

Thames Valley Silent Flyers



LIFT

ISSUE 86

MARCH 2018

Presentations



Indoor Chuckie

The Newsletter of Thames Valley Silent Flyers

Wales Memories



Will he get it back from there ?



Chris and his SE 5a



Annies



St Tudwal's

IN THIS ISSUE

- 4** **Editorial**
Tony has his views
- 5** **Chairman's Chat**
Graham's words of wisdom
- 6** **Provisional Calendar 04 to 06**
Graham James
- 7** **Flying Field**
Graham Stallard
- 9** **Minutes AGM 2017**
- 14** **Obituary—Chris Moynihan**
Graham James
- 15** **TVSF Trophy Presentations**
For the 2017 season
- 19** **CIM Comic supplement**
Trevor Hornby
- 25** **Indoor Chuckie**
Vic Thomas
- 27** **Observations**
Bill Cooke
- 31** **The Search For Ultimate Speed**
Bill Cox
- 35** **A change of pace? Hovercraft**
Vic Thomas
- 37** **TVSF Puzzle Corner**
Tony Ridler
- 38** **Musings from my anonymous friend**





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Front Cover

Chris Moynihan
with his P38
Lightning.

Rear Cover

Airbus 350 in
Formation with
the Red Arrows
at the Farnbor-
ough air show
2016



Do you know someone who would like our club newsletter? To order a copy of the next issue (July2018) 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 2018 for the July Publication.**

Editorial

By Tony Ridler



Well spring is almost here and maybe we can get some nice sunny warm days with just the right amount of wind in the right direction and to coincide with the right days.

Looking forward to the Wales trip, although saddened to some extent with the loss of Chris Moynihan. Although we called it a TVSF outing it was by invitation of Chris as a private holiday. He did all the negotiations with the owners of CIM farm.

Fortunately Graham James has stepped up as the Organiser with Terry Pelling continuing his role as Quartermaster.

Flying on Big Barn still continues but unfortunately we can't park the cars in the field due to the trailer parked across the entrance (to prevent the Travellers from setting camp in the field).

The whole area is under review at present, Graham Stallard has prepared an article in this issue of LIFT explaining SANG and the various planning applications (page 7) so please read carefully as it will have a large influence on the future flying site of TVSF.

I am always struggling to find articles for LIFT, remember its your newsletter so put "pen to paper" and let me have your items. What have you built over winter, what shows have you seen, have you found a new slope site? The choice of material is endless.

Elections come and go and I am pleased you chose me as your scribe for another year so hopefully you will see me at the field and on the slope for another year of fun and action.

Fly Safely—Tony →



TVSF Club Meeting Guest Speakers & Events

Club Meeting	Topic	Speaker
March 06/03/2018	Perlan 2 update	Roger Stacey
April 03/04/2018	Bring and Tell	Graham James
May 08/05/2018	Full size soaring the South Downs	Graham Stallard
June 05/06/2018	TBA	
July 03/07/2018	TBA	

The guest speakers are subject to availability.

Chairman's Chat

By Graham Stallard



The constant in life is change, well sometimes. When things are good, no change is also good. The situation on Big Barn is unchanged, trailer in the gate, parking in the gate entrance. Not so good. The field is pretty dry right now, as today I had cause to walk across it and climb a tree. Making up for lack of tree climbing when a lad. But that's an anecdote for another Lift. The trees are bare, so seeing models in them is easy! Anyway, the field is in good shape, so make the most of it.

Future field access is uncertain, with planning permission on Pidwells now. More details on this situation later in Lift. There that's change again, not sure how that is going to work out.

Sadly, Chris Moynihan departed this earth earlier than we would wish. The big C got him in the end. The obituary later on succinctly captures the essence of Chris. Personally, I have a significant number of memoirs of time shared with Chris, as we all do, I am sure. So many quality ones, but one which stands out is Thursday 3rd May 2007 being on top of Snowdon, just the two of us, bright sunshine, clear skies, views of Abersoch, the whole Lyenn peninsula and not a breath of wind. You just know some moments in time are unique and will not happen again. Thank you, Chris.

The AGM was straight forward with Graham James stepping up to being Com Sec. Thank you Graham. Trevor is in support, driving the back room with results etc. Thank you, Trevor. The committee met in January and co-opted Trevor Hornby to the committee as webmaster. Reasons are obvious, in a time of being connected via the internet. Thank you to Paul and Keith Vale for bringing our site backup after Joomla was dropped by our site provider. Like the new site a lot.

We may change venue for the Christmas do to be a dinner at the Bird Hills Golf club a few miles from the field. We'll canvas opinion once we have some details.

There are a number of club activities to look forward to in the coming year club slope days out, Talks, Trips to Wales, now co-ordinated by Graham James, free Club BBQ and so on. If there is something you think the club members would like to do, do let me know.

Finally, my adventure in full size continues with training to become a Basic Instructive underway. Parted with some of my savings and bought a parachute, yes, I had one, but always borrowed from Lasham club, till now. Bought a modern Vario. I used I this type last year in a Lasham Duo Discus. It works really well. Been cleared by the CFI to fly my Cirrus in Santa Cilia, Northern Spain. So hopefully 14 days soaring the Pyrenees, maybe even to 19,500'. (max height due to airspace restrictions). So much to experience, so little time.

Graham



Provisional Club Calendar March - June 2018

Below you will find the Provisional Calendar of Events for March to June 2018, a calendar for the full year can be found on the website for which I thank Trevor Hornby.

A few notes about the competition events for this year.

As I have said before, I am happy to take the role of Competition Secretary but that does not mean I will be CD'ing all events. In particular the slope comps will need volunteers to run, so if you are keen for these to take place then let me know if you would be prepared to CD.

Thermal events will very much be dictated by field availability and so we are taking a somewhat flexible approach to the various comps this year. This is particularly noticeable for 'Friday Night League', which will no longer necessarily be held on a Friday. We want to preserve the feel of a laid back, man against conditions kind of comp, hence the use of the title 'FNL' as a nod to the history of the league. Having discussed with the likely participants we have agreed that more of us will be available on a Wednesday though we could move to a Friday as and when weather or field condition necessitate. Similarly whether we are winch or electric launching will be decided just prior to each week's event as the field layout allows. A note will appear on the website front page. Thanks to Peter Williams in advance for his support in running this series.

We plan to run the winch launch 100s and Open competitions on the same day to minimise the need to layout winches on more than one occasion.

John Price will be running the Miniglider and Freeflight chuckie events once again this year for which I thank on behalf of the club.

