

Thames Valley Silent Flyers



LIFT

ISSUE 83

MARCH 2017

Indoor Chuckie

Trophy Presentation



The Newsletter of Thames Valley Silent Flyers

Wales October 2016



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Front Cover—Club 100" annual competition

Photo— Tony Ridler



Rear Cover—Shrivenham aerotow meeting

Photo— Colin Hutchinson

Do you know someone who would like our club newsletter? To order a copy of the next issue (July 2017) send a cheque to Tony Ridler, 109 Pierrefondes Ave, Farnborough, Hants. GU14 8NZ for £3.00 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 June 2017 for the July Publication.**

Editorial *By Tony Ridler*



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

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

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

My thanks to the contributors this issue, only 2 weeks ago it was looking like a very slimmed down LIFT. My usual scribes came through in the end. With 65 members I should be inundated with material. What about the slope days out?, new projects on the drawing board?, visits to places of interest?, new members, how are you settling in, what can the club do to make you more welcome, just a few ideas, now put pen to paper (fingers to keyboard). Well that’s all for this issue—Fly Safely—Tony →



TVSF Club Meeting Guest Speakers & Events

Club Meeting	Topic	Speaker
April 04/04/2017	Drones and Aerial Photography	Mark Curtis
May 02/05/2017	Aviation Human Factors	Craig Hudson
June 06/06/2017	Full-size aerobatics	Jon Welch
July 04/07/2017	Martin Baker	Steve Elkin
Aug 01/08/2017	FPV Quad and other FPV	Mark Hastings
Sept 05/09/2017	Photo Comp	Roger Stacey
Oct 10/11/2017	Full size Soaring South Downs	Graham Stallard
Nov 07/11/2017	Bring and Buy	
Dec 05/12/2017	AGM	

The guest speakers are subject to availability.

Chairman's Chat

By Graham Stallard



The sheep on Big Barn have now gone and left us with a beautifully 'mown' field to fly on. Currently good for electric power with wheels. The trailer is still in front of the gates and for the time being looks to become a permanent feature. Please do your best to park as tidily as possible at the field entrances.

Within this copy of Lift you will find a list of non-competition activities to enjoy together with a list of speakers for 2017. A few of the activities are the popular Slope Day out, two again this year. The club BBQ is at the end of July and will be a different format to previous years. There are no competitions on the day just sport flying as member's desire.

Sunday morning flying has been variable over the winter with cold and wet weather deterring all but the keenest. This happens to be the quad squad who will fly in most conditions. They now come to the field to fly from transparent pods (out of the wind and rain) around a low-level course of quad FPV racing gates. Rain drops on the lens can be annoying. Flying with fixed wing and quads is working well as the quads fly pretty low and through a specific course. It's also good to talk.

We live at a time of significant availability of many electronic devices, GPS modules, Solid State Gyros, micro barometers, micro accelerometers etc. which enable us fly in a way that even 10 years ago was the realm of the few or the military. Today we can buy for a few 10's of pounds a gyro unit which is small, light, reliable and configurable to stabilise your flight path. One member is investigating adding this to a smallish SE5 to enhance its flight characteristics in less than perfect conditions. This piqued my interest as I started to consider how such a gyro worked at the electronic level. Watch out for a talk next year on how these devices work their miracle.

The adventures of full size continue. Having successfully flown the Ballater ridge I was keen to fly the Southdown's. As luck would have it in early November a NW was blowing one Sunday and I drove down to Parham and had a check flight with their CFI Duncan Stewart in a K21. The wind direction was less than perfect but we managed to fly for an hour and 20 minutes using both ridge and thermal lift. The next day the wind was smack on North, 15mph, perfect. I was flying a club Discus and released at 1000' flying towards the slope. Yes the lift was working, phew and then suddenly I was running along the ridge and climbing. It was a perfect day with thermal lift across the gaps to help stay up. I managed 6 legs from Harting to Lewis covering 340Km in 3 hours 23minutes during which there were some interesting moments, more of that at the October talk. Sadly there have been no further days with a good Northly for further exploring of the lift on the Southdowns' but as soon as there is, life goes on hold for another sortie checking out the hot spots and simply soaring.

As the weather improves get your models out and join us at the field.

Graham 😊

Diary Dates

Date	Day	Item	Contact
07 Feb	Tuesday	20:00 Club Night and indoor Chuckie	
07 March	Tuesday	20:00 Club Night	
12 March	Sunday	10:00 - 14:00 Slope Aerobatics	JP
26 March	Sunday	10:00 - 14:00 Slope Cross Country	GS
04 April	Tuesday	20:00 Club Night	
9 April	Sunday	10:00 - 14:00 Slope Spring Spare	GS/JP
25 April	Tuesday	18:45 Mini Glider L 1	JP/MF
27 April	Thursday	10:00 Slope Day out	GS
28 April	Friday	18:00 - 21:00 eSoaring FNL 1	PW
2 May	Tuesday	20:00 Club Night	
6—13 May	Sat—Sat	Wales week, Spring outing	CM
16 May	Tuesday	2017, 18:45 - 21:00 Mini Glider L 2	JP/MF
19 May	Friday	18:00 - 21:00 eSoaring FNL 2	PW
23 May	Tuesday	19:30 - 21:00 Chuckie Free Flight outdoor	JP
27—29 May	Sat—Mon	BARCS Radio Glide	GJ
02 June	Friday	18:00 - 21:00 eSoaring FNL 3	PW
6 June	Tuesday	Club Night	
9 June	Friday	18:00 - 21:00 eSoaring FNL 4	PW
13 June	Tuesday	18:45 - 21:00 Mini Glider L 3	JP/MF
16 June	Friday	18:00 - 21:00 eSoaring FNL 5	PW
18 June	Sunday	10:00 - 15:00 eSoar Open and 2m	GJ/CM
23 June	Friday	18:00 - 21:00 eSoaring FNL 6	PW
24 June	Saturday	09:00 - 17:00 F3K Open (1)	MF
25 June	Sunday	10:00 - 15:00 eSoar Open and 2m Reserve	GJ/CM
30 June	Friday	18:00 - 21:00 eSoaring FNL reserve 1	PW
02 July	Sunday	10:00 - 14:00 Field Xcountry eSoar	TH
04 July	Tuesday	20:00 Club Night at Binfield Club	

Thames Valley Silent Flyers

Annual General Meeting Minutes

6th December 2016 8.00pm – 10.00pm

Attendance No. = 20

1. Apologies:- Phil Hill, Terry Antell, Vic Harris, Andy Paterson, Trevor Hornby, Peter Woods, Ian Lancaster.

2. Request for Any Other Business (AOB)

A request was made by the chairman, for any other business, there was no AOB received.

