

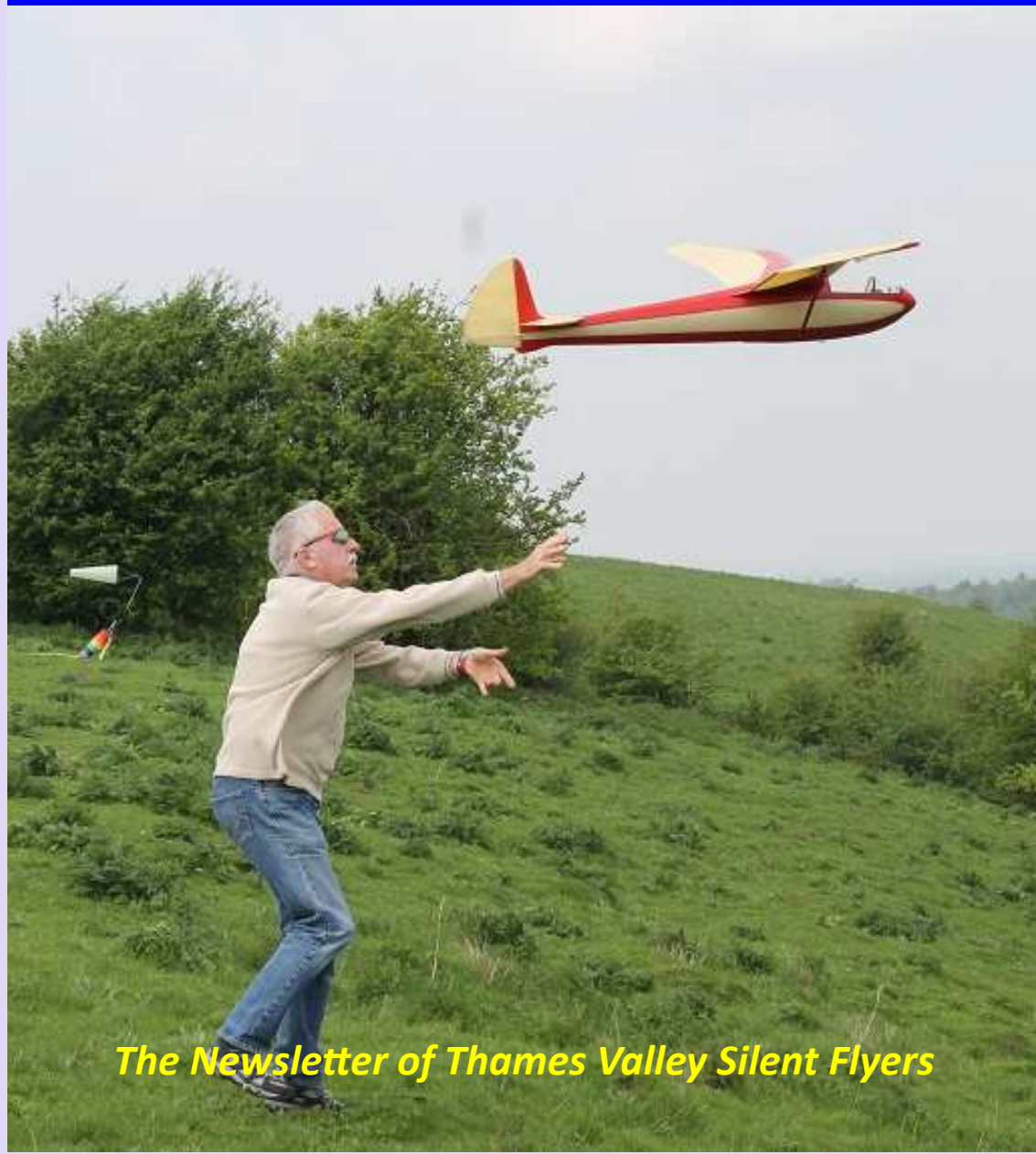
Thames Valley Silent Flyers



LIFT

ISSUE 84

JULY 2017



The Newsletter of Thames Valley Silent Flyers

Wales May 2017

Due to the lack of wind this visit, more activities took place in the garden. The yachting fraternity found a lake near Pwllheli.



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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	Trevor Hornby	01252 870677
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;		
(PW) Peter Williams 01252 842120	(TM) Tony Morgan 01189 691027	

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

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

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The picture on the front cover is Terry Pelling launching a Ken Glyn model now owned by Richard Dockerty.

The picture on the rear cover is Trevor Hornby launching his model off St. Tudwal's



Do you know someone who would like our club newsletter? To order a copy of the next issue (November 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 October 2017 for the November Publication.**

Editorial

By Tony Ridler



Summer has arrived! Time to get out those creations built over the Winter—just waiting for the rain to stop or the wind to drop.

Just as the weather improves we lose our flying field for a few weeks!.

Now we need to catch up on the lost competitions.

For those who went to Wales most flew something every day in spite of there being no wind. Sadly there was not much slope activity and most flying was in garden. Those energetic types also did some walking, generally terminating in a pub followed by an afternoon kip.

However there was some new activities (*See Trevor's Wales report*) involving scale RC motor cycles and yacht's.

Our June club night was about full size sailplanes and the details of competition aerobatics'. An interesting talk by Jonathon Welch describing the manoeuvres required to compete the schedule. See the report on page 25.

One of our members, Dave Puddiphatt, has emigrated to New Zealand and has sent me an interesting article describing the trials and tribulation's of packing his models and transporting them half way round the world. He also gives an insight to RC flying "down under."

Well I guess that's enough from me, enjoy the articles from your club members, if you would like to have an article published, just send me some words and a couple of photo's and I will do the rest. →

Fly Safely—Tony →



TVSF Club Meeting Guest Speakers & Events

Club Meeting	Topic	Speaker
July 04/07/2017	Martin Baker—Ejection Seats	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

Graham is on holiday flying in Spain so I am afraid his column this issue is.

'Gone flying in the Alps' Graham



However not to have a blank page here is some photo's of club Members.



Diary Dates

Tuesday, 04 July 2017, 20:00 Club Night at Binfield Club
Friday, 07 July 2017, 18:00 - 21:00 eSoaring FNL
Sunday, 09 July 2017, 13:00 - 17:00 Miniglider 4
Tuesday, 11 July 2017, 18:45 - 21:00 Mini Glider Tue
Friday, 14 July 2017, 18:00 - 21:0 Thermal FNL 1
Saturday, 15 July 2017, 09:00 - 17:00 F3K Open (2)
Sunday, 16 July 2017, 10:00 - 14:00 Field Xcountry eSoar
Friday, 21 July 2017, 18:00 - 21:00 Thermal FNL 2
Sunday, 23 July 2017, 10:00 - 14:00 Field Aerobatic
Friday, 28 July 2017, 18:00 - 21:00 Thermal FNL 3
Sunday, 30 July 2017, 12:00 - 15:00 BBQ and Fun Fly
Tuesday, 01 August 2017, 20:00 Club Night
Friday, 04 August 2017, 18:00 - 21:00 Thermal FNL 4
Sunday, 06 August 2017, 10:00 - 15:00 Thermal 100"
Friday, 11 August 2017, 18:00 - 21:00 Thermal FNL 5
Sunday, 13 August 2017, 10:00 - 15:00 Thermal Open
Friday, 18 August 2017, 18:00 - 21:00 Thermal FNL 6
Sunday, 20 August 2017, 13:00 - 17:00 Miniglider 5
Saturday, 26 August 2017, 08:00 - 17:00 Silent Flights Nats 26th-28 th
Friday, 01 September 2017, 18:00 - 21:00 Thermal FNL Reserve 1
Tuesday, 05 September 2017, 20:00 Club Night - Photo Comp
Thursday, 07 September 2017, 08:00 - 17:00 Slope Day Out (2)
Friday, 08 September 2017, 18:00 - 21:00 Thermal FNL Reserve 2
Sunday, 10 September 2017, 10:00 - 15:00 Thermal 100"/ Open Reserve 2
Sunday, 17 September 2017, 13:00 - 17:00 Miniglider 6
Sunday, 24 September 2017, 13:00 - 17:00 Miniglider Spare
Saturday, 30 September 2017, 08:00 - 17:00 Wales Week – Autumn
Saturday, 30 September 2017, 09:00 - 17:00 F3K Open (Spare)
Tuesday, 10 October 2017, 20:00 Club Night
Sunday, 15 October 2017, 10:00 - 14:00 Spare Field Aerobatic
Sunday, 22 October 2017, 10:00 - 14:00 Slope Xcountry Spare
Sunday, 29 October 2017, 10:00 - 14:00 Slope Pylon racing spare
Sunday, 05 November 2017, 10:00 - 14:00 Slope F3F Spare
Tuesday, 07 November 2017, 20:00 Club Night - Bring & Buy

A touch of moisture in the air

By Vic Thomas



I have become aware that I am not the only Member who is displaying boating tendencies. I blame myself in part because I may have sown the seeds some years ago when I took a RC yacht to one of the Welsh trips.