And that's the point. These events are being run for the whole club to participate in. Yes they are competitive but also fun and a good way to test and improve your skills and flying ability. Come along and enjoy a day out with your flying friends. ➔ *Graham James*

Date	Event	Organiser
Tuesday 6th March	Club Night - Perlan 2 Update Talk	Roger Stacey
Sunday 11th March	Slope Aerobatic	TBC
Sunday 25th March	Slope Cross Country	TBC
Tuesday 3rd April	Club Night - TBC	
Sunday 8th April	Slope Comp Spare	TBC
Thursday 19th April	Spring Slope Day Out	Graham Stallard
Tuesday 24th April	Miniglider 1	John Price
Saturday 28th April	Wales Spring Trip to Saturday May 5th	Graham James
Tuesday 8th May	Club Night - TBC	
Wednesday 9th May	FNL 1 Discipline TBC	Graham James/Peter Williams
Sunday 13th May	Club Open/100s	Graham James
Tuesday 15th May	Miniglider 2	John Price
Wednesday 16th May	FNL 2 Discipline TBC	Graham James/Peter Williams
Sunday 20th May	Club Open/100s Reserve	Graham James
Tuesday 22nd May	Free Flight Chuckie	John Price
Wednesday 23rd May	FNL 3 Discipline TBC	Graham James/Peter Williams
Wednesday 30th May	FNL 3 Discipline TBC	Graham James/Peter Williams
Tuesday 5th June	Club Night - TBC	
Wednesday 6th June	FNL 4 Discipline TBC	Graham James/Peter Williams
Sunday 10th June	eSoaring Open/2m	Graham James
Tuesday 12th June	Miniglider 4	John Price
Wednesday 13th June	FNL 4 Discipline TBC	Graham James/Peter Williams
Wednesday 20th June	FNL 5 Discipline TBC	Graham James/Peter Williams
Wednesday 27th June	FNL 6 Discipline TBC	Graham James/Peter Williams

Flying Field

By Graham Stallard



In line with the Chairman's chat change is on the horizon. Change in the form of change of use for Big Barn, West Coates and Little Barn is in hand with planning application <https://planapp.bracknell-forest.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=OV4P0ABVLC00>

This is moving ahead but nothing has physically happened, yet. The word from the current tenant is that he now has a 6-month rental period. So, we are good to the end of June!

Thanks to Mark Curtis, who walks the local area, we know there is another application as of January this year. This is opposite Big Barn and West Coates. The fields are known as Pidwells and Emmmots. Strangely work has already started on these fields. Strange because the fields are owned by Syngenta and rented to Royal Farms. It is Mark Osman at Royal Farms who put the club in contact with Martin Slade the current tenant of Big Barn, West Coates and Little Barn. Planning application <https://planapp.bracknell-forest.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=P1CUCYBVL600>.

We have flown in the area since 1985 starting in West Coates, then Oldlands (2002) and now Big Barn (2015). With the above planning applications, we need to contact the council to establish a right to use one or both of the above locations for Silent Flight Model flying. This is uncharted area for the club and myself, but something needs to be done.

We are conscious there will be only one first contact, so we have investigated how best to do this with a view to maximising the prospect of a favourable outcome. To help with this we have contacted Andy Simmons of the BMFA who supports clubs regarding flying field access. We summarised the history of the club flying fields and the type of club we are. Andy has responded, and it appears this also new for him. It is the SANG bit that's new. SANG stands for Suitable Alternative Natural Greenspace. Andy has provided links to back ground reading to help with our approach to the council. Should be good for curing insomnia. Andy also notes that English Nature are involved in the application and cautioned that in the past they have not been great supporters of model flying.

We have had the good fortune of one of our club members being involved with some of the local councillors. He has made discreet enquiries regarding the above applications which indicate that those involved locally do not want this change in their area, (NIMBY) which opposes the council's requirement for SANG's. The SANG's are being put in place to allow further building development.

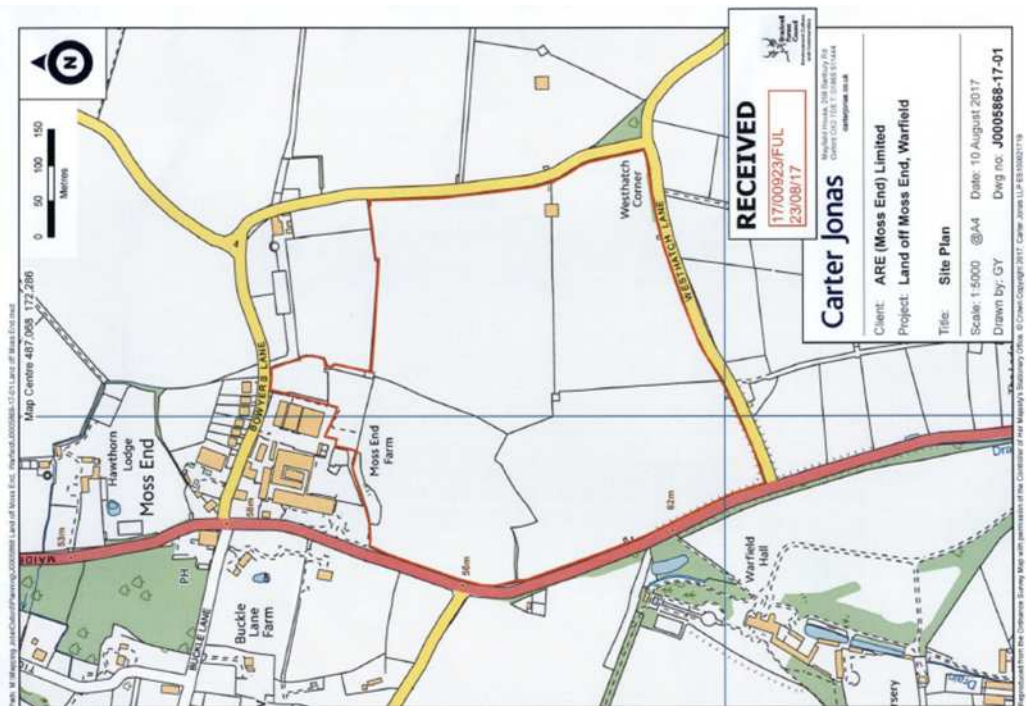
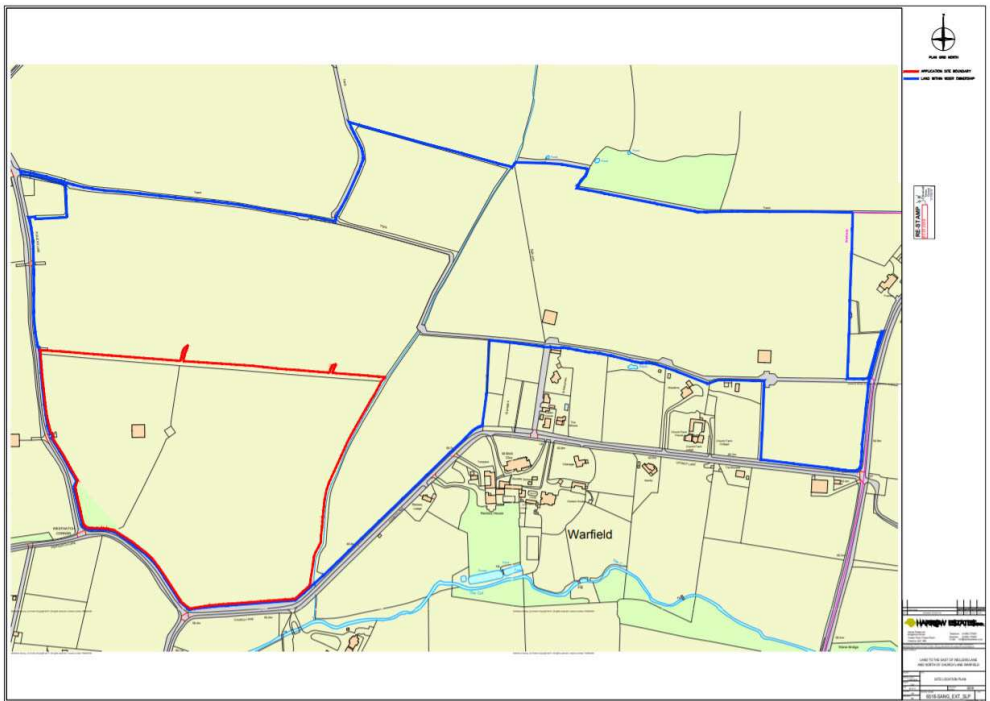
We have also identified a field for sale, which is an ideal size. However, it is too close to BADMAC's flying field. Access is good. However, the show stopper, BADMAC aside, the seller is asking for offers of more than £750,00.00. Which is a bit more than we have in the kitty. Any lottery winners in the club?

