would have the patience to build such a monster.

It is with sadness we have to report that Brian Pettit passed away on May the 17th, he was the previous editor of LIFT for 17 years and was an active flying member up to a few years ago. He was 83 and had a varied and full life. Vic Thomas has included in this issue an Obituary to Brian.

Articles this issue are varied and informative with a bit of Humour included. There are reports from Old Warden, Middle Wallop, Wales, Blackbushe, Radio Glide and more.

The competition season is underway, unfortunately we have had a few cancellations but hopefully we will be able to catch up through the reserve dates. It's beginning to look like Colin Hutchinson will end up with the club shirts / fleece etc, and the Bracknell wine stock.

Our situation with the field may be resolved by the time you read this but at the time of writing 3 fields is not very suitable for competition and the quest for a more suitable field continues.

Club **Branded Garments** are available through Richard Thornton as advertised in this publication, however to get a free garment you need to win the "All Rounder's". To win it you have to be in it!

Over the winter Andrew Strickland built 8, yes, *eight* Phase 5 models for the recipients to fly at Wales. It was intended the new owners would complete the livery's in their own choice and maiden in Wales. However only 5 were completed by their new owners, hence the Ghost squadron!!

Safe Flying - Tony

As migration approached, two elderly vultures doubted they could make the trip south, so they decided to go by airplane.

When they checked their baggage, the attendant noticed that they were carrying two dead raccoons. "Do you wish to check the raccoons through as luggage?" she asked.

"No, thanks," replied the vultures. "They're carrion."

An airliner was having engine trouble, and the pilot instructed the cabin crew to have the passengers take their seats and get prepared for an emergency landing.

A few minutes later, the pilot asked the flight attendants if everyone was buckled in and ready.

"All set back here, Captain," came the reply, "except the lawyers are still going around passing out business cards."

Chairman's Chat

By Graham Stallard



Well this time last year change was ahead, then steady as you go and now basically find a field. We found out on the 29th May that we would not be able to use Oldlands again after Sunday the 7th June. This is the result of an early transition of Oldlands to The Royal Farms. We can however use Three fields until the 29th September. Unfortunately Three fields is sown with mustard, which is OK, until it was topped, which results in a quite storky surface. Not an ideal surface, but all that's available right now. The committee are pursuing alternatives which, by the time you read this, may have come to fruition. As they say 'where there's a Will there's a way'. When I find Will, I'll know the way!

The club with the support of Gordon Walker of the Wyvern Gliding Club is again visiting Up-Avon on the 24th July for the more adventurous flying full size. We are aiming for a pre-evening start (3pm) flying in the club K21's and DG1000 (nice machine). Flying will be to dusk. For those who fancy a meal and pint earlier (8pm) we'll book a table at the Ship Inn in Up-Avon. There are couple of places available. The cost is £50 per head which includes temporary membership and two winched launched flights. Additional flights will be available after all have flown for a low cost. If you wish to join in please contact me.

The club is also organising a visit to Lasham Gliding Club on Thursday 13th August. The visit starts with a visit and guided tour of the Heritage Centre which houses the best selection of Vintage gliders in the UK. Some will be out on task that week presenting the opportunity to see them land and return. This is followed by an air experience aero tow to 2,500' for a local flight of approx. 20 minutes, 6pm onwards. This will either be in a K21 or K13. I have asked and if the Vintage guys can find a couple of pilots, we may also have a Capstan T49 and Slingsby T21 available. I can recommend either as an experience to remember. To conclude the evening the club restaurant will put on a set menu of TVSF slow roast lamb, roast potatoes, veg, gravy and mint sauce. Followed by steam treacle pudding with custard and for those that must, ice cream. The bar is open from 6pm and has some good beer. The club has full facilities all day, tea, coffee, toilets etc. Again there are places available on this trip. The cost is £66 per head which includes temporary membership, visit to the heritage centre, an aero tow (approx. 20 minute flight) and evening meal. If you wish to join in please contact me.

The other club activities such as Wales trips and member departures will be covered by others. As for the Wales trips, every time is different and so much fun. The last was no exception, eating in twice, doing the Bethesda zip wire and unexpected pleasure scratching on the slope with a ¼ scale Ventus on Rhiw. Oh, and it was its maiden, yikes. It's just magic.

Priority is to find Will and that quality field. If any club member has a lead on a potential field and one does, for what could be an ideal field, let me now. The more options, the better chance of success. We have Plan A (3 Fields) Plan B, Plan C and a Plan D. It's probably Plan E that will work out.

That's me done. Now to do some flying.

Graham



OBITUARY

BRIAN PETTITT 1932-2015

It is with the greatest regret that we have to report Brian Pettitt's death at 83.

Brian was a Member of the Club for over 30 years and enjoyed a range of model flying activities, thermal soaring, slope soaring and electric.

For the Club he produced the early Lift for 17 years, which led to the sophisticated magazine we now enjoy, he also gave several talks to the Club on aviation related topics.

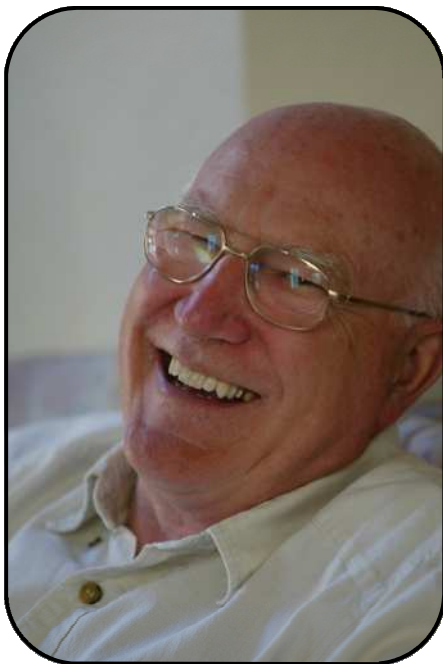
His quiet manner and dry wit belied a wide range of professional skills, he was a Chartered Engineer as a Member of the Institute of Engineering and Technology, and enjoyed a Senior career in aviation with EMI, later Thorn EMI, specialising in Radar and related electronics.

Model aircraft was not his only hobby, he progressed from a Mirror dinghy to a Flying Fifteen in the sailing world, and was a keen member of U3A in Wokingham, being involved with various interests, computing, finance, military history and even snooker.

We must be grateful for the years we have known him and as almost always on these occasions regret that he has been taken from us without so much as our sincere thanks and goodbye.

Rest in peace, true friend.

Vic Thomas



From Middle Wallop aerotow (10 May) to Butser Hill, a short journey

By Colin Hutchinson

Well, another lovely day at Middle Wallop being aerotowed by the big boys – oooooohhhh!! As Clive mentioned at the club meeting the Saturday was rubbish, and I sat the day out in my living room practising the skills learned from watching the CBA's in Wales.

Sunday was another day, as the saying goes, and the overcast thermal-less morning lead to a brighter afternoon with plenty of lift and loads of flying.

As you can see from the attached pictures, Clive, Bill, Martin, Glyn, and Colin Davis were busy all day, and towards the end of the day Colin flew his new mortgage (ASH 31). I had flown my Nimbus 4, and Vega, and finally worked up enough courage to fly the AV36, recently purchased at great expense from Gordon (drive-a-hard-bargain) Walker. Well, all started without much fuss, the take-off being smooth and the wings stayed level, but at the point of release the line would not detach. The tow-pilot released the end attached the tow plane, and the glider promptly did an inverted loop. In the process it lost the battery, and all control was therefore lost. Well, at this point in time I was not really aware of the battery loss, as it was rather high, or the fact that it was also upside down!

Luckily, it settled into a tight level circuit, and landed a few hundred yards down the airfield. Roger took the shot of it taking off, and the shot of it flying upside down. Damage was not too serious, and was fixed in a couple of afternoons.



Colin Davis with the ASH 31



My AV36 lifting off



The AV36 inverted





Then today (3rd June) I took the AV36 to Butser Hill for a spot of slope soaring, and who should be there but none other than Terry (Chief Chucker) Pelling. With his expert launching skills (he ran off down the hill so far before launching other flyers were asking if he was actually stealing it!!!), and on launch the AV 36 zoomed into the air, but was soon brought under control. Out in the lift of the west slope at Butser, the wing was surprisingly easy to fly and control, turned in tight thermal circles without losing height or dropping a wing, and was easy to land. It is, however, a flying wing, and does look rather strange in the air, almost as if the fuselage has fallen off!