3. Minutes of 2015 AGM

The Minutes of the 2015 AGM, as published in the March 2016 issue of LIFT, were put to the floor as a true and accurate report of the 2015 AGM.

Proposer- T. Weeks

Seconded-C. Moynihan

For=18 Against= 0 Abstained= 1

4. Matters Arising

There was no other matters arising.

5. Committee Reports:

Secretary:

Steve Elkin

The Secretary's Report:-

During the year, I have managed to attend 11 of the monthly Club meetings, and all the committee meetings. This is my 4th Year, in the position as the secretary, and it has been a very much an uneventful year as far as secretarising is concerned, with just the routine minute taking and report writing of the minutes and sending out emails to the club. I always try to get down the field every Sunday morning, weather permitting, and I am happy to carry on in the secretary's position for 2017, if the club would like me to.

Membership Secretary:

Ian Lancaster

Club membership over the year has been pretty steady, but as you look around the room, the age of our members is gradually getting older and older, with no young blood coming into the club. We have 68 members for 2016, so hopefully it will stay the same for 2017, finally I am happy to carry on as Membership Secretary for 2017.

It's quite amazing how each year turns out in terms of the competition, the field, and the weather. This year seems to have been a good one, at least as far as the Friday night leagues are concerned. The electric league went ahead much as normal, but when it came to the Thermal Leagues, the field became unavailable for a few weeks. During those weeks there was the usual amount of rain, and the grass grew – much to the pleasure of the farmer. It was duly cut, and then the rains went elsewhere for the whole of the duration of the league. We even managed to hold one on the very edge of West-coates, without sustaining any damage despite the close proximity of the hedges, the barn, and those rather large oak trees along the road.

So this year we have managed to hold all the comps with the exception of the Thermal Open, and the two sorts of slope racing.

Now why we did not manage the thermal open is surprising, as the Graham James persistence was never ending. The only thing he did not try was holding it after dark.

As far as the slope events are concerned, especially the racing comps, there may be a solution in the offing to improve our number problems.

Next year it may be possible to hold the events if we combine support from the MVSA and White Sheet, but I guess that will be discussed in at a later meeting.

Now all that remains is to thank the comp CD's for their efforts again in 2016: Peter (The Dizzy Control Line Flyer) Williams.

Graham (Best Talkman Ever) James

Graham (Is that a DG1000) Stallard

John (is that a thermal) Price

Roger (Mr Photograph) Stacy

Mike (Mr Tradition) Fantham

And finally, but not leastly, Trevor (Oh bugger I forgot to switch on) Hornby

And finally, I wish you all a merry Christmas, and good luck with the new competition secretary next year.

Records and Assets Officer:**Graham James**

There are two strings to my bow, the records officer and the assets officer, although the club does not have many asset, we do have 3 electric winches, which are in good working order, thanks to Graham and Colin. We did have a winch donated when Ken Glynn past away, which was sold and brought in a £100 to the club. The club does have a couple of older winches that are no longer used, which I intend to put for sale on EBay, and bring some more money into the club "coffers" apart from this, that is all I have to report on this year, thank you.

Newsletter Editor:**Tony Ridler**

Not a lot to report this year, only that I've been doing it now for 6 years, doesn't time fly when you are enjoying yourself.

I'd like to thank all the article contributors for the material they supply for the magazine, over the years, and I'm happy to continue in the position for 2017. Thank you.

Webmaster:**Trevor Hornby**

The current version of the TVSF web site is now over 5 years old

A few highlights:-

Forum membership is up to 54, although only half of those have been active in 2016.

The link to the back copies of Lift is now up to issue 77

"Useful links" has had another clean up and reset to 236 links.

Forum, the hottest topic is "who's up for some sloping" has now had 261213 hits.

The 2017 calendar has been prepared and is now ready for the web.

There have been no new issues of the handbook this year although there is an update pending about the field changes.

Behind the scenes

Paul and Keith Vale are still overall design, ownership, web masters and tech support.

Tony Ridler photos.

Trevor contest results (with Mike), handbook, calendar, links and front page (with Tony's help)

If you have not gone to the website recently, I encourage you to take a look!

Trevor.

Vice Chairman:**Chris Moynihan****Vice Chairman's Report**

I've managed to attend 10 of the monthly meetings, and chaired 2 in the absence of the chair, and attended all the committee meetings. I have organized the 2 Wales trips this year, which does not take an awful amount of time, but does involve handling quite a bit of money. Obviously I've had a heavy involvement with the BMFA, what with meetings and the AGM, which does take up a lot of my time, but I am happy to carry on the position of Vice Chairman for 2017.

The Chairman's report.

I've managed to attend 10 of the monthly meetings. Including a couple where I have had to drive down from Birmingham and back to attend, during the period where I was working up there. The field has been a challenge this year, with all the no use periods, we do have a plan to do something about this, but at the moment it is a long way from fruition. I would like to thank club members for they support in all the venues that have been put on this year, including gliding at Up-Avon and Lasham, with the Heritage Gliding Museum, the club BBQ, with thanks to Andy Patterson for his cooking skill to boot, the days out slope soaring, as a club.

Finally I would like to thank all the committee members for all they effort and work in keeping the "wheels" of the club well oiled, to make it run smooth and efficient, thank you again, and I'm happy to carry on as club chairman for 2017.

6. Treasurer Report on Accounts:

Richard Thornton

Copies of the years accounts are spread around the room for you to all look over, as you can see, we have ended up with a surplus balance of £2000, which is the most I can remember for years, but this was because of the club being the beneficiary of the money raised by Ken Glynn's model auction, which brought in over £1600. It was decided to keep the yearly subs the same for 2017, at the committee meeting. The floor was asked if there were any questions or queries, there was none. The floor was asked to accept the report as true and accurate, with a proposer and seconded as above, and a vote was taken, results above.

Acceptance of the Treasurers Report.

Proposer- J.Skinner

Seconded-P.Williams

For=18 Against= 0 Abstained= 1

7. Elections of Officers for 2016

For the re-instatement of the existing Officers (excluding Colin Hutchinson)

Proposer- R.Stacey

Seconded-C.Learwood

For=11 Against= 0 Abstained= 8

Colin Hutchinson is standing down as the Comp. Secretary and Trevor Hornby has said he is prepared to take over the role from Colin, this was put to the floor, and a vote was taken.

Proposer- C.Learwood

Seconded-P.Williams

For=18 Against= 0 Abstained= 1 Trevor's proposal was carried through.