The committee have discussed the field situation at a number of meetings, but nothing leaps out as the best direction to go. As a club we have in past been nomadic. We have in the past flown at Hurst and Twyford using various fields with the goodwill of various landowners or tenant farmers.

Having reviewed the options to approaching the council it seems there is no obvious one that is more likely to result in a favourable outcome. So, we will approach the council to see how we make our request and take it from there.

Should any club member have experience of working with the council that may assist our efforts please do let the committee know.

In the meantime, enjoy the flying. ➔



Thames Valley Silent Flyers

A.G.M. Minutes

5th December 2017 8.00pm

Attendance=19 + 1 Guest

Apologies: - Chris Moynihan, Ian Lancaster.

Request for Any Other Business (AOB)

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

Minutes from the 2016 AGM

The Chairman put it to the floor, that the Minutes of the 2016 AGM, as published in the March 2017 issue of LIFT, were a true and accurate report of the 2016 AGM.

A vote was taken to this effect, and the results were: -

Proposer-George Gilchrist Seconded-Vic Thomas

For=18 Against= 0 Abstained= 0

Matters Arising – there was no other matters arising.

Committee Reports:

Secretary: Steve Elkin

During the year, I have managed to attend all the monthly Club meetings, and all the committee meetings. This is my 4th Year, in the position as the club secretary, and it has been very much a normal year as far as secretary duties is concerned, with the routine minute taking, report writing, and emailing out information to the club. I think the members email address list is still working ok, as no one has shouted that they are not getting the club emails or if they do, I try to get it sorted ASAP, I am one of the regular Sunday morning flyers at the field, trying to get down there every Sunday morning, weather permitting, even if it is normally by myself these days, now the other Sunday regulars have deserted me for the BADMAC site, but I would like to thank Vic Harris for his company on these Sunday mornings, for a chat and a laugh, and to put the world to rights.

I am prepared to carry on in the position of club secretary for 2018, if the club wishes.

Membership Secretary: Ian Lancaster

Ian was not present to give a Membership report, but he is prepared to stand for the position for 2018.

Competition Secretary: Trevor Hornby

TVSF Competitions. To quote Graham James's words "All in all, it's not been a very good year for competitions at TVSF what with lack of field, weather and in some cases enthusiasm." Of the 30 possible events scheduled this year we only completed 13

A few overall random stats;

3 members participated in at least one competition with only 35 event/participants, which compares with 122 only 4 years ago

Most events had 6 or less competitors but often too few to run the event. The highest attendees were 9 for the indoor Chuckie.

TVSF hosted national contests;

Mike Fantham hosted two dates, one on 24th June attracted 15 participants as did the event on 15th July. These events raised £50 for club funds

Events Calendar 2017

.. was issued and coordinated

Handbook

.. was updated and issued online during March.

A special thank you to those who have supported the contests but in particular thanks to our CD's who have made it all possible.

Graham Stallard with the cross country, Peter Williams and Graham James shared the Friday Night Leagues, John Price – Miniglider.

Also even more thanks to those who attempted to organise and run a contest this year but were thwarted by weather, venue availability or lack of attendees and sorry if I missed anyone.

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

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

I will be standing down from this position for 2018.

Records Officer: Graham James

In the role of Records Officer I have nothing to report, no members made any attempt that any of the club records, which is not surprising due to the lack of attendance to events in general. I also look after the club assets which are all in good order. I did manage to sell one of the club winches during the year, as we had too many, and did not require it any longer.

This concludes my report and I am prepared to stand for this position for 2018.

Newsletter Editor: Tony Ridler

The LIFT magazine carries on being produced, with members still supplying material of me for use, although it is sometimes a bit thin on the ground. Clive Learwood has

supplied a couple of good reports for the magazine about his model building projects, but it would be nice to see maybe a few articles from the yachting group within the club, and maybe something on model motor cycling.

I am prepared to carry on in this position for 2018 if the club wishes.

Webmaster: Trevor Hornby

A couple of months back we had a change!

We now have a new look website. Unfortunately, the old one had to go when the support for software, Joomla was ceased

The new, mobile friendly, web is up and running with almost all the previous features. We have lost the continuity with some of the old stuff, but that's life and we move on.

The forum – to date we have 16 signed up members.

The link to back copies of Lift is now up to issue 80 (Tony Ridler)

There was a new issue of the Handbook this year in March.

The calendar is yet to go up but Graham J and myself are working on it.

Behind the scenes - who looks after what

Paul and Keith Vale: Have spent hours and rebuilt the new pages. They have overall design ownership, web masters and techy support. I constantly contact them cos of my ignorance!

Trevor – I generally look after admin and front page

Tony – will help put up pictures of events

Please go and have a look at the new web and check it out on your mobile.

If you want to have your say or share something then sign up to the new forum, if you have any suggestions, please contact us.

Vice Chairman: Chris Moynihan

Chris was not present, due to ill health, to give his report, but the Chairman said on his behalf: - "I've attended 9 at of 12 club meetings, and I am prepared to carry on in the position of Vice Chairman for 2018".