I had a further two flights, with Terry launching the second and myself the last. So all-in-all a great end to the story. ➔

Colin

The ASH 31 Mi

By Colin Davis



ASH 31Mi

At the end of October 2014, I placed an order with Bernie from e-soaring gadgets; it was for a 7 meter 1/3 scale Ash 31Mi from a company called LET located in the Czech Republic.

The Ash was picked up from Bernie at his home Nr Brighton on the 29th of March 2015.

When I unpacked the plane the next day I could not believe how nice and well built it was.

I went for the cut wings (4 Piece) to ease the transport . The fuselage being 2.3 meters.

It comes complete with all the wires for the servos, connecting plugs, canopy complete, and the cockpit fully kitted out. You can choose your own registration and colour of the cockpit and trim.

I chose to use MKS hi voltage servos so that I can run them from 2 cell Lipo's along with a Power Box Combination.

In each wing there is a 1.5 litre water ballast tank.



I fitted out the glider in very little time and just had to set up the C of G when the weather was a bit better, as I had to do that in the garden because of its size, it balanced out very well with very little lead needed to get it right.

The total weight is about 15kg and the total cost worked out to about £5k

Maiden Flight

The day arrived for its maiden flight and this was to be at the first meeting at Middle Wallop a two day affair. I didn't go on the Saturday because the wind was a bit high so went on the Sunday 10th March.

I got there about 10.30am, there was lots of low cloud, about 500 feet ceiling and with a stiff breeze.

I got the model together after registration, checked everything out, all ok.

I waited until the weather got better later in the day; it was about 2.30 when I lined up for the takeoff. My tug man was Ray Watts a very good guy, we rolled out and the Ash lifted off with hardly a touch on the sticks, we proceeded up to 549.50 meters where I left the tow, all it needed was a bit of up trim but by the time I had that sorted I had lost a lot of height, the first flight lasted 10 min.

Time for the second flight, again Ray towed me up with the same result as the first one, this time it was 638.40 meters before the release, not a lot of lift found to start with, after about 8 min I had dropped down to 335.00 metres, then I found some lift and went to 435 metres, that took 2 min.

After that it was a steady glide for a total of 24 min to a very good landing.



I love flying very big gliders (I also have a 6.6 mtr ¼ scale HKM Nimbus 4 and a 1/3.5 scale Mibo Modeli 5.5 metre Ventus 2cx) and to have one that is as nice to fly as the Ash is a pleasure.

I have also kitted out the Ash for GPS Racing which I Hope to do in the future. →

Colin Davis

Mayfly Weekend at Old Warden 16/17 May.

By Colin Hutchinson



Any weekend at Old Warden is a great weekend, as far as I am concerned. If you get bored with r/c flying you can go and fly free flight, if you get bored with that you can go and get dizzy flying control line. If you are still bored you can go into the museum which has seven hangers of the most amazing, unique vintage aircraft in the country, possibly in the world. I forgot to mention the trade line and swapmeet which is an essential and vital part of the weekend.

Arriving Friday is a good move as it allows you to choose a good spot on the camping field, then once the trailer tent is up and the kettle on, you can settle down to a few hours of relaxation, or wander around the public areas. There is always plenty going on at OW even on Friday afternoon. The airfield has regular visits from full-size pilots in a variety of planes, but the highlight of the afternoon was the fly past of the worlds' only flying Blenheim, that beat up the runway on its way back to Duxford, where it is based.

Saturday dawned sunny but rather breezy, but that did not matter as I intended to fly r/c. Arriving on the r/c line I was greeted with the usual enthusiasm of the organisers, and enjoyed several hours of flying with an Extra Slim Twin and Polaris delta. Here I was joined by several other pilots with an assortment of sport and scale models. It was a bit breezy for most pilots, but the Chipmunk and the rather fabulous Yak flew regular sorties during the day. By mid-afternoon I was growing restless, so took Mrs H on a tour of the hangers, going via the restaurant where I we each enjoyed a large slice of apple cake and cup of tea. In the first hanger, used as a workshop for servicing the planes, there is a Spitfire Mk II in bits being completely rebuilt, a Sopwith Pup undergoing restoration (see the Bombs). There is almost always something new to see in one or other of the hangers, and on this occasion there was an immaculate AV36 flying wing.



Sunday was a similar day, although not quite as windy. The usual crowds started to arrive promptly at 0900hrs, the trade line started to get busy, and the free flight modellers started to arrived in their dozens. Most had come for the Ebenezer competition, which always draws in a good crowd, but there was plenty of other competitions going on the attract attention, including the Magna Spot Landing (using single channel r/c models only).



The chap who seems to build only the Golden Eagle III rubber model was there with about six of them on display.

We packed up in the afternoon, and travelled home for dinner, as the forecast for Monday was wet and I wanted to pack up the trailer tent in the dry.

A very relaxing and pleasant weekend, all-in-all, and one that I intend to repeat in July and September. ➔



Inteco L213A Blanik - Finishing

By Bill Cooke



At the last episode the model was structurally complete and finished in a covering of glass.

It remains to put on the scale colour scheme and install the radio gear.

The Colour Scheme.

I elected to spray paint the model which was a big mistake. Big!

To spray paint, ideally, you need a dust and draft free, warm (25 deg. C at least) spray booth and the paint should be applied with a compressor driven spray gun, and the thing to be painted, the paint, and the ambient temperature should all be at the same temperature.

I had a leaky garage with no lighting, so the door had to be open, and I had to use aerosols. The latter are low pressure so the paint has to be thin which means there's a tendency to run and lots of coats i.e. lots of expensive aerosols.

But at least it was summer when I started.

If I had to do it again I'd use shrink film except for the nose which is too curvy which I would paint. I did this on the Topaze and it came out o.k.

The full size is green on the underside of the fuselage wings and tail, and white on top with blue and green flashes.

The first task was to rub down the glass, carefully, it's easy to go through, and fill the surface with primer filler.

I applied the glass with minimal resin, just enough to stick it down. Any wet areas I mopped up (with soft loo paper). So I needed multiple coats of white primer filler, rubbing down with 800 grade wet n' dry, with a black guide coat every now and then to see how I was getting on. It's quite difficult to do because of all the curves and the flexible surface except where there are ribs and frames which push back and you go through.

The open garage door let in dust from our windy weather and a variety of insects decided to go paddling all of which was a major pain. I also got caught out by a rain storm. Hair tearing time!

It took ages and eventually I cried 'enough' and got the gloss out. I started with white all over. The first couple of coats went on o.k. but then it started to 'crinkle' here and there, I suspect because the paint wasn't at the same temperature as what was being painted.

Again it was taking ages and by now it was autumn so I moved into my workshop and rigged up a spray booth with some polythene sheet and bought myself a 3 Kw heater. I should have done this from the start! The spraying was immediately a lot more successful. See the photo.

But If you are in an enclosed area with spray paint you need a good mask. I have one

but trying to get my glasses to stay on was problematic. The electricity bill also took a beating.

I masked up and sprayed the underside of the model in green as on the full size. I use the thin tapes that the car painters use for panel stripes rather than the crinkly masking tape which lets paint creep underneath though I did use that for attaching the newspaper which masked up the unpainted areas. You have to be very careful when removing it otherwise you can pull off the paint underneath. Yes, it happened, but only once. I was using acrylic paint and this takes a few days to harden off properly.

I bought some green and blue sticky vinyl and cut out the various decals. This was very successful and a lot easier than I anticipated.

Barry Cole (Smallpiece if you read Chris Williams Scale Soaring column) cut out the numbers/letters for me. They are not a standard font but Barry replicated them perfectly.

It's all ballasted up, radio installed (see below) and ready to go. See pic. It came out at an alarming 10.5 kilos. My earlier estimate was 8.5 kilos. I used the bathroom scales which, on subsequent testing, showed a variety of weights depending upon the surface on which the scales rested and where you placed your feet. This time I purchased my own fisherman's scales.



The Radio.

I elected to use my Taranis radio, made in China and distributed by T9. I purchased this about 1 ½ years ago. I was in the second batch to buy one but there were a few frustrations getting it to do what I wanted and I put it to one side. I'm very impatient these days.

The main reason for the purchase was price. £180 and for that you get a 16 channel Tx with an 8 channel Rx, and an aluminium carry-



The finished model. At last!

ing case. The telemetry is powerful, a vario/altimeter is £18 and an 8 channel Rx is £24. It's also easily and cheaply upgradeable to 32 channels. There's a PC interface and you can program it on the PC and download it to the radio, and vice versa.