8. Appoint of Accounts Examiner for 2016

Peter Woods has agreed to carry on in the position for 2017

9. Subscription for 2017

The committee has proposed to keep the yearly subs at the same rate for 2017, as the bank balance to quite healthy, it does mean that if we were in a position to rent a new field, we have the funds in place to act.

It was put to the floor if it was happy to keep subs the same as 2016, a vote was taken, and the results are below.

Proposer- R.Thornton S econded-R.Stacey

For=18 Against= 0 Abstained= 1

10. Proposals/Motions - None

Date of Next AGM 5th December 2017

The Meeting Closed at 9.30pm

An elderly couple had dinner at another couple's house, and after eating, the wives left the table and went into the kitchen. The two gentlemen were talking, and one said, 'Last night we went out to a new restaurant and it was really great. I would recommend it very highly.'

The other man said, 'What is the name of the restaurant?'

The first man thought and thought and finally said, 'What's the name of that flower you give to someone you love? You know, the one that's red and has thorns.'

'Do you mean a rose?'

'Yes, that's the one,' replied the man. He then turned towards the kitchen and yelled, 'Rose, what's the name of that restaurant we went to last night?'

A senior citizen said to his eighty-year old buddy: 'So I hear you're getting married?' 'Yep!' 'Do I know her?' 'Nope!' 'This woman, is she good looking?' 'Not really.'

'Is she a good cook?' 'Naw, she can't cook too well.' 'Does she have lots of money?' 'Nope! Poor as a church mouse.' 'Well, then, is she good in bed?' 'I don't know.'

'Why in the world do you want to marry her then?' 'Because she can still drive!'

Shrivenham aerotow meeting

Saturday 6th August 2016

By Colin Hutchinson



Shrivenham is a new aerotow meeting for me, but I had heard good things about this newish venue (a replacement for Siege Cross), so on Saturday 6th August I made my way down the M4 towards Shrivenham and the Vale of the White Horse Gliding Centre.

Having checked out the place on Google maps beforehand I was not surprised by the site when I arrived, but although Google is very handy when finding your way about the country, it does not give you the ambience of the place. The site is not that far from the village of Shrivenham, but you can't tell that when you are there, it seems absolutely miles from anywhere, with nothing but countryside to see in all directions.

The gliding club that runs the site is small (and needs new members if you are interested), also hosts an r/c model club, and it was their runway that we were to use. The runway was on the opposite side of the main glider runway so we had to drive round, before the full size got underway at 10 o'clock, dump all our stuff, and drive the cars back, then cross back over the runway. A bit of a performance to say the least, but there is no parking space on that side

of the field, and it is a full size gliding field after all, so they must take precedence.

What this means is that you are flying in front of yourself, whilst behind you full-size ASK 21's, etc. are taking to the skies. Dangerous, you might think, but so long as you follow the rules, it has proved quite safe.

Having walked the aerotow walk, and talked the aerotow talk, I knuckled down and made some coffee! Then I put my gliders together. Then I realised that I was looking straight at a couple chaps I fly indoors with,



and that this was their outdoor site, so there was more talking.

Eventually I managed to put the Minimoa, the Fillons Champion, and another plane (yes, I can't remember what I took), together and get some flights in. Lightish winds and thermals meant that the Minimoa was in her element. At one stage in the afternoon an icecream van arrived, by appointment of course, and I was stuck in a monster thermal, so could not buy ice cream!!!!!! So, I consoled myself, as the sky was all but empty of gliders, by performing enormous consecutive loops up and down the runway on the way down. One of the other flyers said to me after I landed, "You enjoyed that, didn't you?" He was right, I did.

As the day progressed I had a go at aertowing my Fillons Champion. Now, bear in mind that this was designed by Emmanuel Fillons in 1946 for free flight, so r/c was not in his thoughts

at the time, never mind model aerotowing. So when I asked Ray Watts to give me a slow aerotow with his giant Citabria, he did just that (he isn't half a good pilot). First attempt lead to the start of a ground loop, so I released almost before we had started. The second attempt started OK, because I hand-launched the model behind the tow plane, much to everyone's amusement.

However, the prop wash from the large propeller was enough to cause the tailplane to twist to such an extent that I released at about 150 feet. I then managed to slope soar the large bank of trees on the opposite side of the runway for a few minutes (I hope you are reading this Graham James), before landing.

There are a couple more stories I want to relate from the day. Firstly. I was standing during the afternoon

Gordon came by air taxi consuming another cup of coffee, and a chap tapped me on the shoulder. "Hello", he said, and I turned around to see Gordon. "Good heavens, Gordon, where did you come from?" "Upavon" says he. "Got caught out by the stronger than forecast winds, and couldn't get back, so thought I would land here and check you lot out!" Small world this is we are living in.



The second story is about a 38 kilo glider. Yes, 38 kilos is not a misprint.

You may think a 6.6 meter Nimbus is big, and you would be right it is big, but it is dwarfed by the Wein built by the Ghost Squadron. The only stat I have is the weight, 38 kilos, but the pictures say it all. Just look at the number of chaps carrying it back to the pits. If I ever build a model of that span to fly on the slope I am going to need more than a golf trolley to get it there!



Oh, and by the way in the morning it flew once, managing to stay aloft whilst I had three aerotows. You could say that it has a good glide. Will it be allowed in the thermal open comps?



TVSF 2016 Annual trophy presentations



The award evening got off to a good start with a free club raffle. Ten prizes totalling £200 were up for grabs. Several were won by committee members which caused much heckling and good humoured banter.

Once again 2016 competitions, most of the pot's were won by Colin which only left a few for lesser mortals.

There were a number of muttered comments along the lines, "maybe he might catch the flu or a similar nasty this year".