Chairman: Graham Stallard

This has been a busy year. I have attended 8 of the 12 meeting, and would like to thank Graham James for chairing the meeting I did not attend. The four were missed due to business commitments and two full size mountain flying trips to the Pyrenees and French Alps. The new field 'lock' has had a significant impact of field use which together with a total of 10 weeks to allow for cropping has made for limited season.

Change is afoot. I will hopefully have more information at the next meeting regarding this. I must commend Graham James for his drive in trying to get all the comps in. We have done quite well with other activities with two club days out, two trips to Wales, club BBQ and some interesting talks. Rather more flying on the field would be even better though.

I would like to extend my thanks to the committee members who make the club work and other club members who have stepped up for various events. I am prepared to stand for the Chairman's position for 2018.

Treasurer Report on Accounts: Richard Thornton

As you can see from the reports of the accounts for 2017, (around the room) we had a deficit of £5.06 for this year, but it still left us with a balance of £8099.99. No major expense's this year, very similar to last year.

We've funded a free BBQ and raffle, which went down well, BMFA subs are going to be £34.00 for next year, and the club subs are going to be discussed later in the meeting.

I would like to thank Peter Woods for checking over the accounts for the year, and checking my adding ups were correct

I am prepared on continue as Treasurer for 2018...

The floor was asked to accept the report as true and accurate, with a proposer and seconded as below, and a vote was taken, results below.

Proposer-Trevor Hornby Seconded- Roger Stacy

For=18 Against=0 Abstained=0

Elections of Officers for 2018

Proposal for re-instatement of the existing Officers (excluding Trevor Hornby).

Proposer-Richard Thornton Seconded-Tony Ridler

For=18 Against= 0 Abstained= 0

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

Proposer- Clive Learwood Seconded-Peter Williams

For=17 Against= 0 Abstained= 1

Graham's proposal was carried through.

Appoint Accounts Examiner for 2018

Tony Morgan was asked to be the Accounts Examiner for 2018, he agreed to do so.

Subscription for 2018

The committee reviewed the existing £37.00 per year subs, at its last meeting. It was asked its options of a rate for 2018, and they ranged from, no charge no increase, to a reduction for the fact that the field was not available for quite a few long periods during the year, so depriving the member full facilities they have paid for.

After discussion it was agreed that the proposed club fees for 2018, would be proposed to be set at £30.00, it was put to the floor as a proposal, that the club fee for 2018 would be £30.00 and for BMFA fee is £34.00= total £64.00. A vote was taken. Results below.

Proposer - John Price Seconded - Peter Williams

For=18 Against=0 Abstained=0

Proposals/Motions

None

Date of Next AGM 4th December 2018

Meeting Closed at 9.30pm

MEANWHILE

Bill and his wife Blanche go to the Yorkshire show every year, and every year Bill would say, "Blanche, I'd like to ride in that there 'elicopter "

Blanche always replied, " I know Bill, but that 'elicopter ride is twenty five quid, and twenty five quid is twenty five quid ! "

One year Bill and Blanche went to the fair, and Bill said, " Blanche, I'm 75 years old. If I don't ride that there 'elicopter, I might never get another chance "

To this, Blanche replied,

" Bill that 'elicopter ride is twenty five quid, and twenty fivequid is twenty five quid "

The pilot overheard the couple and said,

" I'll make you a deal. I'll take the both of you for a ride. If you can stay quiet for the entire ride and don't say a word I won't charge you a penny ! But if you say one word it's twenty five quid. "

Bill and Blanche agreed and up they went. The pilot did all kinds of fancy manoeuvres, but not a word was heard. He did his daredevil tricks over and over again, But still not a word... When they landed, the pilot turned to Bill and said, " By golly, I did everything I could to get you to yell out, but you didn't. I'm impressed ! "

Bill replied,

" Well, to tell you t'truth I almost said summat when Blanche fell out, But tha' knows, twenty five quid is twenty five quid"

OBITUARY—Chris Moynihan

It is with great sadness that we report the passing of former BARCS President and BMFA Chairman Chris Moynihan at the age of 72, following a long battle with cancer.

I stood alongside Chris for many years in his roles on the BARCS Committee as Secretary, Chairman and President of the organisation. He was a man of great integrity, drive and ambition, always pushing to improve the lot of aeromodelling in the UK. He fought hard to form close alliance between BARCS and the BMFA sacrificing his position as Chairman to re-election on a platform of affiliating BARCS to the BMFA. In

more recent times he has been a strong advocate for the BMFA National Flying Centre, bringing his ambition to fruition, as the Chairman of BMFA, with the opening of Buckminster Lodge last year. He had roles in negotiating with aviation bodies including the CAA.

He was of course also a long serving member on the TVSF Committee in the roles of Secretary, Safety Officer and more recently Vice Chair. He ran many of the field comps and was a very enthusiastic participant of these and the Friday Night Leagues.

Although primarily known for his thermal soaring prowess, his love of aviation ran deep in both modelling and full size. He was a member at the Shuttleworth Museum often attending their summer evening flying events. He enjoyed all forms of slope soaring, organising trips to North Wales for TVSF where he would fly everything from Phase 5, 60" slope racers and quarter scale gliders through to a pioneering PSS SE5a.

Many will remember competing against Chris in Open Competition, where his dogged determination to win would be ably demonstrated. In particular he was well remembered in fly off situations, on occasion campaigning what might best be described as 'behind the edge' technology, in large floaty 'free flight' style models and beating more sophisticated designs. I remember him talking at a Thames Valley Silent Flyers meeting about tips on lift detection and talked of allowing his neck hair to grow, so that he might feel the change in wind direction that indicted lift in the flat calm of a late afternoon fly off. He was winner of many competitions at national level particularly in Open and 100s classes, taking Midland League, Radioglide and Victor Ludorum awards on several occasions and was awarded a Fellow of BARCS in honour of his services to the organisation.

Chris was a Manchester lad who had great affection for the Red side of his home town. Having worked for many years in the human resources side of industry he had moved around the globe and particular South America. A geography graduate, Chris had rekindled his interests in recent years and studied Geology, participating in field trips on coastal walks and Welsh mountain scrambles to indulge his passion.

Chris is survived by his wife Anne-Maria and two Children Paul and Amy plus grandchildren.

Graham James



TVSF 2017 Annual trophy presentations



The award evening got off to a good start with a free club raffle. With prizes totalling £200 were up for grabs. Terry Pelling conducted the proceedings which caused much heckling and good humoured banter.

However the same names were in abundance with the exception of Colin. However David Poole, a new member did very well and will be the member to beat this year.