Needless to say, my purchase was greeted with loud derision, no guesses who, on the basis that 'you get what you pay for'. There is merit in that reasoning, the lowest bid is quite often, not the most cost effective but I had done my homework and the reviews were good. Even so, within a few days a block of three buttons had come loose. My local PC repair store fixed it for me (which blew the warranty but at least I was quickly back up) and there's been no problems since.

But..... It uses the 'open software' which is unlike that on the JR or Futaba kit where most functions are pre-programmed, you just have to configure them to suit yourself. On the open software you have to start from 'what do I want this control surface to do' and program it using the software commands available.

I didn't find it easy to get my head round this (and my impatience, mentioned earlier, didn't help). I wanted to set it up for my F5J models where I use five flight modes and the same (throttle) stick both for the motor and the landing flaps. There's a good forum plus a range of YouTube videos and a manual downloadable from the web but I had the feeling that these guys were more interested in the programming than actually flying models. Even so, a guy in Italy pointed me in the right direction and I almost got there, the problem being getting the trims to be independent for each flight mode. So I put it to one side intending to return but never quite getting around to it.

But for the scale gliders, I don't use flight modes and the set up is a lot easier. So out it came again. Additionally, the Taranis is becoming widely used now, the aforementioned Barry Cole and Chris Williams, uses one and so does Martin Bell, for instance, so more local advice is available. Clive has even bought one.

However, I soon found other problems which came close to making me taking a hammer to it.

The Blanik requires 11 channels and you provide this with two 8 channel receivers and program one for channels 1 to 8 and the other for channels 9 to 16, which is easy enough to do.

So I purchased another receiver in addition to the one I already had but it didn't work!!!!

After I had read the T9 narrative properly, I found that I had to upgrade the Tx to the later software release and also upgrade both the Tx and the old Rx for an EU Directive which required that 2.4 GHz kit works in a particular way.

There's plenty of advice on the web how to do this, some narrative, some YouTube video. But it's nearly always directed at Windows machines, Apple kit is, not unusually, an after-thought and I have an Apple Mac desktop which I think is far superior to Windows kit, but I was forced to buy a Windows laptop to get round the aforementioned lack of Apple based applications. Now back when I was working I could find my way round Windows and happily do all sorts of whizzy things. But the later releases of Windows have heaped all manner of

enhancements supposedly to make it more user friendly but which are very effective at hiding all the functionality that I was so familiar with.

First step was the upgrade and I soon found myself juggling different drivers and trying to follow YouTube videos (which means continually stopping and backtracking) but I couldn't get it to work. Eventually, by luck, I found that you had to use the earlier version of the installer and then, bingo, and not a moment too soon. The hammer was at the ready.

Next step was the EU Directive. Again there's plenty of advice but contradictory. Some said that you had to solder on special connectors, others you didn't. And while the upgrade software itself is available on the FrSky website when I tried to download it I got gobbledegook. A phone call to Barry Cole revealed that he too had the same problem but he later found somebody who had successfully downloaded it and who sent it over to him. He had also found somebody (in the Philippines of all places) who had prepared a video but, on Barry's request, had redone it as a set of stills with narratives.

So I went down to Barry at Aylesford and it all loaded over perfectly. No soldering, nothing special other than a double ended female servo lead.

Barry gave me a great deal of very helpful advice and I soon had it set up for the Blanik. I also installed it on my Topaze.

What's more, with Martin Bell's help I've now got it set up for my F5J models, flight modes, trims and all, and I've tested it on my Easy Glider.

The Maiden Flight – Middle Wallop Sunday 10th May

This was the first Middle Wallop meeting of the year over the 9th and 10th of May.

Saturday was too windy, 15 – 25 mph, and more at the top end than the bottom and very gusty. It was also cold and rainy early on. A fair number of the slippery moulded gliders went up but these are fast and penetrate well. A few built up models went up but these could be seen going backwards in relation to the ground on the landing approach.

It was too windy for a relatively light weight model like the Topaze. The Blanik would cope, I think, being heavier and bigger, but I wanted less gusty and less turbulent conditions for the maiden flight.

The forecast for Sunday was 15 – 20 mph, which I would have flown in but when I got down there it was a modest 10 – 15 mph though it did get a bit windier later. It was also warmer.

I had a couple of familiarization flights with the Topaze, this being the first aerotow after the winter layoff. All went well though I did touch a tip on take off on the second flight which slewed the model. This is the number one cause of crashes. Usually the glider pilot thinks that he can fly his way out of it but 90% of the time he can't and there's a crash. I got lucky and got away this time. Another guy did the same thing a few flights later and he too got away with it so I guess that the Gods were smiling on us.

So... out with the Blanik.

Assembled it looks o.k. so long as you don't look too closely. There's many fabulously well

built models to compete with, all 9's out of 10 at least. I'd give myself 7 out of 10, good but could do better!

Initially there was a problem with the radio which turned out not to be a problem! One of the Rx's was cutting out (there's two Rx's) but Barry Cole came over and told me that the radio was too close to the Rx and the signal was overwhelming it. I'd also inadvertently turned off the telemetry so I couldn't do a range check but that was soon fixed, the range being well within parameters.

I'd rigged up a removable wing wheel so that I could tow the model out to the flight line rather than pick it's 10.5 kilos up and I plodded over, model following behind, with Clive Learwood in attendance and joined the queue for a tug.

Fifteen minutes later it's my turn and there I am, model hooked up, perched up on it's extended undercarriage with Ray Watts standing alongside me, his tug at the other end of the tow line, its engine rumbling away impatiently. Clive was cradling the wing tip.

'Ready?' said Ray.

'Yerr' squeaky voice.

'All out'.

The tug's engine roared aggressively and the model slid out of Clive's hands, accelerating quickly.

Ten metres, a flick of up and 'lift off' followed a second or two later by the tug and the two of them climbed away smoothly, the glider being stable and easily controllable. Up undercarriage and, faintly to my surprise, the wheel disappeared inside the fuselage followed by the door closing. I could almost hear the 'clunk'.

Ray commented 'so far so good' which was bit of a hostage to fortune, see below.

The tugs are very powerful, far, far more powerful than their full size equivalents, and it wasn't long before we're up to about 200 metres (I have an altimeter but it's not installed yet) and time to release which I duly did.

The model was wildly out of trim and very difficult to control. It was ultra sensitive to elevator and similarly, but not unexpectedly, to those huge ailerons. It was dropping a wing and spinning in the turns, but at least I found that it wasn't too difficult to recover. It even flicked inverted. I fought for control all the way down and lined up for landing. Down went the undercarriage, out went those airbrakes which proved pretty effective. Happily, as I got closer to the ground it stabilised a bit, maybe because of ground effect, and the actual landing was pretty good.

So, disappointing. There was no chance to try any aerobatics, not deliberately anyway, but at least the model is undamaged. Neither did I think it wise to try another flight; not until I've made some significant changes.

So what to do?

First thing, I think, is to shift the CG forward, by about 15 mm at least. There was no CG marked on the plan but the aerofoil looks very similar to that on the Topaze, albeit with a

much higher aspect ratio wing, so that's where I put it, 40% back, though at the last minute I added another 40 gms ballast which moved the CG forward by about 2 mm.

I've just bought a TopModel Swift aerobatic glider and the CG for that is shown at only 28% back, much further forward and by a long way, though the aerofoil is much thinner than on the Blanik.

I might also add some exponential to the ailerons and elevator though I don't want to deaden the handling too much, it is, after all, an aerobatic glider.

I'll let you know whether I've tamed it after the next aerotow meeting.



Inteco L213-A Blanik built by Bill Cooke.

On holiday recently in Spain I saw a sign that said "English speaking Doctor - I thought, 'What a good idea, why don't we have them in our country?'"

A new Middle East crisis erupted last night as Dubai Television was refused permission to broadcast 'The Flintstones'. A spokesman for the channel said. "A claim was made that people in Dubai would not understand the humour, but we know for a fact that people in Abu Dhabi Do".

BLACKBUSHE MODEL AIR SHOW

15.5.15

By John Price



I went to Blackbushe expecting more of the same old thing but was very pleasantly surprised. There were some amazing planes flying and the display pilots were excellent. Certainly the best Blackbushe show I have been to.

The weather was better than expected; sunny and warm but with quite a strong cross wind that made things a bit tricky for the pilots but entertaining for the crowd.

The things that really stood out were:- Ali Machinchy flying a big Yak, Steve and Matt Bishop flying 2 jets in formation, Paritech with their usual display of large scale gliders and Steve Holland flying an Aerokot.

The Aerokot, flown by Steve Holland is a 66% model of an Icelandic home built, which is itself a 90% Bucker Jungmeister but with a flat 4 engine. It flew very realistically at low speed.