Annual comps

Indoor Chuckie	Picton Pot	Colin Hutchinson	John Price
Hand Launch F/F	TRL Cup	Peter Williams	Colin Hutchinson
Hand Launch R/C	Bill Hatton Memorial	John Price	Colin Hutchinson
Slope Xcountry	Lancaster Pot	Colin Hutchinson	Roger Critchey
100S	Moss End Plate	Graham James	Roger Critchey
Open	Moss End Trophy	Not Held	
Electric Thermal	Electric Cup	Terry Pelling	Graham James
Electric Xcountry	Propeller	Colin Hutchinson	Roger Critchey
F3F	Watership Shield	Colin Hutchinson	Roger Critchey
Slope Aerobatics	Kingsclere Cup	Graham Stallard	Colin Hutchinson
Field Aerobatics	Trial	Colin Hutchinson	John Price

Special Awards

Best National Award	Findlay Trophy	Mike Fantham
Photo Contest	Wasserkuppe Cup	Roger Stacey

Leagues

Thermal FNL	Moynihan Shield	Colin Hutchinson	Graham James	Peter Willams
Electric FNL	Miles Shield	Colin Hutchinson	Graham James	Peter Willams
Mini Glider L	The Binfield Bucket	Colin Hutchinson	John Price	Mike Fantham

All Rounders

Thermal All-Rounder	Chris James Memorial 1	Colin Hutchinson	Peter Williams	John Price
Slope All-Rounder	Chris James Memorial 2	Colin Hutchinson	Roger Critchey	Graham Stallard
Electric All-Rounder	Bracknell Bowl	Colin Hutchinson	Peter Williams	Graham James Peter Wood
TVSF All-Rounder	Kings Cup	Colin Hutchinson	Peter Williams	Roger Critchey



Indoor Chuckie— 1st Colin Hutchinson— 2nd John Price



Hand Launch F/F — 1st Peter Williams— 2nd Colin Hutchinson



Hand Launch RC — 1st John Price— 2nd Colin Hutchinson



Cross Country (Slope) — 1st Colin Hutchinson—2nd Roger Critchley





100s—1st Graham James—2nd Roger Critchley



Electric Thermal—1st Terry Pelling—2nd Graham James



Electric Cross Country —1st Colin Hutchinson—2nd Roger Critchley



F3F —1st Colin Hutchinson—2nd Roger Critchley





Slope Aerobatics —1st Graham Stallard —2nd Colin Hutchinson



Field Aerobatics —1st Colin Hutchinson— John Price



Best National Performance—Mike Fantham : Photographic Competition—Roger Stacey



*Thermal Friday League—1st Colin Hutchinson—2nd Graham James—3rd Peter Williams
Electric Friday League—1st Colin Hutchinson—2nd Graham James—3rd Peter Williams*



Mini Glider League—1st Colin Hutchinson—2nd John Price—3rd Mike Fantham



Thermal All Rounder —1st Colin Hutchinson— 2nd Peter Williams—3rd John Price



Slope All Rounder —1st Colin Hutchinson— 2nd Roger Critchley—3rd Graham Stallard



Electric All Rounder —1st Colin Hutchinson— 2nd Peter Williams—3rd Graham James



Electric All Rounder —equal 3rd Peter Wood



Best National Award - Mike Fantham



TVSF All Rounder—1st Colin Hutchinson—2nd Peter Williams—3rd Roger Critchley



Stick at it prize from Colin



Presentation Team



Wales 2016

By Roger Stacey



The shots of the 142" span Medicine Man, designed by Roger Pullen (made by Clive Learwood circa early 70s) The plan is still available from Myhobbystores website! It's an enlarged version of the 100S Chieftain).

The Supra was flown by Graham James (2016 hotship!)

The two photos of my Reiher were taken by Colin H.

The birds were taken on the Conwy estuary and it shows herons, little egrets and one great white egret. (included for Colin).



Medicine Man



September Multiclub day out

Photo's by Ken White of MVSA



Handbook Update

The online handbook has been updated. You can find it at <http://www.tvsf.co.uk> on the page "ABOUT US", The Club.

9 Handbook Updates – 2015



This page provides a summary of the changes that have occurred to the handbook since 2015 issue.

Remove Pages	Replace with Pages	Section Description (1 sheet = 2 pages)
i to iv (2 sheets)	i to iv (2 sheets)	Replace first 2 sheets - Forward, and contents
3.1 to 3.2 (1 sheet)	3.1 to 3.2 (1 sheet)	Replace 1 sheet. Updating Miniglider to 8 from 12 flights
4.1 to 4.8 (4 sheets)	4.1 to 4.10 (5 sheets)	Replace 5 sheets updating flying sites
5.1 to 5.2 (1 sheet)	5.1 to 5.2 (1 sheet)	Replace 1 sheet removing ref to Whiskers being no fly zone
5.5 to 5.6 (1 sheet)	5.5 to 5.6 (1 sheet)	Replace 1 sheet Updating Miniglider to 8 from 12 flights
5.39 to 5.42 (2 sheets)	5.39 to 5.42 (2 sheets)	Replace 2 sheets Slope Aerobatic updated
8.1 to 8.2 (1 sheet)	8.1 to 8.6 (3 sheet)	Update 3 sheets of Aerobatics manoeuvres
	Section 9	Handbook updates -This page (1 sheet)

SUMMARY OF CHANGES

Generally the new pages have Update 2015 in the footer

Forward updated version number to issue 2015 published March 2017

Handbook Contents.. updated

Section 3.1 3.1.8 updated Miniglider summary to show flights 8 from 12

Section 4.1 update flying sites to change our field sites and new maps to show Big Barn and the Syngenta Sports grounds together with flying restrictions. This change adds 1 sheet and updates page numbers for the remaining 4 sheets.

Section 5.1 remove Whiskers as no fly zone (a long way from Big Barn)

Section 5.5 updated Miniglider rules to show flights 8 from 12

Section 5.39 updated Slope Aerobatics rules and manoeuvres table

Section 8.1 replace this section with Aerobatics manoeuvres diagrams

Section 9 this section summaries the changes

MUSS's on the slope

An enjoyable day with a 6 MUSS turn out (no locals).. Graham J, and Barry (both virgins to Knap Hill) Peter, John, Colin and me.

The forecast kept changing for 48 hrs but eventually gave us South with the odd shower between 11:00 and 15:00. We drove along the M4 still not that confident as the rain hampered the driving, however it turned out to be true with one light shower when we flew and one at 15:30 just as we got back to the cars..

What a great day.

Several scale jobs, several F3F'ers, a couple of Multifun's, some aerobats and 60"quot; racers... a great display and at times quite a crowded sky.

i-MUSS (*Trev*)



The Hornbys clean up

Vic Thomas

Yet again the Chuckie comp took place at the February '17 Club meeting with the usual breathless enthusiasm. This year we had 10 brave souls to potentially make fools of themselves but no one did and so there is little to laugh at.

For such a simple format, there is a surprising amount of "management" on the night. In order, not to run into Wednesday much geeing up is necessary together with volunteers for timing, computer input and CDing. My thanks to Colin on the computer, John for timing and Trevor for the computer program, setting up and clearing up.

As implied by the title Trevor won followed reasonably closely by Chris. Trevor's program spilled out the results almost as quickly as the info was keyed in, with a suspicious mind one could say that the program was designed to this end, but perish the thought!