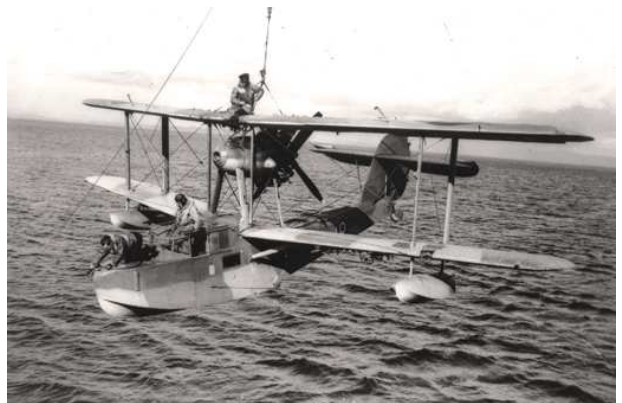
We thrashed it about in the harbour and perhaps the seed flourished.

Personally, with advancing years I find it more restful to subside in a chair, steering a yacht around the pond, rather than chasing something flying around the field, particularly free flight. The skill is not so much different, a yacht is just as much at the mercy of the winds. It requires just as careful trimming except it is to the sails, but you are not likely to take it home in a rubbish sack..

Having excused myself for this foray into matters nautical, can I introduce you to another of my life's interests, seaplanes and flying boats. The original reason for building these, sometimes huge, aircraft was to establish flying communications throughout the Empire. The impossibility of constructing runways sufficiently long for these long range aircraft suggested the use of water as most Empire outposts were on the coast or on a sizable river. The aircraft developed into effectively flying liners with the most luxurious fittings and were enjoyed by Civil Servants going on postings. Those were the days!

I have always wanted to build something to fly off water but the opportunity has never quite presented itself, either no water or no time to build a suitable model. So... here we are with a piece on these, now rare, craft.

The principal subject will be the Supermarine Walrus, this was an amphibious biplane flying boat, single-engine, used for air sea rescue both around these shores and in the Mediterranean area during the war. The source for these matters is a book, *Beyond Courage*, by Norman Franks, this emotive title is fully justified when considering the pilots who landed on the open sea, with the confidence that they could get off again, to rescue downed pilots, perhaps wounded, certainly desperately in need of assistance.



In the early days of the Med campaign there was no organised air sea rescue but as things progressed they got more complicated with the downing of bombers with crews who could overload the small Walrus flying boats. In these circumstances a combined effort with the Navy was needed to pick up these crews, located by the Walrus, enabling the aircraft to take

off again.

The Walrus was invaluable in searching for downed flyers, both German and Allied people, in fact on one occasion a search went on too long and the aircraft had to land on the sea. A day later it was found by another Walrus which was able to direct a Navy launch to the spot to deliver cans of fuel. Can you imagine the effort to refuel the aircraft in the open sea? Apparently, when on the water they would upset the strongest stomach.



Accounts are detailed of difficulties in taking off, frequently with rescued crew. Apparently long swells were the worst, the aircraft would porpoise, jumping out of the water 20 to 30 feet if the throttle was not closed. The pilot's notes said not to fight a porpoise as it could break up the aircraft but the alternative was to motor on the surface to quieter water, sometimes many miles.

Rough handling of the Walrus often caused the airframes to spring leaks and continuous pumping was frequently the order of the day, in order to take off at all. As an aside this was one of the problems with the classic flying boats where mixed metals caused corrosion with sea water, and high maintenance eventually killed the whole seaplane idea.

In avoiding the trap of war stories the problem of interference by enemy fighters cannot be ignored. In the Med theatre, operations were inevitably close to the enemy coasts and the Walrus was hardly a nippy aircraft to avoid fighters. As a result they had to be defended by Allied fighters, another not inconsiderable disadvantage, although there is evidence of a Walrus downing a fighter with its own armament.

My previous piece on fighting gliders remarked of the need for more balls than brains. On reflection Walrus pilots must have been in the same category.



AVIATION some QUITE INTERESTING FACTS

By Roger Stacey



Airplane Height Records

Blackbird—89,065Ft

Lockheed U2—72,000ft

Glider—51,651ft—Goal 90,00ft.

The Perlan Project

In 1999 Steve Fossett, the record-setting aviator, sailor, adventurer and first person to fly solo non-stop around the world in a balloon, decided to fund Perlan Mission I and became one of its pilots.

On August 30, 2006 Steve Fossett and Einar Enevoldson flew (Perlan Mission I) a modified DG-505m aircraft (Perlan 1), to 50,722 ft (15,460 m) breaking the previous record by 1,662 ft (507 m).

And they could have gone even higher!



Perlan 1

The problem was that their pressure suits expanded so much inside the cabin that they could not move the flight controls and safely control the aircraft anymore. Therefore, they came down, and quickly decided they needed a custom glider with a pressurized cabin.

The Perfect Aircraft

All aircraft are a bundle of compromises.

Some designs fly well at low altitudes but are unable to sustain flight at high altitudes. Some are optimized for high altitude but fly poorly at low altitudes. Some are designed to carry heavy loads and some carry little more than a pilot.

The Perlan 2 is an airplane designed to fly the most efficiently at 50,000 feet but fly acceptably at sea level and at 90,000 feet. It has 84 foot long wings, can carry two pilots, scientific instruments, life support and two safety parachutes and have the same weight as a 1967 Volkswagen Beetle.

Perlan 2

Perlan 2, benefitting from the lessons learned on Perlan 1's ascent, incorporates a pressurized cabin to allow its pilots to enjoy unencumbered flight, with full control over stick and rudder, and many small switches. The cabin pressure of 8.5 pounds per square inch (psi) gives a cabin atmosphere equal to flight at about 14,000 feet. With an empty weight of 1,100 pounds, and a wing area of 262 square feet, the 84-foot span machine is amazingly light for the structural strength required for stratospheric flight.

With more wing area than a conventional sailplane, it would stay aloft, but never compete with such craft at lower altitudes. But in the thin air at 90,000 feet, with 98 percent of the earth's atmosphere beneath it, it will be unrivalled. Because it carries two into a very hazardous realm, it is equipped with specialized equipment, including dual-redundant oxygen re-breathers, a drogue parachute to allow rapid descent in the unlikely emergency, and a ballistic chute for a lower-altitude emergency descent.