Ali's Yak 11 is massive and powered by a 400cc Moki 5 cylinder radial engine.(About £1000 per pot!) It flies superbly and the Moki sounds marvellous whether ticking over or at full throttle. Ali's low level aerobatics showed it off beautifully.

Bishop Aviation (father and son) flew 2 new Avanti S jets in formation. Their coordination was excellent but what made their display special was the vectored thrust which allowed them to “prop hang” a few feet above the runway. There is a good video of this on Modelflying.co.uk



As always Paritech put on a good show. Mainly big powered gliders doing elegant manoeuvres. They had two half scale Foxes that both put on a great low level display. One with an electric motor in the nose and the other (flown by Ali Machinchy) with a jet mounted on the top.



Ali was talking into the PA microphone while doing precision aerobatics a few feet above the runway. He never plans a display, just makes it up as he goes along.

Paritech also had a large jet with excellent slow speed handling that could do tight close in manoeuvres.

The bring and buy market was bigger than ever but to get the good bargains you needed to get there at about 8am despite the programme saying that the gates opened at 9am.

All in all it was a great day out with about ten TVSF members there keeping their hands tightly in their pockets! →

Wales April 2015

By Colin Hutchinson



Saturday – as soon as I had unpacked I went with Alan and Chris to Tudwalls but on the extreme left of the top field. On our arrival Chris was the first into the field, where he was immediately surrounded by hundreds of sheep.

The evening meal was at the usual East Meets West, where rather slow service, caused by lack of staff, rather ruined the curry. However, what we did not know at the time was that we were going to more than make up for it with some excellent meals out, and two superb meals in-house.

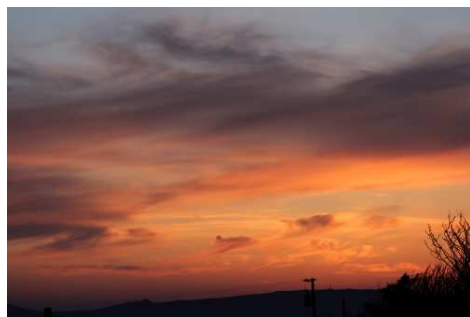
Sunday – back at St Tuds, where I flew the Nimbus, and Graham flew his. Not much height gain, but Ok with a good landing. Bumpy in the air, as the wind was coming over the headland, but managed a long flight with the Acacia. Amazing sunset number one in the evening.

Monday – Tudwalls in the morning where Graham, Alan, Trev and I indulged in a gorgeous morning of flat-fied flying by the sea. Longshot battery died, so borrowed one from Andy (thanks Andy). A call from Graham S had us heading off to Rhiw in the afternoon, followed by a visit to The Lion Hotel at Tudweliog in the evening. I had Sea Bass, followed by the best ginger sponge pudding I have eaten this year.

Tuesday – Walked the CimFarm perimeter walk with Alan Butterworth. Stayed in the garden and flew Longshot into a thermal first chuck. Started to get windy and the thermals vanished. Flew three Twinstars in formation.

A few brave souls went zip wiring at the 100mph, 1 mile zip line located at Penrhyn Quarry.

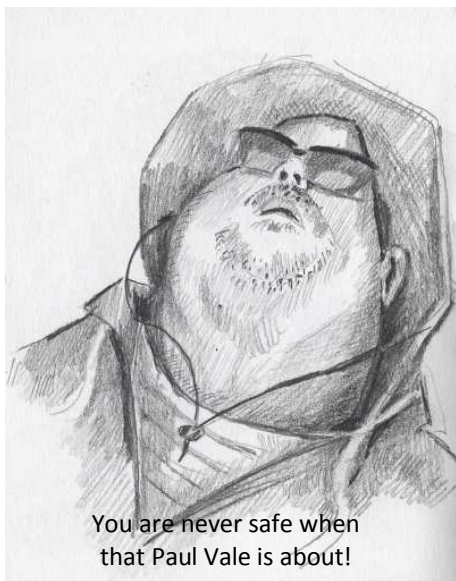
Dinner was provided by Andy in the evening. Starters were asparagus wrapped with parma ham in a pancake – delicious, followed by a brilliant paella, accompanied with vast quantities of Spanish omelette! Just as well there was no pudding, I was full to bursting.



Wednesday – Tudwalls all day, but little flying in the afternoon. Hand towed Trev's Ava and Graham towed my BOT. However, the only thermals were miles inland, and we could see those who had elected to stay at the house catching them!! Lots of Porpoises could be seen between St Tudwalls Islands and the mainland in the morning hunting fish in the tidal races. Dinner was provided by Lord Ian Lancaster, and consisted of roasted leg of Welsh lamb, roasted veg, peas, and gravy, followed by Sponge pudding, custard and ice cream. I have to say that the lamb was to die for, it was delicious.

Thursday – we were on Rhiw all day and went back to the Lion Hotel for tea, where I tried Forest Chicken. I was too full to eat a whole ginger pud again, so Graham J and I ate one between us. In the evening there was much talk of the coming meteor showers, however, despite wandering about at midnight they were not to be seen!!!

Friday – damp day no flying in the morning. Packed up the car and went back to Ceriad for a couple of pleasant hours in the afternoon. Dinner at the Sun – fish and Chips, pancakes and ice cream with chocky sauce.



A couple of Alan Butterworth's models

Highlights of the week for me.

Biggest highlights for me were the two fabulous in-house dinners cooked by Andy and Lord Ian, and the lovely warm weather, but the down-side was the lack of wind meant the flying was rather limited, and Alan kept out-thermalling us all with his pesky bungee-launched Zaggi!

Great atmosphere in the house.

Didn't break anything, but still managed to fly all I took at least once.

Twinstar, Starlight E, Nimbus, Acacia II, ASW 22, BOT, Longshot 3, and Moaning Mini. →



The Abingdon Air and Country Show

By Vic Thomas

Last year I first heard of this Show through Berkshire Radio although the programme says it has been running for 16 years. Last year was a memorable show in glorious weather and beside the “country show” the air display was not to be missed.

The first impression is the vast car parks and huge numbers filling them. Car parking is free and if you haven’t booked on line the entry wait can be quite lengthy.

The show is put on by a committed group of volunteers who, by the time they have been doing it, are now very polished. Seemingly, the aircraft comprise those flown in for the show and those based elsewhere that fly in, do their spot and go home. (More later) The show supports the Thames Valley Air Ambulance, among other more minor recipients.

Last year the flying was excellent both with incomers and those on the ground. Amongst the unusual aircraft was a privately owned Feisler Storch, (my German is not up to scratch as I did my foreign language learning during the war when German was not a goer). It was flown to

demonstrate its most peculiar capabilities, literally sideways and backwards with almost no take off and landing runs. Apparently it has the most enormous radial engine to achieve this take off but its fuel consumption is equally enormous.

In addition the Canberra came in from elsewhere and the Lancaster/Spitfire flypast. That was last year which encouraged my attendance this year, big mistake.

Despite watching the forecast for over a week it appeared that once the morning rain had cleared all would be well! Has anyone else noticed that the Met Office forecasts have been inferior since moving from Bracknell to Exeter? I eventually arrived at about 12.30 by which time the car parks were extending to a mile or so from the action. Flying was intended to start at 1.00 but an initial

delay which was indicative of what was to come, was due to the “head wind”. We had an aerobatic display by a pair of SA100 twisters, all smoke and mirrors, a Bronco and a pair of Jet Provosts, parachute drops, a couple of Gnats and a Calidus Autogiro before the skies opened, although only briefly. At this point the Pitts Special elected not to fly, the beginning of the end... The commentator gamely proceeded but the writing was on the wall as the



skies really opened and large numbers called it a day, including me.

The rest of the show was to include a Catalina, parked on the field, very appropriate with the wet and a number of other aircraft, the Memorial Flight, the Canberra and a Dakota etc may well have turned up but not in my time there. It was a very disappointing day with so much to see, there were over 200 vehicles on show, and many other attractions.



With many others I got soaked to the skin in my hike back to the car, I cannot remember being so wet since giving up motorbikes!

Next year perhaps... ➔

Graham James proposal regarding Slope Soaring the Trees in Competitions.

Proposal

To ban the deliberate slope soaring of the trees to the north of Oldlands, on the grounds of safety and sportsmanship.