Annual comps

Indoor Chuckie	Picton Pot	Trevor Hornby	Barry Hood
Hand Launch R/C	Bill Hatton Memorial	David Pool	Colin Hutchinson
Slope Xcountry	Lancaster Pot	Colin Hutchinson	Roger Critchey

Special Awards

Best National Award	Findlay Trophy	David Pool
Photo Contest	Wasserkuppe Cup	Mike Fantham

Leagues

Thermal FNL	Moynihan Shield	Graham James	Roger Critchley	Peter Williams
Electric FNL	Miles Shield	Peter Williams	Peter Wood	Graham James
Mini Glider L	The Binfield Bucket	David Pool	John Price	Peter Williams

All Rounders

Thermal All-Rounder	Chris James Memorial 1	Peter Williams	David Pool	John Price
Slope All-Rounder	Chris James Memorial 2	Not awarded one event held		
Electric All-Rounder	Bracknell Bowl	Not awarded one event held		
TVSF All-Rounder	Kings Cup	Peter Williams	Barry Hood	Roger Critchey



Indoor Chuckie— 1st Trevor Hornby — 2nd Barry Hood



Hand Launch RC — 1st David Pool— 2nd Colin Hutchinson



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



Best National Award— David Pool Photo Contest—Mike Fantham



Thermal Friday Night League—1st Graham James—2nd Roger Critchley—3rd Peter Williams



Peter
Not
at the
Presentation



Electric Friday League—1st Peter Williams— 2nd Peter Wood— 3rd Graham James



Mini Glider League—1st David Poole— 2nd John Price — 3rd Peter Williams



Thermal All-Rounder —1st Peter Williams



Thermal All-Rounder —2nd David Poole—3rd John Price



TVSF All-Rounder —1st Peter Williams



TVSF All-Rounder —2nd Barry Hood—3rd Roger Critchley

THAMES VALLEY SILENT FLYERS		2017 Pilots Name																							
		Indoor Chuckle	Mini Glider	Mini Glider League	Hand Launch F/F	Friday Night League	Open Thermal	100s Thermal	Electric Xcountry	Electric FNL	Electric Thermal	Flat Aerobatics Trial	F3F	Cross Country	Aerobatic	Annual Pylon (foamie)	Annual Pylon (crunchy)	Thermal Allrounder	Electric Allrounder	Slope Allrounder	Club total points	Club Allrounder points	Club Position		
Maximums >>		10	10	15	10	15	10	10	10	15	10	0	10	10	10	10	10	80	35	50	165	165			
notes>>				Fin		(2)				Fin															
Peter	Williams	8	7	13		13				15				6				41	15	6	62	62	1		
Barry	Hood	9				12				11				6				21	11	6	38	38	2		
Roger	Critchley					14				12				9				14	12	9	35	35	3		
Colin	Hutchinson		9	11										10				20	0	10	30	0	0		
Graham	James	2				15				13								17	13	0	30	0	0		
David	Poole		10	15														25	0	0	25	0	0		
John	Price		8	14														22	0	0	22	0	0		
Roger	Stacey		6	12														18	0	0	18	0	0		
Peter	Wood	4								14								4	14	0	18	0	0		
Trevor	Hornby	10												7				10	0	7	17	0	0		
Mike	Fantham			10														10	0	0	10	0	0		
Graham	Stallard													8				0	0	8	8	0	0		
Roger	Henderson	7																7	0	0	7	0	0		
Steve	Elkin	6																6	0	0	6	0	0		
Vic	Harris	5																5	0	0	5	0	0		
Tony	Ridler	3																3	0	0	3	0	0		
2017 Participants		9	5	6	0	4	0	0	0	5	0	0	0	6	0	0	0	15	5	6	16	3	3		

CIM Comic -Supplement

By Trevor Hornby

Memorial edition with 7 weeks to go to Cim



So upset that Chris lost his fight with cancer, this is the end of an era!
... and so to some memories with pics from loads of sources (your photos) over the years.



In the following pages is my selection of moments in time that illustrate Chris's close relationship with the TVSF club and CIM holidays.











A tribute to Ken Glyn



Breakfast in the hollow



Drop foot and still managed to launch my Skylark. One of Chris's favourites.



Overseeing to the cake cutting on Great Orme.

Its that time again

By Vic Thomas



The Chuckie competition has, in the past, been enthusiastically anticipated with its challenge to produce something, anything, that will fly from one end of the room to the other. This year eight of our number entered the challenge and produced a set of results which somehow produced a top four and a lower four. It is difficult to account for this quite distinct division, everyone had the same building time, materials and task but the final results arrived at the top four scoring between 153% to 198% and the lower four scored between 75% and 106%. Perhaps we should think about some form of handicap!

Anyway, a good time was had by all and Trevor's magic software provided "realtime" results.

Unlike previous years, everyone produced conventional designs, no flying wings or, perish the thought, canards. I did notice an obvious truth that where much effort was put in to sand an element of airfoil section into the wings, the resulting flights were far superior to the "flat plate" models. Perhaps if I had made closer observations I could have correlated this extra effort with the results.

As a result of this somewhat boring design scenario, there is little to report, laugh at or draw your attention to, during the competition.

THE BUILDERS



Whilst the first round, distance, broadly sorted the men from the boys it was, as usual, the duration round which brought out the differing level of skill in trimming and launching technique among the entrants. "No names, no packdrill", (there is a National Service expression), but Trevor and Peter have got this sewn up.

Their scores say it all, Trevor, 22, Peter, 21.2, and the next, 13.4.

To draw this event to a close the eventual winner was Trevor, scoring 198%, followed closely by Peter with 187%.

My thanks to Trevor for setting up the course and to my timers and computer operators, without them it would not have happened. ➔

Vic Thomas



Observations

Re. Props, Motors and Power

By Bill Cooke



1. A Pike Superior conversion from F3J to F5J

Hanging from the rafters in my garage/workshop was a Pike Superior F3J model, which I used to fly extensively but was retired with the demise of winch launching.

A few months ago I decided to convert it to F5J, so I needed a motor and all the other bits and pieces (plus enough room to fit it all in, which I achieved by moving the rudder/elevator servos back a bit).

The model is quite heavy, 2.2 kilos, compared with the ultra lightweight (but very fragile) modern versions, and I didn't want to make it much heavier.

So what motor? Requirements, as usual, were enough power, and a weight to suit the C.of G. Battery was to be a 1300 MaH 3s Lipo.

At 200 watts per kilo, power requirement was 440 watts assuming no increase in weight.

I checked the C. of G. and the existing ballast and found that I needed an ultra lightweight motor, less than 100 gms which I was not optimistic in finding.

But there, on the Hyperflight website was a Leomotion motor, apparently, suitable for F5J, which weighed a mere 75 grams including the gearbox. It increased the weight by 30 gms which was about as good as I was going to get.

The Hyperflight spec. clearly said 'capable of 400watts /40 amps on a 13x6'. But it also said that a 1.2 kilo model would climb at 7 m/s i.e. 210 metres in 30 seconds on the 13x6. I reckon that a 1.2 kilo model would only require 240 watts/22 amps on a 3S so the spec. didn't add up.

However, I also checked the Leomotion website and that said 250 watts sustained 450 watts for 15 seconds. It also said max voltage 12volts. I'd be using a 3S Lipo which would be o.k.