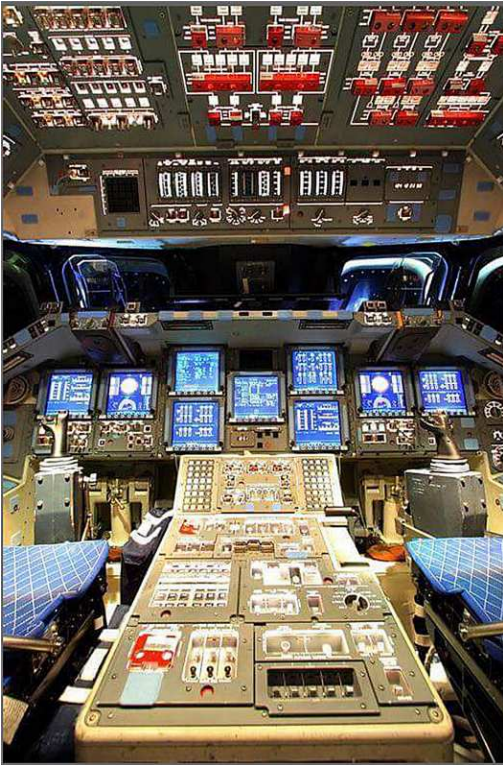
The pressurization system is designed to keep the cabin at 15,000 feet cabin altitude as the Perlan 2 climbs above this height. The crew will breathe 100% oxygen from a re-breather system. They will experience the same physiological factors as someone flying a powered airplane to high altitude. In the event of an emergency, the crew can deploy a drogue parachute from the tail of the Perlan 2. This will allow a very rapid vertical descent. At low altitude, the crew can deploy a ballistic recovery parachute that can safely lower the entire Perlan 2 to the ground.

Perlan Mission 2

Glider test flew in 2015 and was shipped to Nevada for wave lift proving over the Rockies in 2016. Glider passed all system tests and reached 26000 feet before being shipped to Argentina.

The best height reached in Argentina was 22000ft. It did fly at -30C for 2 hours and the cab-in temp only dropped to 1C! They plan to try again in 2017.

A powered glider has flown at 90,000 feet



V Bombers

Why were there three? Victor Vulcan and Valiant?

The 1946 specification for a Jet Bomber was to fly at 50,000 ft at 500 miles an hour and be able to carry atomic Bomb.

The term V bomber was used for the Royal Air Force (RAF) aircraft during the 1950s and 1960s that composed the United Kingdom's strategic nuclear strike force known officially as the V-force or Bomber Command Main Force.

The strategic bombers, whose names all started with the letter "V" and which were known collectively as the V-class, were the Vickers Valiant (first flew 1951, entered service 1955), Avro Vulcan (first flew 1952, in service 1956) and Handley Page Victor (first flew 1952, in service 1958). The V-Bomber force reached its peak in June 1964, with 50 Valiant's, 70 Vulcans and 39 Victors in service.



Vickers Valiant



On 1st May 1960 Gary Power's U2 shot down flying at 60 000ft V bombers switched to new role. They flew at low level and then climbed near the target to lob the bomb at the enemy!

The Valiant was soon withdrawn from service because its spars only lasted 25 hours when flown at low level.



Avro Vulcan



Handley Page Victor

The Vulcan and Victor became famous for their involvement in the Falklands conflict.

The Vulcan as a bomber and the Victor as a refuelling tanker.

The Valiant was removed from service as a nuclear bomber first taking on roles as a tanker, low level attack and photo-reconnaissance. Fatigue problems due to the transfer to low-level operations meant they were removed from service completely by 1965. Victors were converted to replace the Valiant tankers.

The Vulcan alone of the threesome, retained a nuclear delivery role until the end of their planned service life scheduled for 1982. The short extension as tankers until 1984 was an unexpected extension to meet operational emergencies.

The final flying Vulcan was retired in 2015.

[Editor Comment, in addition to the notes presented in this article Roger also covered a number of other subjects which included video's and provided an entertaining evening.]

Slope X-Country 9 April 2017

By Colin Hutchinson



At last the weather Gods and the TVSF competition diary managed to get themselves into sync! A good breeze, blue skies, a generous sprinkling of thermals, and a slope facing into the wind, meant that the TVSF Slope X-Country was on.

The bad news was that it was on Martinsell, and the south face is quite a long walk up a steady incline. The good news, if there was any after we had all tramped half-way across Wiltshire, ploughed through three foot drifts of nettles, fallen down man-consuming pot holes, and gate-vaulted our way around the mammoth course, was that it was all downhill on the way back to the cars.



Graham has always been keen, and energetic, (all those things you start to hate as you get older), and the course he set was a big one by any standards. However, on closer inspection the flags were on the slope or very close to it, apart from the last three (6, 7 and 8 on the map). These we could not see until we walked up the slope to the very top, where the lift was variable, and there was some turbulence from the shrubs and trees in the vicinity.

There was at least one other problem facing who flew - where to land. The field we were camped next to was newly seeded and not yet growing, but landing on it was a no-no, due to the size of the flints covering the whole of the surface.

As you can see from the photo left, they were large (that's Peter William's hand to give you an idea), and when Roger fell over they proved very sharp, going through his jeans and cutting his leg. So landing was on the slope, where the lift was strongest. Luckily the grass was very long.



Barry, Peter and Roger flew first, accompanied by Graham, John and Colin. I admit that I had real trouble keeping up with the fleet-footed Roger. In between the flags he was as alike a gazelle, as, well, a gazelle! How was I going to guide him through the field of nettles if I couldn't keep up with him? Fortunately by the time we reached the field he had slowed down a tad, phew. By this time Roger was forging ahead, and we rounded 5 and 6 (6 was set quite a long way back from the slope - not as show on the map), and passed Peter and Barry.

Roger found reasonable lift most of the way, and his fast pace meant that he finished the course with



Spot the penultimate flag, and win a prize!

ten minutes to spare. Both Barry and Peter managed to make it as far as the start point 6 before running out of time. Barry landed safely on the slope at the start point, but Peter had some trouble with crowds of on-lookers admiring his technique. In trying to land near point 6 he managed a landing at the bottom of the slope.



John heroically volunteered to retrieve Peter’s glider, but was so pooped that on returning to base camp he immediately retired!

That left myself, Trevor and Graham.

We were lucky with the lift, especially on the way back from point 6, when slope lift combined with a big thermal meant a huge height gain. Not easy flying at height into the sun, so I spent some of the time looping trying to lose height! The other problem was that both Gra-



		Name	Model	Round 1					
				Gates	Turns	Total	%		
Slot 1	1	Barry Hood	Sharon	21	0	21	466		
	2	Peter Williams	Esprit	21	0	21	466		
	3	Roger Critchley		45	10	55	1000		
Slot 2	1	Colin Hutchinson	Pike Perfect	45	26	71	1000		
	2	Trevor Hornby	Expolorer	21	5	26	466		
	3	Graham Stallard	Pike Perfect	45	13	58	816		
		Rnd 1		Total	Turns				
1		Colin Hutchinson	1000	1000	25				
2		Roger Critchley	1000	1000	10				
3		Graham Stallard	824	816	13				
4		Trevor Hornby	466	466	5				
=5		Barry Hood	466	466					
=5		Peter Williams	466	466					

ham and I were flying Pike Per-fects, another good reason for the aerobatics. We both completed the circuit with a few minutes to spare, but I admit that the next day I felt really exhausted. So next year I have promised myself that I will get fit before the x-country date, by riding my bike several miles each day - well if you believe that you’ll believe anything!!!!

The forecast was for the wind to swing easterly during the afternoon, which it duly did, but not until the comp was over. Amazingly enough the lift was still good enough for some fun-flying even though at times it seemed to blow almost directly along the slope.

Another great comp, well organised by Graham. Cheers. ➔ Colin

EMIGRATING WITH MODELS TO NEW ZEALAND.

By David Puddiphatt



Every journey begins with packing. Loading the back of a car is one thing.

Taking planes and workshop offshore is a bigger challenge. Akin to National teams competing off shore. I listened to Peter Williams and Mike Fantham. Also at a TVSF auction I purchased a Ken Glynn custom made box. I love his 90's International Competition stickers; a touch of heritage and nostalgia.

I had 15 planes to surgically dis-assemble and pack. The challenge was to find boxes big and strong enough? Thanks to Paul Wright for cartons, packing tips and bubble wrap. It took fabrication, splicing, plus inserts of mdf spines to support about 8kg over 2.2 m. I ended up with 5 large cartons that I felt would take top stow, fragile sea freight. And they did! Thank you also to Marion at the Pangbourne Caravan park for letting me share her Humber Scout workshop to spread out and pack up.