The designs this year were all conventional, the only variations being straight or polyhedral wings, and to a lesser extent, size. This approach resulted in very little damage, either to the models or the spectators, but fairly low scores. The usual culprits, Colin Hutchinson was absent, John Price on the watch, and even Peter Williams seemed slightly "off song" although he was second for duration.

Chris Hornby certainly seems to have the Distance task cracked, he scored three 12s and two 11s, only Roger Henderson getting near with 90%. The Duration task, similarly a Hornby success, with Trevor being the only one achieving three flights at over 4 seconds. This task is the best for the spectators as a good flight, perhaps a couple of circles, takes a great deal of skill in trimming, taking into account the problems of avoiding the furniture and spectators. Several flights extracted appreciative rounds of applause. Again, as is usual, Peter ran him a close second with 81%.

The final result after the two rounds was Trevor first with 181%, Chris second with 167% and Barry Hood third with 150%. All very well done.



Distance +Duration	Best 5 %	Place	club pts
Trevor Hornby	181%	1	10
Chris Hornby	167%	2	
Barry Hood	150%	3	9
Peter Williams	143%	4	8
Roger Henderson	142%	5	7
Steve Elkin	128%	6	6
Vick Harris	115%	7	5
Peter Wood	114%	8	4
Tony Ridler	110%	9	3
Graham James	91%	10	2

No	DISTANCE	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	Best 5/10	%
1	Tony Ridler	5	3	5	8	3	5	4	3	3	6	29.0	50%
2	Trevor Hornby	4	4	5	3	11	9	8	11	8	6	47.0	81%
3	Barry Hood	9	5	10	3	7	10	6	11	8	8	48.0	83%
4	Roger Henderson	10	11	10	11	6	10	3	9	10	10	52.0	90%
5	Vick Harris	4	6	4	4	3	5	4	4	5	8	28.0	48%
6	Steve Elkin	3	3	3	6	3	3	8	9	9	9	41.0	71%
7	Peter Wood	9	10	6	5	5	10	8	8	8	9	46.0	79%
8	Chris Hornby	12	8	9	9	11	4	12	11	10	12	58.0	100%
9	Peter Williams	4	5	6	6	4	5	11	5	5	8	36.0	62%
10	Graham James	3	6	7	1	5	5	5	5	3	5	28.0	48%

	DURATION (Secs)	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	Best 5/10	%
1	Tony Ridler	2.25	2.99	1.75	1.50	2.06	2.12	1.44	1.69	1.75	2.38	11.8	60%
2	Trevor Hornby	1.44	4.25	4.00	1.75	1.81	1.44	0.30	4.13	3.69	3.63	19.7	100%
3	Barry Hood	1.00	1.93	1.94	1.50	1.50	3.19	1.63	2.94	2.50	2.69	13.3	67%
4	Roger Henderson	0.75	2.81	1.12	0.81	1.87	1.81	2.00	1.82	1.87	0.94	10.4	53%
5	Vick Harris	2.30	1.69	2.75	2.31	1.94	2.37	2.37	2.75	2.75	2.50	13.1	67%
6	Steve Elkin	1.94	1.50	1.13	1.62	1.63	1.56	2.70	2.62	2.13	1.87	11.3	57%
7	Peter Wood	0.81	1.12	1.19	1.31	1.19	1.31	1.25	1.62	1.31	1.25	6.8	35%
8	Chris Hornby	1.50	1.87	1.69	2.62	2.68	2.32	2.56	2.50	2.25	2.75	13.1	67%
9	Peter Williams	1.93	2.16	1.37	2.94	2.94	2.00	3.06	1.90	3.56	3.38	15.9	81%
10	Graham James	1.62	1.88	1.50	1.50	1.75	1.00	1.00	1.62	1.62	1.38	8.5	43%

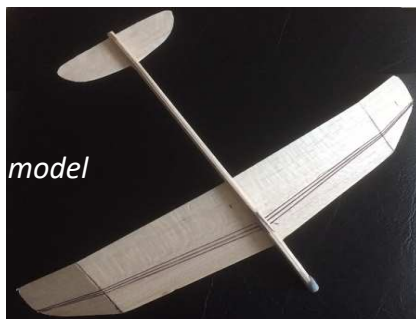
Just a few footnotes from Trevor...

I would like to thank Vic - the note pad -Thomas, Colin - the PC - Davis .. and John -the stop watch- Price who all helped to keep things running

It was a shame two of our previous winners were not competing John P and Colin H, however a turnout of 10 was the best for a few years. I have included a roll of honour as far back as I can trace (15 years) which adds a bit of interest John Price has won 6 times..

Indoor chuckie winners

	Venue	1st	2nd	3rd
2017	Binfield	Trevor Hornby	Chris Hornby	Barry Hood
2016	Binfield	Colin Hutchinson	John Price	Peter Williams
2015	Binfield	Trevor Hornby	Roger Henderson	Peter Williams
2014	Jan' Park	John Price	Peter Williams	Colin Hutchinson
2013	TRL	Peter Williams	Trevor Hornby	Colin Hutchinson
2012	TRL	Paul Harvey	Colin Hutchinson	John Price
2011	TRL	John Price	Peter Williams	Colin Hutchinson
2010	TRL	Colin Hutchinson	Martin Bell	Paul Harvey
2009	TRL	Peter Williams	Paul Harvey	John Skinner
2008	TRL	Trevor Hornby	Peter Williams	John Price
2007	TRL	Peter Williams	John Price	Chris Hornby
2006	TRL	John Price	Peter Williams	Trevor Hornby
2005	TRL	Trevor Hornby	John Price	
2004	TRL	John Price	Chris Hornby	
2003	TRL	John Price	Trevor Hornby	
2002	TRL	John Price	Trevor Hornby	