So, on the basis that most specs are conservative, off went the order, including a 60 amp YGE ESC. I already had a spare height limiter.

And it was duly fitted.

For the first flight, I was conservative with the prop. size, but the climb was insipid and appeared to slow as the model got higher

I propped up but again the climb was insipid, so I propped up to a 14 x 7 (over spec). The climb started o.k. but quickly slowed.

So bench testing (careful, no forward motion so limited cooling).

I left the 14x7 on and on a 3S Lipo initially saw 40 amps – 400 watts, (so within the 15 second spec), but which dropped to 26 amps after about 4 seconds.

I checked the battery – o.k., and tried again. Again I saw 40 amps but after about 8 seconds, lots of smoke and a burnt out motor.

I queried this with Leomotion. Their response is below;

‘We recommend to use this motor only on very light planes well below 1500g and below 40A (with small batteries below 1300mAh)! Otherwise use the 3013-4550!

Without cooling, there is no chance, that it can survive 40A.

Running in static situation, even worse the heating.’

2. Re-motor of a Supra.

I have an elderly Supra F5J which flies fabulously well. The motor is a mighty Kontronic Kira 500-30 with a 6.7:1 gearbox which weighs in at 266 gms and has been totally reliable. Battery has always been a 2200 MaH. This set up needs about 30 gms ballast on the tail and the model weighs 2.15 kilos.

I wanted to try a lighter weight motor and a 1300 MaH battery to try to reduce weight to improve its performance in lighter winds.

I measured up and reckoned that a 170 gm motor would suit the C.of G. On a 17x11 the Kontronic pulled 40 amps on a 3S – 440 watts, and got the Supra to 200 metres in 28 seconds. Unloaded rpm on a 3S was 4500. Loaded RPM was about 4250.

There was a Hacker outrunner that weighed 170 gms and delivered 600 watts sustained. But being an outrunner, would it fit? I measured up and there would be 4mm gap around the motor which I thought would be enough. But when the motor arrived, the cables were rigid for about 1.2 cm where they exited the front of the motor. Bummer. There were no takers when I attempted to sell the motor despite a substantial discount but the supplier, West London Models, were kind enough to swap it out for a Hacker B40 inrunner which delivered 700 watts max 15 seconds, but weighed 216gms . They didn’t say what the sustained power was but I wanted 440 watts so I reckoned that I’d be o.k.

However, following the demise of the Leomotion motor, I wanted to check the motor. Luckily, on the Pike, the motor mounting holes were exactly the same as for the Leomotion, so it was initially installed in the Pike.

And I bench tested.

The motor should easily handle a 17 inch prop and deliver the required power but I started with smaller props and prop’d up.

Hacker don’t display the specs for power by prop. but I asked them and they delivered a comprehensive spec. covering a range of props up to 17x11. And, for instance ;

Hacker spec.

15x10	9.77 volts	24.16 amps	236 watts
15x10	10.91 volts	29.24 amps	319 watts
17x11	10.52 volts	48.68 amps	512 watts
17X11	13.66 volts	73.92 amps	1009.75 watts.

Way beyond the 700 watt figure in the spec!!!!

So it looked like a prop around 17x8 would be the one to deliver the 400 watts required.

But, when I tested;

Own test (Sample of many runs)

15x10	10.10volts	26 amps	263 watts
	So roughly o.k.		
17x11	10.05 volts	39 amps	391 watts
	So a down compared with Hacker's 17x11		

I tried 2200 and 1300 MaH batteries, fully charged and part discharged (never less than 80%), 25C, 40C and 60C, a YGE and Hyperion 60 amp ESCs, re-set the advance (0 deg on the YGE, auto on the Hyperion).

Initially I used a clamp ammeter, which could also measure volts but not at the same time so I borrowed an in-line ammeter which showed amps, volts and watts all at the same time.

All consistently delivered the results above.

A rev counter would have been handy and I have two but neither worked and I don't know why. (Yes, I avoided the 50 cycle mains supply on artificial light and tested outside in natural light.)

n.b. Quick aside about batteries

In theory the 60C 1300 MaH should be capable of delivering 78 amps. (1.3x60)

but the 1300Mah 25C battery should only deliver 32.5 amps. (1.3x25)

But the 1300MaH 25C battery was happily delivering 40 amps with no sign of overheating or swelling.

Further, unloaded, at 89% charge, the 1300 MaH 60C battery showed 12.56 volts but loaded this dropped back to 10.55 volts then fell to 10.15 volts as the battery discharged.

I expected the voltage to drop (because of the internal resistance of the battery) but not by that much. I also expected the 60C battery to perform better than the 25C battery but the results were very similar.

As above, all the batteries, 1300 and 2200 MaH, 25C, 40C and 60C, all delivered very similar results. No measurable difference!

Back to the Hacker motor;

I queried the power shortfall with Hacker Germany who said send it back for testing. I was not optimistic that they would find anything, after all an electric motor is simple, just a few windings, magnets and a couple of bearings. I even checked the gearbox but that was clearly marked '4.4:1'. It had to be something at my end.

And sure enough, their report was 'nothing wrong', spec. delivered. The only difference was a Hacker (Jeti) ESC and a constant voltage power supply. They even used the same Aero-naut props that I use.

But they said something that was a Eureka moment, something that I should have thought of, but something that I have never seen in any prop specification.

They said that they tested using a '45mm middle piece', the hub in other words. I was using a 30mm hub, 15 mm smaller than theirs!

This meant that the 15x10 prop above, on my 30mm hub, is in fact, only $14 \frac{7}{16}$ diameter.

On their 45mm hub the same prop is $15 \frac{1}{16}$ diameter, $\frac{5}{8}$ bigger (15mm)

The 17x11 on the 30mm hub is $16 \frac{7}{16}$ diameter and on their 45 mm hub, it's $17 \frac{1}{16}$ diameter.

The Supra has a 42mm hub, but for a 6mm shaft. The Hacker has a paltry 4mm shaft but I had bought a 42mm hub with a 4mm shaft in anticipation of fitting the Hacker motor.

So more testing and;

42mm hub;

15x10	28.3 amps	10.9 volts	308 watts
	So about right compared with Hacker's 45 mm hub		
17x11	45 amps	11.1 volts	499 watts
	Ditto		

On the Kontronic, the 17x11 pulls about 40 amps and is 3000rpm/volt but has a 6.7:1 gearbox. The Hacker B40 is 2500 rpm/volt but has a 4.4:1 gearbox so revs higher than the Kontronic.

Problem solved!

On reaching his plane seat a man is surprised to see a parrot strapped in next to him. He asks the stewardess for a coffee where upon the parrot squawks, "And get me a whisky you cow!"

The stewardess, flustered, brings back a whisky for the parrot and forgets the coffee.