The main reasons for returning home were my aged Mother, 5 year old Grandson, who live in Auckland and partner Jan in Wellington. Also to catch up with mates who are retiring and moving on. Mum's apartment has a great kitchen layout for inviting old mates over, cooking and conversing, with her joining in and reminiscing - cosy.

Networking got me two marketing contracts and Coaching in Auckland real quick. To Jan's disappointment (as our home is in Wellington), so I worked in Auckland August to November. I have since become convenor of two family clan committees'. Hiked outback, back into Mountain Biking etc. Yup socially mixing it!

Model Flying New Zealand (MFMZ) is the national body. There are 25 Clubs in North Island and 15 in the South Island, with a slight majority in heli and power.

As I often said “in Auckland I only need travel 4 km to 50 km to obtain every landscape / wind direction”. Public access can be less of a concern due to accessible coastline and most Councils permit model aircraft in parks. Weather variability is a mixed blessing in NZ, although trending high wind / heavy rain have cancelled many an event. February normally our calm warm month was anything but. Witness regular localised flooding. Locally Kapiti Aero Modelling Club cancelled there weekend National Rally due to heavy rain.

Website <https://kapitiaeromodellersclub.wordpress.com/>



While in Auckland I joined Auckland Soar. Their slope is on Mangere, a volcanic mound facing prevailing SW. Now it is a Maori toanga (treasure), access is walking only. We used to moto cross on it, jumping through the kumara pits (tut tut)! Below is Ambury Park for hand launch electric. A harbour side public farm where I used to orienteer and mountain bike. So, home sweet home. Members are a small group with few youth and include NZ team reps.



Auckland Soar Facebook link <https://www.facebook.com/groups/581243415391813/>

Highbrook and Dairy Flat Clubs are powered and serious including LMA and airline pilots. I had my first NZ flight at Highbrook as a visitor. With Auckland ethnic profile changing new NZ Chinese and Indians often favour small, fan powered and fast!

A friend belongs to an indoor group, so I have experienced their hall. They specialize in vintage models and Dragon Fly / Eflite. There are few drones or Xtra's and flagging attendance.

Typical fortnightly notices read as follows :-

Drury Hall

Push E, Kit Scale NDC and Hangar Rat will be flown for club points;

R C flying could be possible between free flight flying sessions

Ellerslie School

R C Scale Flying has been arranged for Tuesday of next week, which is Tuesday 25 October 2016, at Michael Park School Gymnasium.

ARF Scale, Simple Scale and Full Scale classes will be flown for club points.

Each of these classes will be flown to the rules previously published in Slipstream.

Any other flying will need to be fitted in around the flying of scale models.

In Wellington I joined the largest club, WMAC. www.wmac.org.nz

There is a local slope soaring specialist too.

The Club has a weather transmission link where we fly from in Trentham.

The field is sandwiched between Rimutaka Prison and the Army Firing Range.

See the photo on the weather website, showing the field and club hut.

<http://www.wmac.org.nz/trenthamweather/>

I note several clubs transmit 24/7, comprehensive weather data.

At WMAC there are restrictions on booking times, red flags and definite no go zones! They also use a Council Park and large hall for indoor. Miniature drones are popular and last month's guest speaker was offering 3D printer parts.

Typical Kiwi ingenuity was displayed when a 100mm drone fell between Hall wall linings. Members slept on the challenge and returned with a small tracked vehicle with camera and light. Blu tacked on a magnet, set up a screen and went fishing with success in no time.

Popular WMAC Competitions are Altitude Limited Electric Soaring (ALES), aero tow, F3B, K and F. DNC is a national event run at club level in their own time.

NZ also has problems with urban creep, health and safety, land ownership.

I visited the Civil Aviation Authority stand at the Forces Air Show at Ohakea. They are very approachable and pro active. Free hand outs like Balsa gliders, weather cards and colouring competitions for kids. Distributing interesting publications aimed at private pilots but fascinating to a model flyer. Titles such as Spin Avoidance, Winter Flying, Mountain Flying, How to Navigate the Rules, NZ Airspace including Drone Advice. My first awareness was a user friendly pamphlet about drones included in with my NZ licence.

www.caa.govt.nz

airtattoo.mil.nz

Photo of Air Force C-130 Hercules, Boeing 757 and P-3K Orion breaking formation.



I find model prices in UK are cheaper by half and ex stock choice is much less than UK though workable. Locals have advised of 6/7 local websites and 4 shops. I did receive gear from Hobby King in Hong Kong in 4 days by DHL! LiPo's generally are sea freighted from Hobby King in Australia.

Kiwi ingenuity is alive and well to overcome scarce supply. They use golf club handles for large sleeves, and search Kite Makers or marine shops for stuff.

The range of models flown is different – ALES and Aero Tow. DLG is dominated by Joe Wertz and his Snipes. Members say he gets locals to test his prototypes. Also, the National Team held a weekend workshop. Saturday was set up and technique, with Sunday, friendly competition. Wow, Joe set up my transmitter for my DLG. It was a friendly and sharing environment which will lead to a Wellington League.

My introduction to slope was an 80m high coastal slope, 15mins from home.

The common foamy is a Radian.

See group photo on previous page.

Thank you to TVSF for sharing your experience, skill, advice support.

Your enthusiasm has and will stand me in good stead.

You are welcome to come and visit us when next in New Zealand. ➔

David has maintained his membership and we hope to see him in the future when he comes to the UK. [Editor]

Marriage Humour

Wife: 'What are you doing?'

Husband: Nothing.

Wife: 'Nothing . . . ? You've been reading our marriage certificate for an hour.'

Husband: 'I was looking for the expiration date.'

Wife: 'Do you want dinner?'

Husband: 'Sure! What are my choices?'

Wife: 'Yes or no.'

Stress Reliever

Girl: 'When we get married, I want to share all your worries and troubles and lighten your burden.'

Boy: 'It's very kind of you, darling, but I don't have any worries or troubles.'

Girl: 'Well. that's because we aren't married yet.'

Dubai's aerial taxis

Dubai has announced plans to begin operating an aerial taxi service from July using passenger-carrying drones. The announcement was made by Mattar al-Tayer, Director-General of the city's Roads and Transportation Agency at the World Government Summit held in Dubai in February.

Mattar al-Tayer, Chairman of the Dubai RTA announced that Dubai would be introducing a passenger-carrying aerial taxi service from July. (RTA)

The service would be operated using a fleet of Chinese-made eHang 184 eight-rotor autonomous aerial vehicles (AAVs). Fitted with a passenger cabin, these large scale electrically-powered drones can carry one passenger and luggage with a combined weight of up to 100kg and has a 30 minute flight time. A promotional video from the Dubai Roads and Transportation Agency (<https://www.youtube.com/watch?v=a5Q2W0r5e-s>), shows a customer using their mobile device to summon the drone from a parking area from where it would fly to where they wanted to be collected.



After storing their luggage in a small 'boot' at the back of the drone, customers would get into the cabin and use a map touch screen on a tablet console to select their destination from a predetermined menu of take-off and landing sites.

Once their seat belt had been fastened, the air-conditioned drone would take off and fly them to their programmed destination. The flight would be completely automated and would require no further input from the passenger but would be monitored and controlled from a ground-based flight command centre.

Passengers would enter the AAV through a gull-wing door. (RTA)

The passenger seat in the 184 will include a touch screen panel to input destination details. (eHang)

According to al-Tayler, the introduction of the AAVs in part of a directive from Sheikh Mohammed bin Rashid Al Maktoum, Vice-President and Prime Minister of the UAE and Ruler of Dubai, to transform Dubai into the 'smartest' city in the world. The RTA is also working on plans to provide self-driving road transport with the aim of using self-driving vehicles for 25% of total individual trips by 2030. As part of this policy, the RTA is to buy 200 Tesla electric vehicles fitted with autonomous driving technology to be added to the limousine fleet of the Dubai Taxi Corporation (DTC).