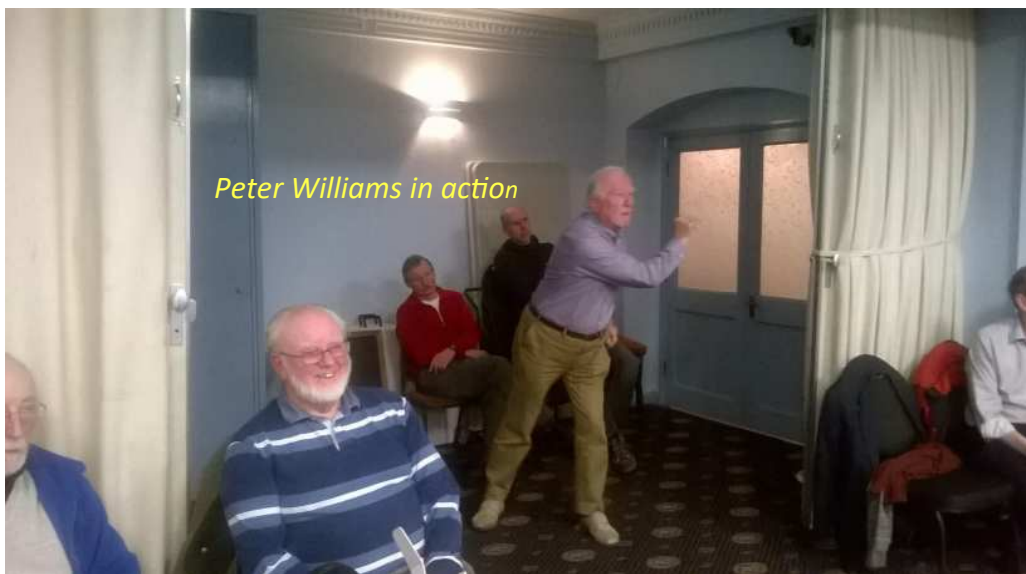




Chris
Hornby



Peter Wood



Peter Williams in action



Peter Wood concentrating

Fighting Gliders Part 2

Vic Thomas



In response to the deafening reaction to my previous piece, herewith some more...

To try to avoid war stories perhaps we should concentrate on the gliders themselves. The British glider effort started with the realisation that the “impregnable” Fort Eben Emael, part of the inter war defence on the Belgian/ German border, had been overrun very easily by a well-placed glider based force.

Churchill ordered a 5,000 man airborne force leading to a glider construction programme, because the British had no powered aircraft capable of transporting this number of men. In three years British glider production, from being non-existent, was phenomenal.

The British Hadrian was actually the American Waco. Whilst pilots of the British Glider Pilot Regiment preferred the Horsa, the Hadrian proved invaluable in terms of glider resources. 740 were procured from the Americans, primarily for troop transport.

The Hamilcar, a monster aircraft, built by the Allies, was based on the reasoning that such a glider would be needed for the transport of tanks, large guns, vehicles and ammunition.

A half size flying model was designed and built by a team of engineers, technicians and draftsmen backed by the facilities at RAE Farnborough and the National Physical Laboratory.

It was wind tunnel tested, proved satisfactory, and General Aircraft built a full size version. It was the largest wooden aircraft built in WW 11 and required a wing loading far greater than anything previously contemplated for a glider.

It had a wingspan of 110 feet and a wing area of 1,657 square feet, the wing spars were laminated plywood, and plywood webs. A nose-opening door enabled the loading, and more importantly, unloading of the payload, within 15 seconds of landing. The engines were started whilst still in the air. Its all-up weight was 36,000 lbs. and needed a souped-up Halifax to tow it. In all, 412 were built and they saw service in Normandy, Wesel and Arnhem.



A later development was the Hamilcar X, a very successful twin powered aeroplane.

The Hengist, built by Slingsby, “a pretty aircraft”, delivered in late 1942. Again, it was wood throughout, with a wingspan of 80 feet, with a capacity for 15 troops. Flaps were incorporated in the trailing edges, actuated by a scoop driving air into a bellows. The undercarriage had brakes and could be jettisoned. As seems normal there were two pilots and their reports were that control was good with the pilots able to fly with one hand. Maximum airspeed was 160 mph with a stall speed of 45 mph.

The Horsa previously described in Part 1, said to look like a section of the London Underground Railway, and the comment was made that even the cockpit controls were masterpieces of the woodworker’s skill. It was intended at one time to be towed to the target, allowing the paratroopers to parachute out and to return the glider to base. Perhaps an early example of recycling, particularly in view of the excellence of the woodwork.

And finally, the Hotspur, the first glider produced by the Allies, frail in comparison to the enormous transport gliders covered above. It was intended for one flight only- to be completely expendable. It had a wingspan of 62 feet. Later marks were changed to drop parachutists and yet later, a twin Hotspur with two fuselages, soon to be discarded, only one was built.



Hamilcar X



Hengist



Hotspur

Should anyone wish to pursue these matters further my references are, Fighting Gliders of World War II and Silent Invaders. ➔

Flying from Shropshire to Hampshire via Weatherspoon's to an orifice!

By Colin Hutchinson



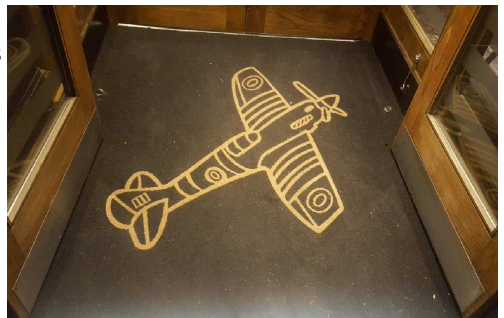
So there I am in the Carpet Museum at Kidderminster, having an hour or two to waste before the return journey to Bridgenorth on the Severn Valley Railway steam train, and I see a poster relating to Weatherspoon's pub carpets.

Now, if you are like me and enjoy a good pint of bitter beer, Spoons is a good place to buy it, as the prices are low and the variety seemingly endless. The poster told me that each carpet in a Weatherspoon's pub is unique to that pub, and that a writer called Kit Cales had written a book about it – yeah, any excuse to visit all the Spoons pubs!

Anyway, what (I hear you ask) has this to do with flying, gliding, or anything aeronautical? Well, the answer is quite simple, but surprising nevertheless. On returning from my hols I Googled the fact that each Wetherspoons carpet was unique, and turned up the following bit of information.

The Tilly Shilling in Farnborough, Hampshire, has a rather curious door mat of what looks like a mark V Spitfire. The pub name and the door mat celebrate the fact that Beatrice (Tilly) Shilling was an aeronautical engineer, and that she was responsible for correcting a serious defect in the Merlin engines.

During the Battle of France and Battle of Britain in 1940, RAF pilots discovered a serious problem in fighter planes with Merlin engines, such as the Hurricane and Spitfire. When the plane began a dive, the resulting negative g-force would flood the engine's carburettor, causing the engine to stall.



German fighters used fuel injection engines and did not have this problem. So in combat, a German fighter could evade a pursuing RAF fighter by flying a negative g manoeuvre which the RAF plane couldn't follow.

Shilling devised the R.A.E. restrictor to solve this problem. It was a small metal disc with a hole in the middle, fitted into the engine's carburettor. The disk limited maximum fuel flow and prevented flooding. By March 1941, she had led a small team on a tour of RAF fighter bases, installing the devices in their Merlin engines.