When this omission is pointed out to her the parrot drains its glass and bawls, "And get me another whisky you bitch". Quite upset, the girl comes back shaking with another whisky but still no coffee.

Unaccustomed to such slackness the man tries the parrot's approach, "I've asked you twice for a coffee, go and get it now or I'll kick your ass".

Next moment both he and the parrot have been wrenched up and thrown out of the emergency exit by two burly stewards.

Plunging downwards the parrot turns to him and says, "For someone who can't fly you're a lippy bugger!"

The Search For Ultimate Speed

By Bill Cox

Here's how one pilot set the world prop/piston speed record and came to dominate unlimited air racing.

If you're determined to make an airplane fly faster, traditional wisdom suggests there are three ways to realize that goal. In ascending order of difficulty, you can increase the power, improve the aerodynamics or reduce the weight. Perhaps no class of airplanes exemplifies the need for speed more than unlimited air racers, and few pilots have pursued the quest for ultimate velocity as tenaciously as ex-Navy aviator Lyle Shelton.

When Shelton opted to build a competitive unlimited air racer in the late 1960s, he attacked all three problems—on a budget. Unfortunately but inevitably, unlimited air racing is a rich man's sport, and Shelton had no bottomless pit of cash. He became an airline pilot after his military service, but even that salary wasn't adequate to feed the unlimited race plane's voracious demand for money. He also hoped to launch an assault on the world 3-kilometer prop/piston speed record, another extremely expensive project. At the time, the record was 469 mph, set by a German Me-209 back in 1939.

Shelton was aware that fellow Reno Unlimited air racer, Darryl Greenamyer, was planning an attack on the record in his modified WWII Bearcat, exactly the type of airplane Lyle hoped he could push past 500 mph. Sure enough, Greenamyer posted four 3-kilometer runs that averaged 483 mph in the late summer of 1969 and brought the world prop/piston speed record to the U.S.

Lyle chose tiny Compton Airport in the middle of the LA Basin as home for his race-plane buildup. With only 3,300 feet of runway, uncontrolled Compton might seem an unlikely location for a WWII fighter project, but the rent was cheap and Shelton's budget was small. In 1968, Shelton moved a truck and trailer full of mangled airplane parts into the hangar next to mine at Compton, including what I guessed to be a Pratt & Whitney R2800 radial engine.

As I helped him unload the pieces of airplane into his hangar, Lyle explained that these were the remains of a Bearcat that had crashed during an airshow several years before in Valparaiso, Indiana. The airplane had been on short final to the airport when a horse ran out in front of it, and the pilot initiated a go-around. Unfortunately, the new owner/pilot had no formal warbird experience other than a cockpit checkout and a few short hops in the single-seat fighter. He firewalled the throttle on the 2,250 hp engine, and the airplane responded with a hard left torque roll and crashed inverted on the edge of the runway.

Photo by Bill Larkins - CC BY-SA 2.0/Flickr



Amazingly, the pilot survived, but the airplane was pretty much totalled. The wreck sat in a heap for several years in the tall brush of the airport, until Shelton heard about it and bought what was left after nearly a decade of weathering and cannibalizing.

Shelton was not without credentials in low-level flying. He was a former West Texas crop-duster and carrier pilot with time in a variety of jet fighters and attack aircraft, the latter including the king of all single-engine, piston-driven ground-pounders, the Douglas A1 Skyraider. Lyle had also flown other pilots' Mustangs and Hawker Sea Furies at various racing venues but had a dream of someday building the world's fastest prop-piston airplane, an unlimited racer that could dominate the competition.

Shelton knew the stock Bearcat was already one of the quickest machines flying behind pistons. He reasoned that an engine upgrade from the stock P&W R2800 to the Skyraider's Wright R3350 powerplant might provide just the power he needed to win the gold at Reno, Miami and the other race locations. With very little money and an all-volunteer crew, he did exactly that. Miraculously, the Bearcat was in semi-flyable condition by September of 1969, and Shelton raced at Reno the same month, finishing a creditable fifth in a field of eight.



Rare Bear in 2004. Photo by Kogo - CC BY 2.5/Wikimedia Commons

Over the next 35 years, I became an unpaid member of Shelton's crew, providing photographic support, feature stories, press releases and whatever else I could do for Lyle's shoe-string operation. I watched Shelton and his mechanics transform and improve the airplane, eventually named Rare Bear, to a highly tuned, dramatically modified version of the original warbird. The team scavenged parts from everywhere, spares from other F8F owners and wrecked Bearcats, aircraft salvage yards and overseas air forces where the Bearcat was still in military service. Shelton also bought/borrowed a number of junked DC-7 engines in hopes of assembling one that might actually run.

The Wright R3350 engine was famous for its power but had thousands of moving parts and suffered from poor reliability in military service. TBO on the early models was about 100 hours, and even the later, improved versions only managed a 400-hour interval between overhauls. The powerful Wright engine fitted to Boeing B-29s in WWII was prone to overheating and had a nasty habit of catching fire during long Pacific bombing missions to Japan. Still, it was perfection from hell for those seeking high power at any cost.

Adapting the double row, 18-cylinder Wright radial to fit the Bearcat was a demanding task, and fitting the airplane with a giant, four-blade DC-7 propeller made Lyle's F8F a permanent tailwheel machine. The blades were so large that Shelton's modified fighter had to be flown off and back onto the ground in a three-point attitude to avoid a prop strike.

Given enough power, you could probably blast the Queen Mary into orbit, but Shelton was willing to settle for double the P&W's motive force. More accurately, the stock Pratt put out 2,250 hp, and the big Wright super-nova-on-a-leash employed 550 additional cubic inches to generate nearly 4,000 hp. Add water injection and nitrous oxide, and you might see as much as 4,500 hp...for a very short time. The problem was/is that drag increases as the square of speed and power required increases disproportionately. Shelton knew power alone wouldn't get him to his goal of 500 mph.

As a result, Lyle's crew incorporated a long list of aerodynamic improvements, most notably clipping a whopping 4 feet from each wingtip, replacing the large stock, wraparound canopy with a smaller, more aerodynamic shape, and reducing intersection drag at the critical wing root leading edge dramatically.



Rare Bear in 2007

There were myriad other minor changes to Rare Bear, all intended to improve the drag signature.

Lyle was always amazed at what his crew could accomplish on very little budget and short notice. He used to tell anyone who'd listen, "The pilot is the least-valuable member of the ground crew." In fact, Lyle was actually fairly proficient at turning wrenches.

Reducing any airplane's weight is a trick even David Copperfield on his best day would be challenged to duplicate. Some of the aerodynamic improvements helped lower Rare Bear's empty weight, but the major contributors to speed were unquestionably the massive introduction of power and the major drag reduction. The Bear was a work in progress for the next half century, but when the initial iteration was completed in 1969, the airplane weighed in at 8,700 pounds in race trim, and it flew with 4,500 hp. That's less than 2 pounds/hp, the lowest power loading I've heard of among unlimited race planes.