Introducing the eHang 184

The drone manufacturer, eHang, is based in Guangzhou in China with two overseas branches in Dusseldorf and California. In addition to the large scale 184 AAV, eHang specialises in small leisure and commercial quadcopter drones.

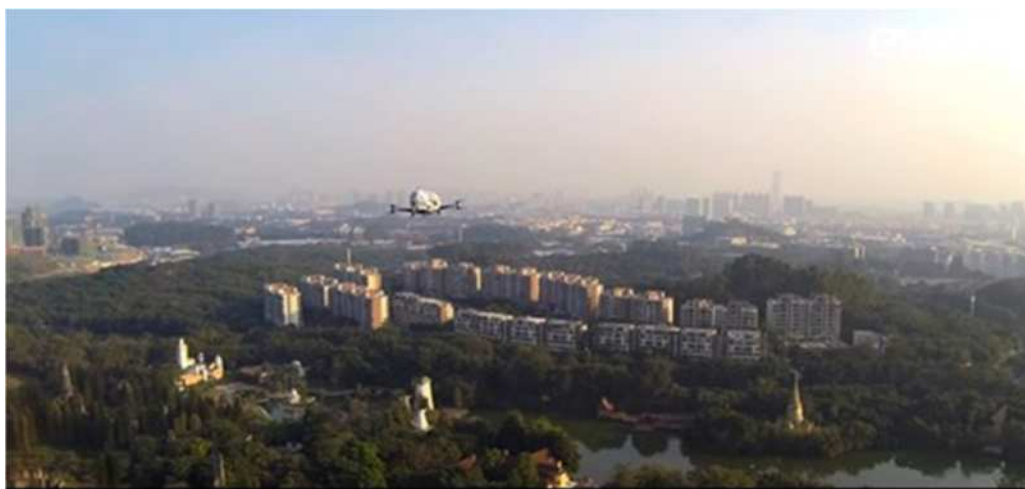
eHANG 184 Specifications



According to eHang's website (<http://www.ehang.com/ehang184>), the main frame of the 184 AAV is constructed of carbon fibre epoxy composite with other components made of aluminium alloy. Measuring 3.989m x 4.024m x 1.447m (including propellers), the aircraft weighs 240kg and is powered by eight rotors with a maximum output of 152kW. The cabin has a width of 1.018m and a height of 2.074m and is fitted with a moulded seat. Luggage capacity is limited to an '18in backpack'.

The AAV flies in an 'inverted U shape', flying up vertically to a set height, then flying horizontally and then descending vertically over the landing area. It has a maximum payload of 100kg - which is the same as the version announced for Dubai - but only has a 25min cruising duration which is less than the 30min advertised for the Dubai service but perhaps this refers to the horizontal flight time. The manufacturer claims that the 184 can cruise at 60km/hr at a maximum height of 3,500m - although al-Tayer's presentation said that speeds for the Dubai AAVs would be limited to 100km/hr down from a maximum speed of 160km/hr at a height of 3,000ft (914m). The AAV can still fly safely with one power system out of action and will automatically land in the event of component malfunction. The command centre could also prevent the AAV from flying if it considered that weather conditions were too dangerous.

Flight tests



Still from an eHang video showing the 184 being flight tested. (eHang)

Matt al-Tayer said that the Agency had 'experimented with this vehicle flying in Dubai's skies' in conjunction with the Dubai Civil Aviation Authority (DCAA), although when and where these tests were carried out is not clear. The 184 has been test flown in China and, in May 2016, an agreement was signed between eHang, the Nevada Governor's Office of Economic Development and the Nevada Institute for Autonomous Systems (NIAS) which gave the go-ahead for NIAS and eHang to collaborate in flight testing, training and development of the

passenger-carrying drone at its FAA-designated Nevada UAS test site. However, it is not certain how far these flights tests have gone and how close the 184 is to airworthiness certification.

The announcement of the introduction of large scale passenger-carrying drones in the skies over Dubai has come at the same time that the emirate is busy trying to restrict the risks posed by UAVs. As far as smaller UAVs are concerned, the DCAA regulations say that drones can only be operated in line of sight and it is illegal to fly them over congested areas or within 50m of people, vehicles and structures (<https://www.dcaa.gov.ae/Files/UAV%20Safety%20Rules%20Flier2%20with%20arabic.pdf>). In addition to introducing regulations in April 2015 requiring drone registration, the emirate also has no-fly zones for drones over both its commercial airports, Al Minhad Air Base and the Palm Jumeirah. Prior permission is also required for nine other areas, including downtown Dubai around the Burj Khalifa (currently the highest building in the world).

Despite these restrictions, there were three incidents in June, September and October last year in which flights at Dubai International Airport were suspended due to drone incursions. As a result of these incursions, Dubai Airports is conducting trials of a tracking system to detect drones in the vicinity of its airports and the radio frequency on which they are being operated. Those caught infringing the no drone fly zone over the aircraft face up to three years imprisonment and a fine of up to 100,000 dirhams (\$27,228).

This raises the questions - the first of which is where could the AAV actually fly? Assuming that the larger AAV has to comply with the same regulations, its area of operation must be somewhat limited, as much of Dubai is built up with many high-rise buildings. Its most obvious use would be to fly people to and from the city's airports and the business district - both of which may be out of bounds.

According to the promotional material, the fleet of AAVs would operate on pre-programmed routes to a pre-determined set of destinations where, presumably, there would be space for them to land. Where these routes and landing sites will be is not yet clear - presumably they would be in open areas away from people and tall buildings with sufficient space for several AAVs to land at once. How convenient would the locations of these pick-up and landing sites be for a business traveller, compared to a door-to-door service offered by a conventional taxi?

Are 30mins enough?

The RTA video shows an empty AAV taking off to fly to a customer. (RTA)

Another question is the range over which the AAVs could operate. The RTA's promotional video showed the empty AAV taking off to fly to the customer and



then immediately flying on to his destination. Assuming that this take-off site is a central 'parking area' where the AAVs are stored, serviced and recharged, the AAV would need to fly to the customer pick-up point, then fly to its destination and then return to the central area. All these three journeys would need to be completed within the maximum flight time of 30mins. If the AAV did not have enough battery charge to return to its base, would it then need to be recharged at one of the landing sites? The RTT has said that battery recharging could take between one to two hours.

Safety issues



The eHang 184 may have potential safety issues with eight unshrouded propellers close to the ground and the passenger doors. (RTA).

Although the eHang 184 is fitted with safety systems which will keep the AAV flying and enable it to land safely in the event of mechanical problems, there must be safety concerns about the risk of battery or such a large aircraft over a built-up area, as they would be unable to autorotate like a helicopter.

An additional safety concern is that the AAV design features eight unshrouded propellers located at ground level and close to the passenger door. It would therefore be very important that the propellers are not in motion when passengers are entering or exiting the aircraft. Revolving propellers could also be a potential safety issue if the passenger needed to exit the AAV in a hurry in the event of an accident.

The AAV also has the limitation that it can only carry one passenger and a very limited amount of luggage.

It would not therefore be a suitable option for a group of business people wishing to travel somewhere together. It is also not yet known what would be the likely cost of using an AAV compared to a car or a taxi.

Ready by July?



There is also the question of timing. The RTA has said that the service is to commence in July, yet there is no indication that the eHang 184 has yet received flight safety certification from either the US or China. It is also not known whether the RTA has placed an order from eHang for a fleet of AAVs or what progress has been made on setting up the ground-based control station.

However, Dubai is renowned as a city of progress where miracles can happen and happen fast, so the future vision of unmanned aerial taxis may yet come true.

Bill Read
21 February 2017

Glider Aerobatics

Sports Level Competition

By Jonathan Welch 6 June 2017



Our guest speaker is competition pilot who gave an interesting talk on how to perform a competition schedule. The talk was made very interesting by a number of anecdotes and humour dialogue.