Proposer Graham James, Seconded Peter Williams

Wording

Add to Section 5.1 Standard Rules for Club Competitions

“The low level repetitive flying along the line of trees on the bank to the North of Oldlands is not allowed during competitions. A single pass along the bank will be allowed only as part of a landing approach”

Reasoning

1. The primary issue is safety. The models we now fly in both winch and electric launch classes are around the 3.5 - 4 metre mark and the lift band so narrow that no more than one model can fly safely in this area, so additional arrivals cause an unjustifiable hazard. With models flying backwards and forwards across the landing area, the chances of collision are very high.

It is only a matter of time before someone is looking to claim on the BMFA insurance for either personal injury or more likely car damage. It would be difficult to claim that we had operated safely if a car parked by the barn (outside the field) was damaged when we had allowed soaring along the adjacent banking. We have seen a number of forced landings behind the bank over years.

2. As we have experienced there is a definite unfair advantage when a large plane soars along the bank and effectively blocks anyone else from doing the same. In wind conditions where the bank of comes into play, particularly with winch launch models, we are inevitably launching near the trees and they are directly downwind of the landing boxes and so in direct line of landing approach.

The proposal is raised on the grounds of safety but also spirit of a thermal soaring competition. The national rules on which our club's are based states that fields should be as far as possible devoid of slope lift. Although it is common practice to seek out all forms of lift generation, there is a distinct difference between searching out distant lift and using a ready-made slope line within the confines of the field.

The club miniglider flyers set their field out as far away from the tree line as possible, so clearly there is a feeling in the club that the practice is 'unsporting'.

To ban the deliberate slope soaring of the trees to the north of Oldlands, on the grounds of safety and sportsmanship.

The proposal was fully discussed by the floor, two amendments were proposed and seconded, which were:-

That the last sentence of the proposal be changed from:-

1. A single pass along the bank will be allowed only as part of a landing approach.

No more than two consecutive passes along the bank will be allowed per flight.

2. That where the above rule is infringed, the flight score will be zero.

The meeting voted on the amendments first.

Result = For 10, against 3, abstentions 12.

With the amendments accepted, the meeting voted on the amended proposal.

Result = For 7, against 11, abstentions 7.

The proposal was not accepted. →

Recent Competitions

MINIGLIDER 1 28th April 2015 CD John Price

This was the first miniglider of 2015. The forecast was for winds of 14mph gusting to 22mph.....very close to our limit. In fact, on arrival at the field it was about 7mph with gusts up to 12mph.

Even so it was still difficult to use the tiny patches of lift and sometimes there was extreme turbulence. For the most part it was best not to try to circle in lift but just meander about across wind looking for bumps. Penetrating up wind to the far side of the trees did not work.

There were several landings outside the box (zero score) caused more by turbulence than the strength of the wind.

The best flight of the evening was 2mins 8secs by Graham Stallard. Colin was the only flyer to have no flights of less than one minute. His consistency won the day.

Tony and I were last to finish our flights at about 8:30pm when the light was beginning to fade. It was getting bloody cold too so Colin and I retired to the nearest hostelry for beer and chips and found two armchairs beside a radiator!

Six flyers took part and the results are:-

1	Colin Hutchinson	1000	Blaster 2.
2	John Price	972	Blaster 3
3	Graham Stallard	944	Blaster 3
4	Mike Fantham	875	Bonus
5	Peter Williams	775	Blaster 3
6	Tony Ridler	746	Twister 2

EFNL 1 - 1st May 2015 **CD Peter Williams**

Well done Colin, off to a good start. A decent turnout of 8.

Weather: Rather cold (2 jumpers needed), Just calm enough for AVAs part of the time but mostly Pulsar and Pike weather. Some found lots of lift, the rest found mostly neutral or down. Landing was a bit turbulent. No damage noted.

1	Colin Hutchinson	1000	Hyper AVA 4.0 / Pulsar 4.0
2	Peter Wood	954	Super AVA 3.7
3	Chris Moynihan	921	Pulsar 4.0
4	Colin James	782	Supra / Xplorer
5	Peter Williams	726	AVA 3.7 / Pike 3.8
6	Paul Harvey	721	Big Swift 2.0
7	Roger Critchley	690	Big Swift 2.0
8	Tony Ridler	642	K2 Light 3.2

EFNL 2 - 15th May 2015 **CD Peter Williams**

Only seven competitors this time with Colin and Chris involved in other interests this week but Martin Gilbert joined us for a pleasant evenings flying. A bit warmer than last week and light enough wind for Peter Woods AVA which he used effectively again to achieve first place in spite of a series of less than perfect landings. Roger Critchley switched to the larger class and flew his brand new Stork after only one test flight before the competition. After only five flights with the plane it is looking good for the rest of the season.

1	Peter Wood	1000	Super AVA 3.7
2	Graham James	957	Xplorer 3.8
3	Peter Williams	895	AVA 3.7
4	Martin Gilbert	893	Pike Perfect 3.8
5	Tony Ridler	780	K" Light 3.2
6	Roger Critchley	757	Stork
7	Paul Harvey	689	Big Swift 2.0

TFNL 2 (TFNL1 was cancelled) - 22nd May 2015 **CD Colin Hutchinson.**

Five turned out on what was a pleasant evening, with lift for the first flight, but sadly little or no lift thereafter. For Chris (Bloody Avas) Moynihan, there was a surprise, in that only one Ava flew, and when it only increased Peter Williams score by one second, he stopped flying it. However, Chris was surrounded by Pikeys - Pike Perfects to be precise. But being Chris he had a Pike Superior.

The lack of lift meant that the landing scores were doubly important..

1	Colin Hutchinson	1000	Pike Perfect ET / Avalon	
2	Peter Williams	863	Xplorer / Super AVA 3.7	a spirited second
3	Graham James	830	Xplorer	a fighting third
4	Chris Moynihan	754	Pike Superior	a superior fourth
5	Roger Crichley	693	Calypso	a gallant fifth place.

TFNL 3 - 5th June 2015 **CD Colin Hutchinson.**

The wind was strong at the start of the comp, but started to ease as the evening progressed. We were blessed with sunshine and reasonable warmth, despite the breeze, but had to fly into and around the sun!

First flights were not good, but second started to show improvement as the wind eased a little. Landing was helped by the newly cut grass, but not helped by the strength of the breeze, which at times was very gusty. There were no breakages, apart from Chris's right flap giving up the ghost on the second landing, and the beer and the chips at the pub were delicious.

Thanks to Chris, Martin and Peter for turning out on what turned out to be a rather challenging evening. It can only get easier after this one chaps!!!

1	Colin Hutchinson	1000	Pike ET
2	Martin Gilbert	842	Pike ET
3	Chris Moynihan	680	Pike Superior
4	Peter Williams	624	Esprit

MINIGLIDER 2 16th June 2015 **CD John Price**

A light breeze, mainly sunny until about 2000, almost calm at the end. Very buoyant air towards the end. Well done Mike with the longest flight of the evening 2m:52s

1	Mike Fantham	1000	Twister 2
2	John Price	891	Hybrid Highlight
3	Tony Ridler	787	Twister 2
4	Paul Harvey	730	Long Shot 2
5	Peter Williams	720	Blaster 3

Little Johnny watched his daddy's car pass by the school playground and go into the woods. Curious, he followed the car and saw Daddy and Aunt Jane in a passionate embrace. Little Johnny found this so exciting that he could hardly contain himself as he ran home and started to tell his mother.

'Mummy, I was at the playground and I saw

Daddy's car go into the woods with Aunt Jane. I went back to look and he was giving Aunt Jane a big kiss, and then he helped her take off her shirt. Then Aunt Jane helped Daddy take his pants off, then Aunt Jane...

At this point Mummy cut him off and said, 'Johnny, this is such an interesting story, lets save the rest of it for supper time. I want to see the look on Daddy's face when you tell it tonight.'

At the dinner table that evening, Mummy asked little Johnny to tell his story. Johnny started his story, 'I was at the playground and I saw Daddy's car go into the woods with Aunt Jane. I went back to look and he was giving Aunt Jane a big kiss, then he helped her take off her shirt. Then Aunt Jane helped Daddy take his pants off, then Aunt Jane and Daddy started doing the same thing that Mummy and Uncle Bill used to do when Daddy was away on the oil rigs...' Mummy fainted!