The result of Shelton's modifications and improvements was indeed a record-setting machine. In 1972, Lyle took his F8F to Thermal, California, and established a new world time-to-climb record for prop/piston aircraft, high jumping from brake release to 3,000 meters (9,843 feet) in 91.9 seconds. That's a climb rate of 6,475 fpm, nearly he same as a Lear 23. Rare Bear's power and speed made it a frequent winner on the air racing circuit as well. Between 1972 and 1988, Shelton scored eight first-place Gold victories and four second-place Silver finishes. In 1989, Shelton flew an NAA-approved 3-kilometer course in Las Vegas, New Mexico, in hopes of capturing the

world prop/piston speed record, then held by Steve Hinton in a P-51 Mustang at 499 mph. The crew had the Bear running perfectly, and Lyle made two low-level, two-way runs at an average speed of 528.33 mph, confirming Rare Bear, officially, as the fastest piston-powered airplane above the planet.

Shelton's record stood for 28 years, but in September 2017, Steve Hinton Jr. edged past Rare Bear's record. Hinton flew a P-51 named Voodoo and posted a speed of 531 mph. Rare Bear went on to win six more Reno Gold races and finish second four times, making it the most successful unlimited racer in the history of unlimited air racing.

In 2006, oilman Rod Lewis of San Antonio, Texas, purchased Rare Bear from Shelton for \$2 million, and pilot John Penney has campaigned the airplane at Reno since then.

Lyle Shelton died in 2010 at age 72, but it's unlikely his racing record will ever be surpassed. In a life dedicated almost exclusively to the pursuit of speed, Lyle could never afford to do everything he wanted with his Bearcat, yet he still somehow managed to win more races and set more records than anyone else in the world's fastest motor sport.



Rare Bear in 2014. Photo by Don Ramey Logan - [CC BY-SA 4.0/Wikimedia Commons](https://commons.wikimedia.org/wiki/File:Rare_Bear_2014.jpg)



A change of pace? Hovercraft

By Vic Thomas



I have commented before on the widening interests, both my own and some fellow Members. At the end of the fallow season it remains to be seen whether the changes were mere fads or if they will continue into 2018. With the problems of the field it may be a catalyst for further meanderings.

My personal interests aeronautically, were increasingly concerned with free flight of a vintage nature, but “authority” has stepped in with regard to the use of Middle Wallop and imposed rules which certainly change the whole ethos of vintage free flight. As I understand the latest position, last year’s quite reasonable rules, requiring DT on all models, to supposedly prevent flyway’s into neighbouring fields, (H&S), have been upgraded to a requirement for RC which negates the whole principle.

Hey ho.

There is a new “Area 8”, reasonably close to Middle Wallop, which appears to have less constraints, but I have yet to pay a visit.

All that being said, my increasing membership of the old age club imposes retrieval problems, which no rule or location changes can overcome. It is for this reason that my modelling interest has had to become waterbound, or at least earthbound..

However, I have hit on a compromise. Hovercraft! They fly, can be radio controlled, are quiet with electric power and appear to require a reasonable level of skill in construction and operation on most surfaces, and so tick most boxes.

A modest amount of investigation led to an already established club organisation, a kit manufacturer and



PALAFORM LTD
modelhovercraft.co.uk

offers of help and assistance to anyone planning an interest in these craft.

As with most working models the object is to provide entertainment for the operator and secondly, for those of competitive bent, racing is possible. How some level of performance matching is achieved has not yet been established. A model hovercraft is much the same in principle as full size. Two power sources are needed, one to inflate the skirt thus taking the weight and achieving the hover, and the second to provide the



motive power. The simpler models achieve this by directing part of the power of a single propeller to inflate the skirt. For the electrically powered model this appears preferable as less battery power and hence weight, is needed. At least that is my preliminary assumption, time will tell...As with many flying models weight is the enemy.

My first foray into this new world is with a kit produced by a Company called Palaform, (google it). The model I have chosen is a Sirius which uses a single prop. as already explained.

This model can be converted into a separate thrust and lift version, the required lift duct is an optional extra. The new Sirius-600 kit is dimensionally based on their bestselling Model, The Griffon-600.

The Sirius-600 is very durable against knocks as it is fully vacuum-formed which makes this craft ideal for racing.

The kit was, as an aeromodeller, a bit disappointing. It comprises several moulded sheets of 1mm ABS (whatever that is) of the various parts, all of which require cutting out, presumably with a Stanley knife, not at all easy, and the very clear instructions advise the use of double-sided tape for some of the assembly, yuk!. All in all, we shall see...planking on frames is easy.

A preliminary comment, the cutting out is going to be long job, although a method which works is to run along the edge of the relevant part with the point of an engineer's compass, finishing off with a scalpel. Still a long job though.

To be continued....

→



TVSF Puzzle Corner

Answers to the quiz in LIFT85
 “Can you identify these aircraft?”



A— Fokker Dr. 1 Triplane

B— Nieuport 28 – 1917

C— Bristol F2B

D— Caproni Ca.1

E— Martin’s MB-1



Aircraft Manufacture’s Word Search

AIRBUS
 BOEING
 HEINKEL
 ILYUSHIN
 LOCKHEED
 MESSERSCHMIDT
 MITSUBISHI
 PANAIA
 SHORT
 SUKHOI
 VICKERS



Musings from my anonymous friend.

WEATHER FORECASTING

For all you believers in seaweed and berry sizes for weather prediction.

It's late fall and the Indians on a remote reservation in Wisconsin asked their new chief if the coming winter was going to be cold or mild.

Since he was a chief in a modern society, he had never been taught the old secrets. When he looked at the sky, he couldn't tell what the winter was going to be like.

Nevertheless, to be on the safe side, he told his tribe that the winter was indeed going to be cold and that the members of the village should collect firewood to be prepared.

But, being a practical leader, after several days, he got an idea. He went to the phone booth, called the National Weather Service and asked, "Is the coming winter going to be cold?"

"It looks like this winter is going to be quite cold," the meteorologist at the weather service responded.

So the chief went back to his people and told them to collect even more firewood in order to be prepared.

A week later, he called the National Weather Service again. "Does it still look like it is going to be a very cold winter?"

"Yes," the man at National Weather Service again replied, "it's going to be a very cold winter."

The chief again went back to his people and ordered them to collect every scrap of firewood they could find.

Two weeks later, the chief called the National Weather Service again. "Are you absolutely sure that the winter is going to be very cold?"

"Absolutely," the man replied. "It's looking more and more like it is going to be one of the coldest winters we've ever seen."

"How can you be so sure?" the chief asked. The weatherman replied, "The Indians are collecting firewood like crazy."

Remember this story whenever you get advice from a government official.

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

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Airbus A350 & Red Arrows, Farnborough 2016