Agenda

- Introduction
- British Aerobatic Association Known Sequences 2017
- Flying the Unknown - Saltby Open Unknown Sequence 2
- Scoring
- Questions



2017

Form B

Pilot ID:

BAeA Glider Sports Known 1

Page #

wind/vent

Glider			
Fig 1	1.1.8.3	10	10
Fig 2	8.4.3.1	15	15
Fig 3	5.2.1.1	17	17
Fig 4	1.2.1.1	13	13
Fig 5	0.0	8	8
Fig 6	0.1	16	16
Fig 7	0.1	16	16
Fig 8	5.2.1.1	17	17
Fig 9	8.7.1.1	11	11
Fig 10	1.1.2.1	7	7
Total K = 130			



Raw Marks Check-Sheet

Jonathan Welch ASK 21 G-CKNL

Level: Sports, Sequence: 2nd Unknown Sequence

Saltby Open Event 2017, Saltby Aerodrome, 2-4 June 2017

Chief Judge: Leif Culpinscoring

Judges: 1 - Leif Culpin, 2 - Ian Scott, 3 - Charles Baker,

Fig No.	K Factor	CJ	J2	J3	CHZ	Avg's mark	Equiv. score
1	7	8.0	9.0	8.5	OK	8.5	59.5
2	16	7.5	7.0	7.0	OK	7.2	114.7
3	17	7.0	6.5	6.0	OK	6.5	110.5
4	16	7.0	6.0	7.0	OK	6.7	106.7
5	3	7.0	7.0	7.0	OK	7.0	21.0
6	16	7.5	7.0	7.5	OK	7.3	117.3
7	8	8.5	5.0	6.5	OK	6.7	53.3
8	14	8.0	7.0	8.0	OK	7.7	107.3
9	13	7.5	6.5	7.5	OK	7.2	93.2
10	4	8.0	6.0	7.0	OK	7.0	28.0
11	10	6.0	6.0	6.0	OK	6.0	60.0
12	7	6.0	7.0	8.5	OK	7.2	50.2
Posi	15	8.5	7.0	6.5		7.3	110.0

Penalties:	Qty	Value	Deduct
Too Low	-	70	0.0
Insertions	-	20	0.0
Total penalties awarded:			0.0
Max. possible score:			1460.0
Raw equiv. score total:			1031.7
No penalties to subtract			
Pre-FP score estimate:			70.7%

Pilots signature:



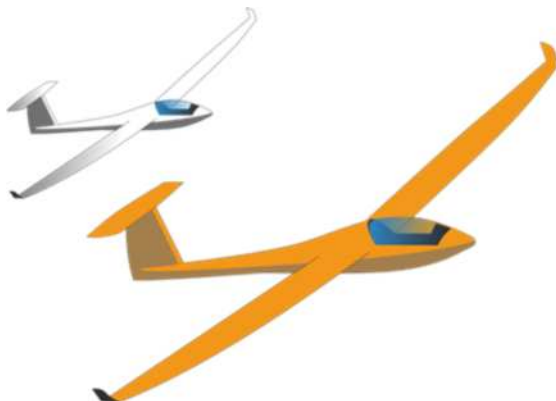
Calculations by: FairPlay (scoring CJ + CHZ Summary)
Aerobatic Contest Results Organisation, ACRO Version 4.2 Build: 29/05/17
This report created at 10:09 on Sunday 4 June 2017



Views of a Judge.....

FAI AERODATUM COMMISSION											
BAeA Glider Sports Unknown 2											
No	Symbol	Cat. No.	K	Total K	Marks	Remarks	Pos	Item	K	Gr	For
1		1.1.2.3	7	7	25	Shallow down		Pos.			6
2		0.1	16	16	70	Wings not level top sfr. line 1/4		Fig K		Total	
3		5.2.1.1	17	17	60	Bridged under top not straight down		131		13	
4		0.1	16	16	70	Widening 4/4		Penalties			
5		2.1.1.1	3	3	70	Softest	R	Too Low			
6		0.1	16	16	75	Widening, diving 3/4	R	Too High			
7		0.0	8	8	65	Shallow down	R	Interruptions			
8		1.2.6.1	14	14	80	Step down	R	Insertions			
9		1.2.1.1	13	13	75	True down		Trg Violation			
10		2.2.1.1	4	4	70	getting deeper diving at end	R	Wing Rocks			
11		7.4.1.1	10	10	60	Peaked top wide 4/4 low finish	R	Disqual Fig			
12		1.1.2.1	7	7	25		R	Other(note...)			
								Final Freestyle			
								Duration	Min		
								Judges Detail			
								Signature			
								Name	BAKER		
								Number	3		

An interesting Lecture with easy to follow descriptions of the various figures.
Thank you John.



Trev's personal view of the May Wales trip.



Prep:

This trip I managed to lower the model count to 20, its like a diet just reduce a bit at a time !

Angela, ASW 28, Conquest, Electra, Flying Fish, Fox 4m, Gulp DS2, Phase 5, Pik 20D, Seagull, Tracker, Voltij, Wabbit, Whipit, Willow, MX2, Viper, Dragonflite 95, Heli MSR. I could even see out of the back of the car this time!

Sat: 6th

The drive up was overcast and occasionally drizzled. I made it to Dobbies Shrewsbury (other grub places are available) about 10:20 where I met up with Graham, Rick, Paul and John, shortly followed by Chris and Glyn. We stayed for about an hour or so and then left within a few minutes of each other. I made a mistake at the first roundabout ending up with a 360 and I never saw the others again until I got to Cim. I also missed the mountain views because my sat nav took me along the southern roads (shame). Once in Abersoch I took a quick detour to check out the potential RC sailing lake at Bryn Cethin Bach Caravan Park. I found the place but it had a controlled barrier to the site and no one around to talk to. So onwards to Cim arriving at about 3:00

Tuds

After unpacking I took a few machines to Tudwalls where the wind was East but only 5-8 MPH. I joined Glyn who was moseying up and down sometimes getting above eye level with what looked like an Adrenalin. I pulled out my Gulp to discover a dead battery, then got out the trusty Phase 5 which flew but was quite marginal. The landing eased out the wing mounting, again. Glyn managed a really good flight with his machine. For the record there was not enough appetite for the tradition visit to East Meets West this time.



Sun: 7th

I prepared for Rhiw with sandwiches and coffee flask, packing the car with Pik 20, Voltij, Conquest and Electra (the forecast was about 10 NNW-NW) and then watched our wind sock at the front and the welsh flag below the caravan park as the time ticked on. By 12.30 I decided to get the food back from the car along with the Electra and camped out in the garden.



he biker boys got their 1/4 scale (?) dirt bikes out and went into the empty camping field behind the hawthorn hedge with the wind sock.

The area included a gravel path and a 3 foot ridge which made a nice jump.

There was much laughter as the bikes flipped and jumped with almost uncontrollable stunts and inevitably, as with flying, a spectacular midair occurred between Rick and

Paul leaving both bikes damaged. Shots just before and after.



About half a dozen had gone to Rhiw where by all accounts some good flying was had.

Others stayed at the house to get in a bit of flying...



Mon: 8th

After much investigation for suitable fresh water, which you would think easy to find in this part of Wales, the Sailing team went off to the Activity Centre at Glasfryn Parc. It was situated just 4 miles east of Pwllheli and only about 20 odd minutes away. The site turned out to be ideal for RC Sailing although sheltered a little by trees the two lakes included several buoys and an elevated vantage point for racing. The waters normal use was wake-boarding from overhead cables which, by luck, was not in use.



The organisers were friendly and did not mind us sailing. 5 took part in skippering the of 3 Dragonflite 95 boats over several races then we stopped for lunch in the club house.

We investigated the other activities at the centre and there was loads of things to do. That afternoon about 6 of us indulged in Go-Kart racing (no pictures)

Tue: 9th

There was more bike racing and now Andy was here there was one more in the mix.

Most stayed around the house till lunch then there was a bit of a split with some going to Annies which apparently worked fairly well.