Diary Dates

Date	Day	Item	Contact
07/07/15	Tuesday	Club Meeting - 20:00 -22:30	GS
10-Jul	Friday	eSoaring FNL 6 - 18:00-21:00	PW
12-Jul	Sunday	Xcountry eSoaring - 10:00-14:00	TH
14-Jul	Tuesday	Mini Glider L 3 - 18:45-21:00	JP
17-Jul	Friday	Thermal FNL 6 - 18:00-21:00	GJ
19-Jul	Sunday	Xcountry eSoaring res - 10:00-14:00	TH
24-Jul	Friday	eSoaring FNL Reserve - 18:00-21:00	PW
31-Jul	Friday	Thermal FNL Reserve - 18:00-21:00	GJ
01-Aug	Saturday	TVSF Open F3K (2) - BMFA - 10.00-17.00	MF
02-Aug	Sunday	Thermal 100" & BBQ - 10:00-16:00	CM/GS
04-Aug	Tuesday	Club Meeting	GS
07-Aug	Friday	eSoaring FNL Reserve- 18:00-21:00	PW
09-Aug	Sunday	Miniglider L 5 4 Annual MG - 12:00-15:00	JP
14-Aug	Friday	Thermal FNL Reserve- 18:00-21:00	GJ
16-Aug	Sunday	Thermal Open - 10:00-14:00	CM
18-Aug	Tuesday	Mini Glider L reserve	JP
23-Aug	Sunday	Reserve 100" or Open Thermal - 10:00-14:00	CM
29/30/31-Aug	Sat/Sun/Mon	Silent Flight NATS	
01-Sep	Tuesday	Club - Photo Competition	GS
03-Sep	Thursday	Slope Day out	GS
03-Oct	Saturday	TVSF Open F3K (2) - National - 10.00-17.00	MF
03 Oct/10 Oct	Sat - Sat	Wales week	CM
13-Oct	Tuesday	Club Meeting	GS
18-Oct	Sunday	Miniglider L6 - 12:00-15:00	JP
25-Oct	Sunday	Miniglider L Reserve - 12:00-15:00	JP
01-Nov	Sunday	Slope Xcountry 10:00-14:00	GS
03-Nov	Tuesday	Club Meeting	GS

Absolutely the last T21 construction tale

By Vic Thomas

Without being rude I imagine some of you may have been babes in arms when this epic started, at least it seems like that. I will not bother to go into the full details, (thanks for small mercies) but at least it has cured me of taking on models of this size again.

Although the Reiher had a greater span the chord was less and so, more manageable. I remember it was the chord which defeated the car I had at the time as a carrying conveyance for the first T21, yes, this is the second one!

The first one was finished in full Air Cadet regalia but this one is intended to be more civilian and is in Cub Yellow and white. I couldn't find a scheme in the collection at Lasham which took my eye, hence yellow and white.

There are many u tube snippets on Google but the only one I liked was a blue and white sunburst design but my mean streak cut in due to the waste on covering, (have you seen the price of Solartex?)

The last job is to insert the pilots, from stock, and to fashion an instrument panel, luckily very basic. This time I have not been able to get suitable wind-screen material but the laser kit by Chris Evans did provide frames so thinner stuff will suffice. It shows how long ago the first one was built as I was able to buy offcuts of plastic secondary glazing, blank looks now! So that's it, never again.....Oh didn't I say, John Fuller, a past Member, in a downsize clear-out prior to a move away pressed on me a 1/5 scale Mike Trew Skylark fuselage.

Now its rude to refuse isn't it? Again an order has been placed with Chris Evans who is doing the wings and tailplane materials. Mike Trew is a true scale man who uses full size wing sections but Chris is substituting a more modern section as used by Chris Williams among others. This is entailing a delay, but the Summer isn't building weather. Watch this space, at least it will go in the Prius.

Vic said his first T21 would be last, he eventually sold it to Terry Antell. It's final demise was to a watery grave off the south coast. The latest T21 will "maiden" this summer and we wish him and the model good luck. (the last one ? We will see.) Editor's comment →





T21 Pilot and Pupil

TVSF Branded Garments

Thames Valley Silent Flyers



Polo Shirt £11

Heavyweight Pique Polo Shirt



Sweat Shirt £12



Fleece £18



Baseball Cap £6.50

6 Panel
Struc-
tured
Brushed



Bronx Hat £7

Acrylic
Knitted Thin-
sulate With
Turn-Up



ORDERING

send you requirements to: Richard Thornton:

rickthornton@ntlworld.com

Or see him on club night.

Thames Valley Silent Flyers



SIZES	COLOURS
S : 36"	White
M : 38"-40"	Burgundy
L : 42"	Yellow
XL : 44"	Black
2XL : 46"-48"	Smoke / Grey
Head wear all one size.	Green
	Blue / Royal

Radioglidle 2015 – Graham James and Mike Fantham report on this year's event



Once again Radioglidle took place over the late spring bank holiday at the end of May on fields of Tudor Farm, Edgectott Bucks. This is a premier event for the flat field soaring enthusiast combining UK Team Trial rounds for F3J and F3K along with other electric and winch launch competitions.

All three days were blessed with good weather, though Sunday's Multilaunch event did suffer a couple of short rain delays. Lift was there to be found, though sometimes took some brave flying to seek out. The local Red Kites and Buzzards were very obliging in marking the thermals but would quickly disperse as the models converged on their space.

There are two fields available at Edgectott, so the schedule for the weekend was constructed in such a way to allow pilots the opportunity to fly in a maximum of three classes. With Multilaunch flown on the Sunday, it meant one could fly a combination of winch, electric and Miniglider (DLG).

Saturday

The 100s event was held on the main field, where eleven competitors met. As usual Neville Warby took the role of enthusiastic 'fieldmeister' laying out launch and turnround lines and landing box.

The weather was set fair for a good competition, bright but with quite a chill breeze blowing up and down the field permitting a very comfortable layout. Trackers were very much the model of the day, though one or two Eliminators were in evidence along with John Hullet's own design models and a 'Sherriff' from way back when



Five preliminary rounds of three slots saw most being flown out. Two fly-off rounds followed, with Graham James, Kevin Newitt, John Shenstone and Alan Morton competing. Graham and Alan both made the same (misguided) judgement that the air would not support twelve minute flights and waited for the rest of the field to find the sink which had dogged the latter rounds. Suffice to say they found conditions had returned to the earlier strong lift. In round two, all pilots launched on the buzzer, again lift was abundant and so the damage was done.

Congratulations go to Kevin Newitt for a superb win of consistent high performance. John Shestone took second, Alan Morton third and of course, I came fourth.

On the second field, Kevin Beale was CD'ing 12 competitors in electric soaring to F5J rules. Similar to other electric classes, the main difference here is that height of the launch is not restricted with penalties applied, the higher the launch achieved in the 30 second motor run.

The majority of launches were around the 170-180 metre mark but a slot in Round 7 had every-one launching to a circling red kite at about 100 metres, this did not work well for all but it was a gamble that was worth taking. Sub four metre electric models, 100s and the local bird population made for some crowded skies on occasions.

Models used were Maxas, Xplorers, Shadows, Tragi Clusters, Ray X and the obligatory bl**dy Ava



A total of eight rounds were flown with one discard resulting in a win for well known thermal ace Colin Paddon, second was Dave East and third was Peter Allen.

Sunday

Sunday's forecast indicated rain and the wind had swung through 180 degrees. There were 18 competitors for this year's Multilaunch event, over double the number for last year which was low due to the clash with F3J happening the same day.

The mixture of launch types was roughly two-thirds winch, a third electric, plus one DLG flown by Maria Freeman. Although the rules allow competitors to change models throughout the day, all stuck with their chosen class, thus allowing their scores to count in the specific BARCS league.

Scorer Peter Mitchell matrixed for up to six rounds but with half hour rain break allowing us to take lunch and a later 15 minute stop in the proceedings in the afternoon we managed to fly four preliminary rounds. Despite the slightly cooler weather, lift was abundant and most slots flew out. This year's rules restrict electric launches to 175 metres and it was noticeable that with the breeze, winch launches were generally higher. For me, one of the challenges of Multilaunch is to choose the launch method to suit the occasion and we should now stop changing launch heights year on year. One or other will always be more preferable on the day. Maria Freeman also showed that DLG pilots can enjoy participating with the opportunity of up to four launches, best flight to count, though this clearly proves to be quite a physical challenge.

At the end of the rounds Peter Allen was first (also best winch launched pilot), Graham Wicks second and Cengiz Philcox third. Kevin Beale was best placed electric glider in fourth,

notable for the fact that he was flying an OD prototype machine.

These four went forward to a two round fly off of 15 minutes each. Peter Allen took the first of these and Graham Wickes the second which resulted in Graham taking the overall win followed by Peter, Cengiz and Kevin.

Monday

F3KReport from Mike Fantham.

Ten pilots took part in the F3K contest in conditions which varied from sunny and almost calm with strong lift to cloudy with a cool breeze and virtually no lift.