The restrictor was immensely popular with pilots, who affectionately named it 'Miss Shilling's orifice' or simply the 'Tilly orifice.' It continued in use as a stop-gap until the introduction of the pressure carburettor in 1943.

A quite remarkable woman, Shilling was born at Waterlooville, Hampshire, the daughter of a butcher. At age 14, she bought herself a motorcycle, which she tinkered with. She was already determined to become an engineer. After completing secondary school, she worked for an electrical engineering company for three years, installing wiring and generators. Her employer, Margaret Partridge, encouraged her to study electrical engineering at the University of Manchester; she received a bachelor's degree in 1932 and stayed on for a year to get a Master of Science degree in mechanical engineering. Jobs were hard to find in the Depression; she worked as a research assistant for Professor G. F. Mucklow at the University of Birmingham. In 1936 she was hired as a scientific officer by the Royal Aircraft Establishment (RAE), the research and development agency of the Royal Air Force (RAF) in Farnborough, Hampshire.

She worked at Royal Aircraft Establishment until her retirement in 1969. →



Club activities in 2017

Month	Date	Event	Contact
April	27-Apr-17	Slope Day out	Graham Stallard
May	27-May-17	BARCS Radio Glide	Graham James
June	TBA	Day flying full size	Gordon Walker/Graham Stallard
July	30-Jul-17	Club BBQ and fun flying (No Comp)	Club
Aug	26-Aug-17	Nationals	BMFA
Sept	05-Sep-17	Photo Comp	Roger Stacey
Sept	07-Sep-17	Slope Day out	Graham Stallard
Dec	14-Dec-17	Club Curry Night	Graham Stallard



A mate of mine recently admitted to being addicted to brake fluid. When I quizzed him on it he reckoned he could stop any time....

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".

Some early history of Radio Control

In 1894, the first example of wirelessly controlling at a distance was during a demonstration by the British physicist Oliver Lodge, in which he made use of a Branly's coherer to make a mirror galvanometer move a beam of light when an electromagnetic wave was artificially generated. This was further refined by Guglielmo Marconi and William Preece, at a demonstration that took place on December 12, 1896, at Toynbee Hall in London, in which they made a bell ring by pushing a button in a box that was not connected by any wires.

In 1898, at an exhibition at Madison Square Garden, Nikola Tesla demonstrated a small unmanned boat that was radio controlled. In a bit of showmanship, Tesla entertained the audience to make it seem that the boat could apparently obey commands from the audience but it, was in fact, controlled by Tesla interpreting the verbal requests and sending appropriate frequencies to tuned circuits in the boat.

John Hays Hammond Jr is regarded as the father of radio control due to experiments as an apprentice of Thomas Edison at the age of twelve. Hammond was a close friend of Tesla and they performed experiments together in his lab located in his castle. He learned a great deal from his exposure to Tesla. Tesla was granted a US patent on this invention on July 1, 1898.

In 1903, the Spanish engineer Leonardo Torres y Quevedo presented the "Telekino" at the Paris Academy of Science, and was granted a patent in France, Spain, Great Britain and the United States. In 1904, Bat, a Windermere steam launch, was controlled using experimental radio control by its inventor, Jack Kitchen.

In 1909 the French inventor Gabet demonstrated what he called his "Torpille Radio-Automatique", a radio-controlled torpedo.

In 1917, Archibald Low as head of the RFC Experimental Works, was the first person to use radio control successfully on an aircraft.

In the 1920s, various radio-controlled ships were used for naval artillery target practice. In 1922, the obsolete, US Navy battleship USS Iowa became the first of these target ships. Radio control gear, developed by the radio engineer John Hays Hammond, Jr., was installed before her sinking in gunnery exercise in March 1923.

The Soviet Red Army used remotely controlled teletanks during the 1930s in the Winter War against Finland. A teletank is controlled by radio from a control tank at a distance of 500 –1,500 m, the two constituting a telemechanical group.

In the 1930s, the United Kingdom developed the radio-controlled Queen Bee, a remotely controlled unmanned Tiger Moth aircraft for a fleet's gunnery firing practice. The Queen Bee was superseded by the similarly named Queen Wasp, a purpose-built, target aircraft of higher performance. →



In 1898, Tesla demonstrated a radio-controlled boat (U.S. Patent 613,809 — Method of an Apparatus for Controlling Mechanism of Moving Vehicle or Vehicles).

Wave Soaring

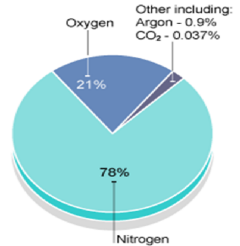
By Graham Stallard

This article was the subject of our September club night meeting talk by Graham. (ED)



THE WEIGHT OF AIR

- Which is heavier
- A cubic meter of Dry Air or
- A cubic meter of Air with water vapour?
- Dry air is 1.29Kg/M³
- Depending on relative humidity with water vapour air is lighter.
- N nitrogen 14.006 43
- O oxygen 15.999 03
- H hydrogen 1.007 84



How Wave is Created

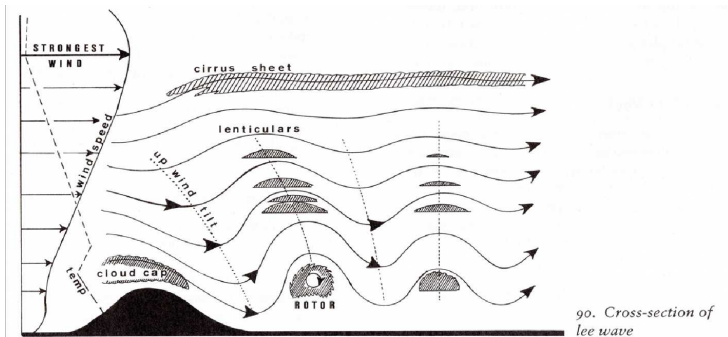
- A number of factors need to coincide to create Wave lift sometime know as Mountain Lee Waves
- First explored in 1933 by soaring pilots but not much known about this phenomena even by 1940's
- An example of wave is how water flows over a stone in a stream or canoe slalom course. A standing wave is created.

Conditions to Create Wave

- A layer of unstable air moving at 15 knots or more. Up to 4,000 ft.
- Then a layer of stable air
- Then a further layer of unstable air with increasing wind speed.
- A geographical trigger.
- The air needs to be laminar (smooth)
- Differing layers of air do NOT readily mix.