Alan took a few nice aerals

The rest stayed around Cim and played with drones and engine things. I had a flight with my MX2 then tried getting away with my Whipit but only managed one flight of over a minute, although I thought my launches were generally reasonable..



Wed: 10th

Slopers went to Ceriad but it was only suitable for light weights (models lol). A few nice overheads were taken by Alan and John.



8 went to the Parc Lake with the 5 Dragonflite 95's (by now Andy and Ian's had been added to the fleet) There were several races on various courses on the two lakes with all 8 participating. I think John and Peter came out on top with the most wins. Heres a pic of the participants for some reason missing Rick and his boat (I think suffering CBA)



That evening at 7:00 we had a "Secret Chef" meal in the house. We started with leak and potato soup followed by spaghetti bolognese with garlic bread on the side and then rounded off with sticky toffee pud and lashings of custard. A superb meal, secretly organised by Terry and no water pistols were used in anger or otherwise.

Thu: 11th

It was quiet wind wise but the forecast promised Tudwells would work later with East 3-8 MPH.

I went across to Tuds about 12:00, but only managed to fly the Whipit with lots of launches and stretched flights and not much sloping activity.

Alan took the picture on the right from above..

Roger brought out his Conver-
gence which is a 3 engine VTOL from Horizon Hobby, Impressive!



The CBA group reformed over by Ceriad where they flew and rode round their drone course.



I moved back to the house I flew the MX2 and maidenized the Mini Viper EDF which I was told later was heard down at Tuds (A bit noisy for a small jet).



Fri: 12th

Forecast was wet, so dodging in and out of the rain, most of us packed our cars a day early. I left late morning to start the journey home leaving only about 5 in the house.

Summary:

It was a shame Colin did not make it but I'm not sure the wind would have provided the normal excitement. John Barrow (Colin's alternative) integrated very well and seemed to enjoy his inaugural visit with us.

For me it was an enjoyable change in flavour caused by the lack of wind and the introduction of RC sailing. →

Outside of the flying this is a nice photo that Alan took.



Skyhook Discovery 2.6 and 1.6 – a little history and some development

By Colin Hutchinson.



"The Discovery was initially conceived out of my desire to find an efficient fpv duration/soarer. I had flown all the regular fpv models and was always disappointed by the flight characteristics. As an avid slope soarer, I found the typical foam models to be akin to flying a small draggy brick. Generally very good and easy to install gear in, but lacking a decent flight performance." So says Rob Thompson, who is the brains and motivating force behind the idea.

A few months ago Rob asked me to build the 1.6m version of the Skyhook Discovery, and, with my increasing interest in FPV flying, I said yes before he had finished the question.



This is what arrived, and within minutes I was able to assemble most of the bits into a recognisable glider.

Now most of the glider bit and pieces I am very familiar with, having built gliders for the last 40 years or so, but the FPV bits seemed a complete mystery, apart from the camera and the video transmission unit. Still, as they say, nothing ventured, nothing gained. In addition I felt, and still feel well out of my comfort zone with FPV things, and if you don't try new fings, yeah get stuck solid in yeah ways, Mate!



Installation of the servos was easy, although we made changes to the layout in the lower pod, as we went along, to make it easier to fit the flight battery. Probably the most difficult item to fit was the camera, which included a system to allow for panning left and right. Combined with a downward slope, so you can see the nose of the glider as you fly, required careful alignment. I managed to mount the camera upside down to start with, much to Rob's amusement!

Fitting out the upper pod, with all the electronic bits and pieces I found frustrating. Not difficult as such, just irritating, as there always seem to be more wires than you can find a home for. Once installed I checked over the systems, and started to program the machine.

Programming

I wanted the motor control and the crow-breaking to be available on the throttle stick. Changing between the two functions is controlled by a single switch. However, although I have used this system before, I have become confused as to whether the throttle stick is live for motor or crow-breaking. So I added an alarm (a little bleep actually) at 1% of the throttle stick movement (the motor starts at 15% movement) to warn me the throttle was live on the motor function. Simple idea really, but it took me an hour to complete the programming on my amazing Futaba 14SG.

I also added flight modes for normal flight, thermal flight, launch, and landing. At this point I had no idea how much movement to add to the servos, as Rob had not provided me with any instructions, so I just guessed. Likewise with the centre of gravity. I also added the usual 60/40 aileron differential, and varying amounts of negative exponential depending on which flight mode was selected. With some TXs to reduce the stick movement near the centre you need to add negative expo, but others need a positive amount to do the same – confused – well I certainly have been in the past.

That was just about it, no excuse now, must go and fly. Off to the field on a calm day, the Discovery went off from the hand-launch like the proverbial home-sick angel, and under power was a joy to fly. However, once the motor was off it had a tendency to tip-stall rather badly. So we decided not to fly it FPV at this point, and Rob promised a new set of wings with a bit of wash-out. Would that cure the problem, only time and a new set of wings would tell?

In the meantime, I went on flying it until the two 2200mah 3s flight batteries I had were run down to about 30 %. In that time the model proved to be able to thermal, using a little thermal flap (about 2 or 3 degrees of down on the ailerons and the flaps combined), loop, roll, stall turn, and fly inverted. I am new to FPV, and although I can fly most manoeuvres line-of-sight, but flying stall-turns FPV makes me dizzy!

Two weeks later I was removing the servos from the old wings and adding them to the new. Along with the VTX it only took me a hour. The new wings were much the same as the old, but had one degree of wash-out at the tips.

Back at the field, but this time on a somewhat blustery day the new wings proved to be much better, but the model still had the tendency to tip-stall if it was slowed up too much in the turns. So Rob decided to redesign the wings again, but this time to change the section at the tip. Will this solve the problem? By the time TVSF glider guiders are reading this I will have tried out the third set of wings, and the answer will be published in the next Lift.

The flying shots were taken by Graham (Papa - ratsi) James at Butser Hill, just to prove that even the first set of wings worked. →



Radioglide 2017

By Graham James



Held over the late spring bank holiday, May 27th-29th, Radioglide 2017 recorded a series of 'firsts'.

First event to be held at the new BMFA National Flying Centre

First national league F5b event to be flown at Radioglide

First trial of new BARCS Electrosport rules

.....and the first time I was able to attend only one day. So this report is culled from a more extensive one, to be found on www.barcs.co.uk.

The national flying centre is a great site and although it is still in its early stages of development, shows great potential to be a magnificent venue.

We had basic camping facilities on site and exclusive use of the whole venue, allowing us to run two flightlines, each day. Additionally we had use of the hall for the BARCS AGM. This is a converted indoor riding school, so is quite large, suitable for small indoor models and I believe is booked by the local model car club for future events. I really would recommend anyone in the area to visit the site, it looks like it should be a sound investment by the BMFA. See <http://nationalcentre.bmfa.org/> for details, updates and calendar of events.



So, three full days of flying were planned, though sadly Monday was washed out and the F5J event lost, to be rerun on a future date.

Two competitions were held on Saturday, a combined Open class/100S at the eastern end of the field and F5B just south of the main runway. The day started with light winds and a high, thin overcast allowing milky sunshine through, there was a light shower early on but the main problem was an ever-increasing wind strength which caused us to give up early.

Winch launch Open/100s returned to Radioglide, as the F3J league has now been cancelled due to lack of interest. It was decided not to run a Multi-launch event as this is usually dominated by electric models and doesn't satisfy the competitive edge for the remaining winch launch lovers.

18 entries, six of whom were doubling up with both Open and 100" models and all battling the wind! We were lucky to avoid the heavy showers that affected many areas but the wind strengthened enough to make flying unpleasant and more of an endurance test so we decided to curtail the preliminaries after 3 round and move straight to a four pilot fly off. Two of the contestants managed to land in trees so the result was an unexpected but very well deserved win for Alan Morton flying his trusty



Tracker.

Round 1 of the inaugural F5B event at Radioglide at the NFC started with very calm conditions. Running up to the event the forecast had been for winds gusting up to 40 mph.