The CD, Hayley Styche, had chosen tasks with the emphasis on fast 'turn-arounds', where a pilot needs to land at precisely the right moment and re-launch as quickly as possible. In the 'Best 5 flights' task, flown to a two minute max in a ten minute slot, Richard Swindells (the eventual winner) made 9:46 in what were less than ideal conditions. That's an average of over 1:57 per flight – and remember he has to re-launch four times in the ten minutes!

F3J was being flown at the same time as F3K and the 'big' models were often sharing the lift with us and the local Red Kites and Buzzards.

As the start of my slot of 'Last flight only' was being counted down, a stack of Kites and F3J models was coming right at us in lift. I looked at the well-marked thermal and picked my spot. I launched on the hooter and was soon climbing rapidly in the core of the lift. The task here is to score over 5 minutes on your last launch of the slot. Three of us achieved the ideal solution in that slot - do 5 minutes on your first launch and make that your last one too! Sadly that was my only 'ten minutes of fame' and I returned to my normal form for the other rounds....

GBR Team Members Richard Swindells and Michael Stern came out on top with the Team reserve, Darius Zibikas in third. (Our third Team Member, Simon Jones, couldn't make this event.)

In only his second F3K contest, Carlos De Santos was fourth – a man to watch for in the future.

It was a good contest in interesting conditions – thanks go to the BARCS committee for organising Radioglide and to Hayley Styche for getting us through ten rounds in smooth style.

F3J

As Mike says the conditions on Monday were different again, somewhat warmer and sunnier, the wind had backed by 90 degrees which meant for the F3J pilots that the field was set up across it's shortest dimension and that the landing approach had the added hazard of a number of tall thin trees with gaps of about 5 metres apart, along the downwind edge of the field.

A total of 23 pilots participated in the know familiar F3J discipline. The usual array of Xplorers, Tragi Clusters and Pikes were represented along with Maxa Pro's. F3J continues to be a game of small margins with the top pilots launching on the button and crowing in for a

100 point landing, split seconds before the final countdown buzzer. Nevertheless its exhilarating launch sequence and fascinating search for lift is still great fun and challenge for us lesser pilots. And with computer timing systems and fixed prep times, it has a rhythm which allows for an enjoyable mix of adrenalin and relaxation, leaving participants satiated after a good days flying.

Five rounds saw most slots flown out, with very few relaunches and apart from one pilot flying the wrong model no damage. However as I mentioned earlier, those trees on the landing approach were to prove attractive, at least for one pilot who got special mention and a bottle of beer at prize giving for landing in them..... twice.

Once again familiar names at the top of the leader board were headed by Neil Jones in first, Colin Paddon second and Peter Allen in third.

Victor Ludorum Winner

As there was an opportunity to fly in three competitions, the Victor Ludorum was presented to Peter Allen being the best placed pilot, based on placings before fly offs. Third in F5J, 1st in Multilaunch, 3rd in F3J.

So overall a great weekends flying which, following the vote at the ECM on the Saturday evening will have further significance in years to come as it will also be the date for the BARCS AGM. A full set of results can be found on the BARCS website. ➔



TVSF All-rounder update at the 29.05.2015

THAMES VALLEY SILENT FLYERS		Indoor Chuckle	Mini Glider	Mini Glider League	Hand Launch F.F	Friday Night League	Open Thermal	100s Thermal	Electric Xcountry	Electric FNL	Electric Thermal	F3F	Cross Country	Aerobatic	Annual Pylon (foamie)	Annual Pylon (crunchy)	Thermal Allrounder	Electric Allrounder	Slope Allrounder	Club total points
2015 Pilots Name																				
	Maximums >>	10	10	15	10	15	10	10	10	15	10	10	10	10	10	10	100	35	50	185
	notes>>			part		part				part										-
Peter	Williams	8		11		14				13				6			33	13	6	52
Colin	Hutchinson			15		15				9				10			30	9	10	49
Graham	James	7				13				14							20	14	0	34
Tony	Ridler	6		10						11							16	11	0	27
Roger	Critchley					11				12							11	12	0	23
John	Price			14										9			14	0	9	23
Graham	Stallard			13										8			13	0	8	21
Chris	Moynihan					12				8							12	8	0	20
Paul	Harvey									10				7			0	10	7	17
Trevor	Hornby	10												5			10	0	5	15
Peter	Wood									15							0	15	0	15
Mike	Fantham			12													12	0	0	12
Roger	Henderson	9															9	0	0	9
Martin	Gilbert									7							0	7	0	7
Steve	Elkin	5															5	0	0	5
2015 Participants		6	0	6	0	5	0	0	0	9	0	0	0	6	0	0	12	9	6	15

Hello Everybody

By Steve Elkin



After the sad death of our former club member, Norman Childs, as many of you will remember, his wife asked if the club could kindly help in the clearance of his garage, which was jam packed with his modelling stuff.

A group of us went along on a couple of Saturdays, duly lead by our leader, Graham, and pulled everything out of the garage, and separated it into two lots, rubbish, one for the council tip, and one sellable stuff for a future garage sale.

The "Garage Sale" day was organised, and after about 4 hours it was decided to call it a day, and everything that was left would have to go "down to the tip"

Amongst the bits that were left, was what we identified as a Multiphase, a 12ft wing span thermal soarer, I said to Graham, "we can't scrap this, it's too good", he said, "do you want it" I gave him that,

"I wouldn't mind, save it being scrapped" look, "put a fiver in the kitty and it's yours", quirked Graham.

I was the new owner of a Multiphase.

So, after getting it home and have a good look at my new acquisition, what did I need to do to get her flying again, it had wing servos for the ailerons, fine, and 3 servos in the fuzz, rudder, elevator and the third was for the flaps, having a cable running from the servo, out through the sides of the fuzz, and connecting to the flap horns with steel snap connectors, I wasn't very happy with this arrangement at all.

So, out came the fuzz flap servo, and in went some wing mounted flap servo's to make the operation of flying and putting the model together a lot easier, I had to run a new plastic tube through the foam core of the wing, to take the extra flap servo cable, the existing tube for the aileron servo's was not big enough to



take 2 cables in it, this in its self was not too easy, with just hoping that by pushing the tube in the right direction it would end up in the servo box I had made, luckily it found its way to the right place.

Next job was to fit an electric motor in the nose, so I can fly it from the field, a Turnigy Gliderdrive motor was ordered from our friends, HobbyKing, which was a new design from Turnigy, it is an out-runner, but within an outer case, so the body of the motor does not rotate, enabling the cable connections to be on the back of the motor, helping with the tight fit of the motor into the slender nose.



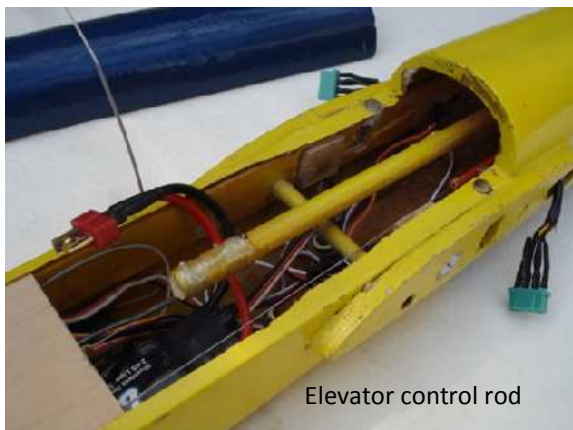
Electric Cables connecting at rear of motor



Spinner, Motor and Prop fitted

The nose was chopped off in the appropriate position, and a $\frac{1}{4}$ " ply bulk head was fitted, it needed to be $\frac{1}{4}$ " thick, to make the correct spacing for the motor to spinner distance.

Next job was to move the remaining 2 servo's back about 1", to enable me to get a LiPo battery box fitted immediately behind the motor, to run everything, this entailed shortening the elevator control rod that had been fitted, and shortening the wirers on the closed loop rudder control.