How Wave is Created

The Foehn Gap
The physics of air
Which leads to Lenticular clouds



Lenticular Clouds



Lenticular Clouds Come and go

Lenticular clouds are formed as the water vapour in the air reaches dew point on the leading edge, normally at the top of the wave, and creates a cloud.

The cloud then returns to water vapour on the lee of the cloud in the down going air.

Lenticular clouds in action

Wave over Cim Farm



Wave over the Lleyn Peninsula



Now you see it!

Aboyne 2015 1st Wave ever



Landing

Aboyne 2015 Day 2



Mountain Soaring in Northern Spain (Jaca)



Every time I fly and am forced to remove my shoes, I'm grateful Richard Reid is not known as the Underwear Bomber.

— Douglas Manuel, aerospace executive regards airport security

The odds against there being a bomb on a plane are a million to one, and against two bombs a million times a million to one. Next time you fly, cut the odds and take a bomb.

— Benny Hill

Both optimists and pessimists contribute to the society. The optimist invents the aeroplane, the pessimist the parachute.

— George Bernard Shaw

Two Famous Pilots

Captain Eric Melrose "Winkle" Brown ,

CBE, DSC, AFC, Hon FRAeS, RN (21 January 1919 – 21 February 2016) was a British Royal Navy officer and test pilot who flew 487 different types of aircraft, more than anyone else in history. He was also the most-decorated pilot in the history of the Royal Navy.

Brown holds the world record for the most aircraft carrier deck take-offs and landings performed (2,407 and 2,271 respectively) and achieved several "firsts" in naval aviation, including the first landings on an aircraft carrier of a twin-engine aircraft, an aircraft with a tricycle undercarriage, a jet propelled aircraft, and rotary-wing aircraft.

He also flew almost every category of Royal Navy and RAF aircraft: glider, fighter, bomber, airliner, amphibian, flying boat and helicopter. During World War II, he also flew many types of captured German aircraft, including new jets and rocket planes. He was a pioneer of jet technology into the post-war era. →



Charles Elwood "Chuck" Yeager

(/ˈjɛɡər/; born February 13, 1923) is a former United States Air Force general officer and record-setting test pilot. In 1947, he became the first pilot confirmed to have exceeded the speed of sound in level flight.

Yeager's career began in World War II as a private in the United States Army Air Forces. After serving as an aircraft mechanic, in September 1942 he entered enlisted pilot training and upon graduation was promoted to the rank of flight officer (the World War II USAAF equivalent to warrant officer) and became a P-51 fighter pilot.

After the war, Yeager became a test pilot of many types of aircraft, including experimental rocket-powered aircraft. As the first human to officially break the sound barrier, on October 14, 1947, he flew the experimental Bell X-1 at Mach 1 at an altitude of 45,000 ft (13,700 m). Although Scott Crossfield was the first to fly faster than Mach 2 in 1953, Yeager shortly thereafter set a new record of Mach 2.44.

Yeager later commanded fighter squadrons and wings in Germany, and in Southeast Asia during the Vietnam War, and in recognition of the outstanding performance ratings of those units he was promoted to brigadier general. Yeager's flying career spans more than 60 years and has taken him to every corner of the globe, including the Soviet Union during the height of the Cold War. →



TVSF Puzzle Corner

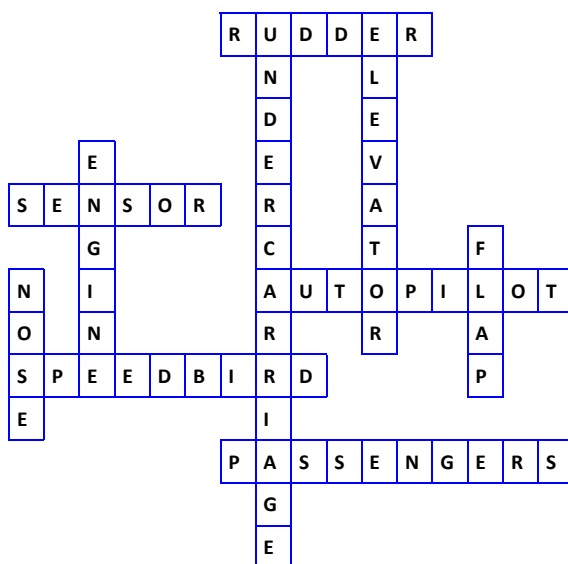
Aircraft Bits—Answers

Across

1. Left or Right
2. Instrument knowledge
3. By its self
4. Call sign
5. Who Flies

Down

1. In Front
2. Push
3. Feet on the ground
4. Stabiliser Tab
5. Flustered
6. An uplifting reason



Word Search

AVRO
BULLDOG
CATALINA
CAMEL
FURY
NIMROD
RAPIDE
SWORDFISH

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

Musings from my anonymous friend.

IDIOT SIGHTING 1

I went to the McDonalds' checkout and gave the girl a £5 note. My bill was £4.20, so I also handed her a 20p piece.

She said, 'You gave me too much money'.

I said, 'Yes I know, but this way you can just give me £1 back'. She sighed and went to get the manager who asked me to repeat my request. I did so, and he handed me back the 20p and said, 'We're sorry but we could not do that kind of thing'.

The girl then proceeded to give me back 80p in change.

Do not confuse the girls at McD's.

IDIOT SIGHTING 2

We had to have the garage door repaired. The Garador repairman told us that one of our problems was that we did not have a 'large' enough motor on the opener.

I thought for a minute, and said that we had the largest one Garador made at that time, a ½ horsepower.

He shook his head and said, 'Lady, you need a ¼ horsepower'.

I responded that ½ was larger than ¼ and he said, 'No, it's not. Four is larger than two.'

We haven't used Garador repair since. Happened in Bromley, Kent.

IDIOT SIGHTING 3

I live in a semi-rural area.

We recently had a new neighbour call the Highways Department to request the removal of the DEER CROSSING sign on our road.

The reason: 'Too many deer are being hit by cars out here! I don't think this is a good place for them to be crossing any more'. Story from Crayford, Kent.

IDIOT SIGHTING 4

My daughter went to a local Kentucky Fried and ordered a Mexican taco. She asked the person behind the counter for 'minimum lettuce'. He said he was sorry, but they only had Iceberg lettuce. From Gillingham, Kent

IDIOT SIGHTING 5

I was at the airport, checking in at the gate when an Irish airport employee asked, 'Has anyone put anything in your baggage without your knowledge?'.

I replied, 'If it was without my knowledge, how would I know?'.

He smiled knowingly and nodded, 'That's why we ask'. Happened at Luton Airport.

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