A band of rain passed through as forecast and Alan Flockhart had the honour of being the first pilot to fly. Alan and the next pilot Steve struggled in the humid dense air. Next to fly was Greg Lewis who posted a more respectable flight of 46 legs. Josef Mouris was the last of the top flight pilots to fly and hit 48 legs.

A number of pilots missed out on landing points or used motor on time to complete the duration.

As forecast the wind increased and through Round 2 the forecast high wind speed arrived. Due to the close proximity of the F5B landing spots to the hedge landing became a dangerous task. Model survival became more important than going for the landing bonus. After Round 3 two planes had been damaged and we decided to call a halt to the event after a vote from the pilots.

As usual the event was close with Alan Flockhart claiming first place, with Josef Mouris pipping Greg Lewis to 2nd place by .7 of a point. Tony Wilson with some excellent flying won top spot in the intermediate class.

Sunday's Electroslot event was a trial of the rules proposed by Peter Mitchell, which are fundamentally the 'Bartletts'. Similar to eSoaring but with a 10 minute working time and a point deduction formula for launch heights in excess of 200metres, it makes for a very fair thermal soaring event and as a great introduction to F5J, where additional points are earned for launches below 200 metres. It was a great success and indeed the rules were adopted at the later AGM.

The comp was a little late starting due to new equipment gremlins, but after a pilots' briefing to clarify a few points we started first flights at 10.15. Conditions at first looked as if it was going to be an easy day, but this soon changed and it became more difficult to find and stay in good air.

Most pilots had at least one or even two bad rounds, some had even more. Pete Allen was the worthy winner, and prizes were presented by BMFA Chairman Chris Moynihan. The old BARCS Electroslot trophy was presented to Peter, and it looks like the Electroslot name will be used for this new set of rules.

A whole host of models were to be seen in use, from converted F3J models to the latest super light Ultimas, Pike Perfections and the very interesting Proglide. More of which later.

Also on the field was the F3K competition, for which Mike Fantham reports

Entries were well up this time on the past few years at 18 - we only had 8 in 2016. This trend has been there for all of the first three F3K events this season



and is a very welcome sign. Not just more entries but an improving standard of flying across the board with several new names coming in and already flying at a good standard.

CD Michael Stern had set up 8 rounds of 3 slots to give a relaxed contest and make sure that the newer pilots could always get an experienced timer/caller to help them through the various tasks, which can seem a bit confusing at first. Everybody enjoyed the way the contest ran and we were treated to some spectacular flying from the top pilots who seem to be able to conjure some help from the slightest waft of lift with their modern high performance airframes.

Some of the tasks require pilots to make fast turnarounds – a tip catch timed to the second followed but an ultra-rapid re-launch – to maximise air time. We fly to a 10 minute slot for the 1,2,3,4 task. Here, you need to make four flights as near as possible to the maxes to win – you can do them in any order so you need to think on your feet. You cannot actually do the full times as they add up to ten minutes and you need to re-launch three times on the way.

The eventual winner, Michael Stern (yes the CD!) did 0:57 1:58 3:00 4:00 making a total of 9:55 in 10 minutes! In the 5 x 2:00 round he also did 9:55 but this time with four re-launches making 2:00 1:59 2:00 1:59 1:57. That's about one second for each re-launch given that times are rounded DOWN to the nearest second.

As Team Manager, it was good to see this year's Team of Michael Stern, Mike Challinor and Richard Swindells finish in that order in the top three places.

At the end of the days flying, we retired to the meeting hall for the AGM. We started proceedings with a short silence in reflection on the passing of chairman Robin Sleight.

Amongst the normal business of the meeting, we presented two awards.

A BARCS Fellowship to Colin Paddon, in honour of his services to BARCS over the years. Colin also received the Eppler Trophy for innovation, along with team mate Kevin Beale for their Proglide F5J design and build. This is an all moulded, home build using the latest foam core wing profile and structure, which matches models commercially available, in both super lightweight and build quality.



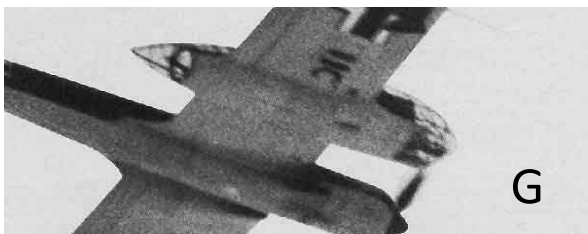
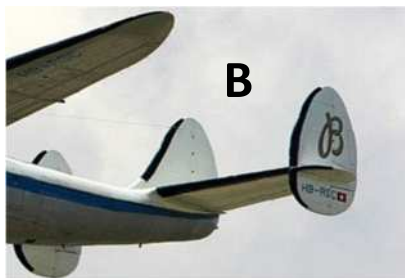
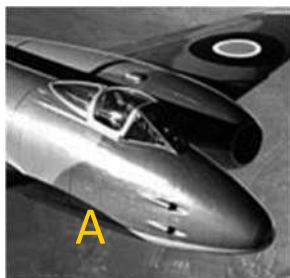
Two proposals were carried with no opposing votes, a committee proposal to allow re flights in Open class competitions and a member's proposal to update the BARCS ELG rules.

On Monday, as previously mentioned, the weather played it's part. It had rained heavily during the night and the morning dawned foggy and damp with a very low cloudbase. The morning was spent chatting, a couple of pilots launched into the low gloom but at 12:00 the decision was taken to cancel the F5J competition.

And there it was, all over for another year! Shame that the weather played a part in spoiling what is always a great weekend, my thanks to all the organisers and CDs. ➔

TVSF Puzzle Corner

Can you identify these aircraft?



- A—
- B—
- C—
- D—
- E—
- F—
- G—

Musings from my anonymous friend.

I took my dad to the mall the other day to buy some new shoes (he is 76).
We decided to grab a bite at the food court.
I noticed he was watching a teenager sitting next to him.
The teenager had spiked hair in all different colours - green, red, orange, and blue.
My dad kept staring at her.
The teenager kept looking and would find my dad staring every time.
When the teenager had had enough, she sarcastically asked:
"What's the matter old man, never done anything wild in your life?"
Knowing my Dad, I quickly swallowed my food so that I would not choke on his response; I knew he would have a good one!
In classic style he responded without batting an eyelid
"Got stoned once and had sex with a parrot. I was just wondering if you might be my kid."

Donald Trump met with the Queen of England, and he asked her, "Your Majesty, how do you run such an efficient government? Are there any tips you can give me?"
"Well," replied the Queen, "the most important thing is to surround yourself with intelligent people."
Trump frowned, and then asked, "But how do I know the people around you are really intelligent?"
The Queen took a sip of tea. "Oh, that's easy; you just ask them to answer an intelligent riddle."
The Queen pushed a button on her intercom. "Please send Theresa May in here, would you?"
Theresa May walked into the room and said, "Yes, Your Majesty?"
The Queen smiled and said, "Answer me this, if you would, Theresa. Your mother and father have a child. It is not your brother and it is not your sister. Who is it?"
Without pausing for a moment, Theresa May answered, "That would be me."
"Yes! Very good," said the Queen.
Trump went back home to ask Mike Pence the same question. "Mike, answer this for me. Your mother and your father have a child. It's not your brother and it's not your sister. Who is it?"
"I'm not sure," said Pence. "Let me get back to you on that one." He went to his advisers and asked everyone, but none could give him an answer.
Finally, Pence ran in to Sarah Palin in a restaurant the next night. Pence asked, "Sarah, can you answer this for me? Your mother and father have a child and it's not your brother or your sister. Who is it?"
Sarah Palin answered right back, "That's easy, it's me!"
Pence smiled, and said, "Thanks!"
Pence then, went back to speak with Trump. "Say, I did some research and I have the answer to that riddle. It's Sarah Palin!"
Trump got up, stomped over to Pence, and angrily yelled, "No, you idiot! It's Theresa May!"

...AND THAT MY FRIENDS IS PRECISELY WHAT'S GOING ON AT THE WHITE HOUSE .

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