Elevator control rod

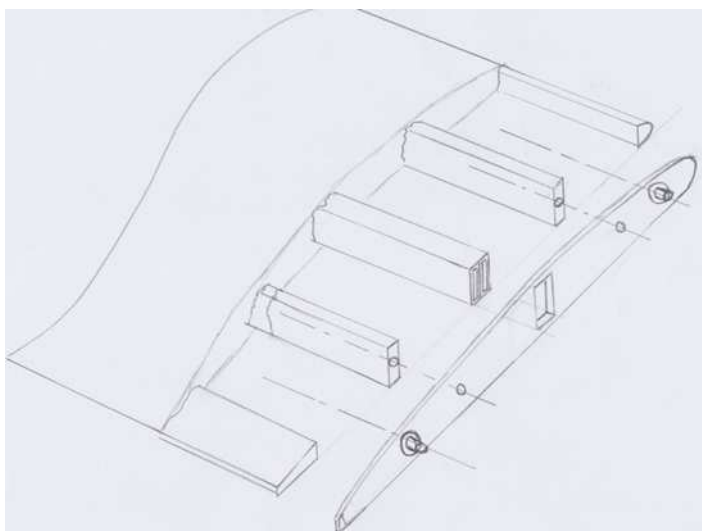
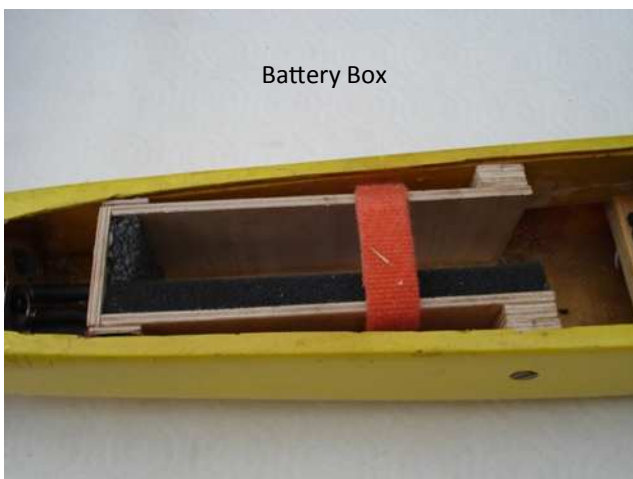
A couple of button magnets on the back of the canopy to hold it on, and a 14x9 AeroNaut folding propeller fitted and we were ready for the maid flight, no weight was needed in the nose to get the C of G correct, as it was a little nose heavy now with the motor and LiPo up front.

First flight was achieved with the help of Graham flying the take off, whilst I gave it a hefty launch throw, to get the air speed up as quick as possible. All went well, just needed quite a bit of up trim to get it to fly level.

First flight over, and after some adjustment on the elevator rod to sort out the “out of trim” situation, a second flight took place, again, Graham did the take off, and I the launch, and when the model was up and level, he handed the Tx to me to fly the rest of the flight and did the landing, all good, very pleased.

I did notice that on the landings, because of the large wing span and weight, I guess, the wings were pivoting forward on the main spar blades and steel dowel, and it was suggested that the wing fixing with probably benefit with having some Multiplex MultiFix wing connectors fixed, to help keep the wings tight up against the fuzz. A good idea I thought, so duly ordered from Sussex Model Centre, I set about fitting them, well what should have been a quite straight forward procedure, according to the instructions, turned out to be a major operation.

Because the wings were foam core with veneered covering, there was nothing for the male plug of the fixing to secure to, and also, the root rib was made



Root cut back to put in new ply rib and MultiPex Plug

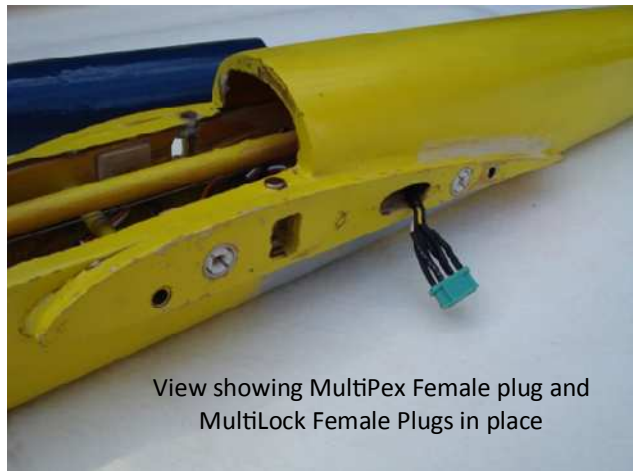
of a type of very thin fibre glass/ plastic material, that had no strength in it at all, so I had to set about opening up the wing root, back about 1 ½ " and removing all the foam and the existing root rib, to just leave the leading edge, trailing edge, main spar and wing dowels sticking out of the end of the wing, I then made a new wing root rib, from 1/8" ply, and attached it to the existing spars, now I had a strong construction to attach the male MultiFix plugs to.



New Wing Root fitted, showing new MultiLock plugs

Whilst I had the wing root open, I thought I must take the opportunity and replace the standard servo plug with a Multiplex 6 pin plug, to make things a lot tidier when putting the wings on. You can see the female Multilock plugs in this photo as well.

With the wings re-skinned and re-covered in the repair area, now to fit the female parts in the fuzz, a fairly straight forward job, you just have to make sure that they line up exactly with the male plugs in the wings, and I did this by making the holes in the fuzz slightly over size, and then putting the wings on whilst the epoxy resin set, job done.



View showing MultiPex Female plug and MultiLock Female Plugs in place

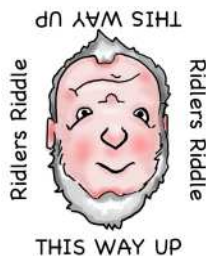
On the next flight, the wings stayed firmly against the fuzz on the landing, good job done.

With some extra cooling holes put in the front bulk head, to allow more air flow for cooling of the motor, hopefully she is ready for the summer season, and some interesting soaring.

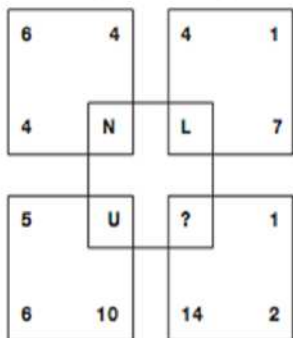
Thanks to both Graham Stallard and Richard Thornton for they help in the project. ➔

TVSF Puzzle Corner

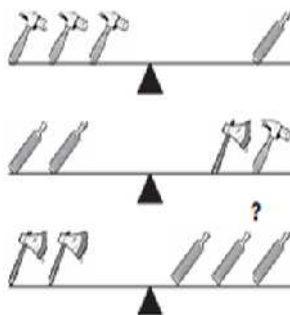
The puzzles in the last issue were 2 simple logic puzzles. **Answers**



Which letter replaces the question mark?



Which tool will make the last scale balance?



Letter = Q - Adding the three numbers in each square together gives the numerical value of the letter at the centre of each square.

Tool = Hammer - The Hammer = 1, the File = 3 and the Axe = 5

The Puzzle this issue is to guess the Airline Logos













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.

MALE VS. FEMALE LOGIC!

Woman: Do you drink Guinness? **Man: Yes**

Woman: How many a day? **Man: Usually about 3**

Woman: How much do you pay per beer? **Man: £3.00**

Woman: And how long have you been drinking? **Man: About 20 years, I suppose**

Woman: So a Guinness costs £3 and you have 3 a day which puts your spending each month at £270 In one year, it would be approximately £3240 ...correct? **Man: Correct**

Woman: If in 1 year you spend £3240, not accounting for inflation, the past 20 years puts your spending at £64840 correct? **Man: Correct**

Woman: Do you know that if you didn't drink so much Guinness, that money could have been put in an interest savings account and after accounting for compound interest for the past 20 years, you could have now bought a Ferrari? **Man: Do you drink Guinness?**

Woman: No **Man: Where's your Ferrari?**

It was the Scotland/Wales rugby International weekend in Edinburgh and as the crowds made their way down Princes Street towards Murrayfield, a Rottweiler suddenly lunged towards an eight-year-old Scottish lass, with its jaws wide open ready to attack.

The crowd nearby gasped in horror but, quick as a flash, a man in red jumped out of the crowd, grabbed the dog by the throat and throttled it.

As the dead dog lay there, and the crowd cheered in admiration, a journalist from the Glasgow Herald who had witnessed the heroic deed, went up to the man and said, "That was brilliant, I can see the headline now -

'Welsh Rugby Fan Saves Young Girl From Certain Death'."

The man replied, 'No, you've got it wrong. I'm not here for the rugby!'

'Don't worry' said the journalist, 'I can see the headline now -

'Welshman Saves Girl From Jaws Of Rottweiler'."

The man replied, "No, you're wrong again. I'm not Welsh; I'm from London."

The journalist said, 'Don't worry; I can see the headline now -

'English Bastard Strangles Family Pet'.

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



The 5 completed Phase 5 Models called the Ghost Squadron because of the other 3 un-completed models which are not available

Chris, Richard, John, Paul and Trevor