

Thames Valley Silent Flyers



LIFT

ISSUE 88

NOVEMBER 2018



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Photo Competition



Trev's Tragic Bits



Wales Report



The Newsletter of Thames Valley Silent Flyers

Wales October 2018



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Front Page
Graham Stallard
launching
John Skinner's K8
Photo Tony Ridler



Back Page
The Red Arrows
Photo Roger Stacey

Do you know someone who would like our club newsletter? To order a copy of the next issue (March 2019) 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 February 2019 for the March Publication.**

Editorial

By Tony Ridler



Winter is looming, time to hone up those razor saws and Swan Morton blades for a bit of balsa bashing!.

However it seems it is only the aero tow guys and some of the older members who actually cut and carve balsa. With the advent of foam and carbon/glass fibre most members settle for ready-mades.

Wales provided some memorable instances of excellent and some non excellent flying, no names but I think you can work out the mysterious pilots. Graham and Terry cooked up a feast for us on Wednesday night.

"Geraldine" our weather girl gave excellent forecast each day at breakfast briefing as to where we should fly. No yachts this time but the motor bikes provided some entertainment including the headless riders!.

Trevor has an amusing article titled "Trev and the tragic bits of Cim" also CIM in pictures.

The next meeting will be the AGM, I have decided not to stand for re-election for 2019 and I would like to thank all contributors for the various articles over the last 9 years, (where did the time go!).

I am sure you will support the new editor, if you would like to have a go put your name up for election.

Fly Safely—Tony →



TVSF Club Meeting Guest Speakers & Events

Club Meeting	Topic	Speaker
November	Bring and Buy	
December	AGM	
January	Trophy Presentation	
February	Chuckie Competition	
March	Perlan 2 project	Roger Stacey
April	First aid talk covering CPR etc.	

The guest speakers are subject to availability.

Chairman's Chat

By Graham Stallard



Hello All,

Change is a foot once again with our current News Letter Editor stepping down. So, we need another club member to step up to fill this roll. Tony will provide support to the new incumbent. Whilst we tend to put out 3 issues a year the cry is as ever, give me some articles. So, the main effort is getting material. Without a News Letter Editor there will be no Lift.

The club BBQ was rescheduled due to unfavourable weather. The alternative date was less than ideal but a few members made it and enjoyed a very convivial BBQ. Steve, our club secretary and head BBQ chef did a great job cooking the food for all to enjoy. Ably helped by Vic Harris. Thank you gents.

We finally had a club day out slope soaring. The forecast kept changing making it a difficult identify the venue. In the end we went to White Sheet as this could cope with the wind initially forecast then backing. We did enjoy some pleasant slope soaring although showers did 'stop play' from time to time. We once again concluded the day with a meal in the White Lion where the Steak and kidney pie was a unanimous choice by all. It was very good. So another pleasant club day out came to an end.

More change, the BMFA now has online access to becoming, or continuing to be a BMFA member. One can now join by using GoMember. I have tried this out and surprisingly, it just works. The main change is that club members will need to renew their BMFA membership online rather than pay our membership secretary, Ian Lancaster. Club members will need to join Thames Valley Silent Flyers (TVSF) as a separate transaction. When re-joining TVSF you will need to produce your 2019 BMFA membership card. To summarise:

Join BMFA first using online access.

Join TVSF after joining BMFA (post AGM).

The club talks start again next March with Roger Stacey updating us on the Perlan 2 project, boy they are getting high. The April talk will be a first aid talk covering CPR etc.

Wave soaring in Hampshire! (Somewhat lower than Perlan) I went full size flying on Wednesday 10th October when there was a moderate SE wind. I was not expecting a particularly long flight until one of the Lasham instructors told me there is sometimes weak Wave East or South of Alton with a SE wind. So, I took a 4,000' aero tow to the South of Alton and proceeded to search for said Wave. The air was very smooth suggesting Wave lift. The vario went from a -2 sink rate to zero then +1. I searched as carefully as I could clearly holding at times. However, gravity finally won with a smooth landing back at the airfield. Whilst I did not stay for hours (I wish) I did extend the flight. Looking forward to the next SE, maybe a bit stronger to search again for local Wave.

Hope to see you flying. Graham



Letter from your Southern Correspondent

Terry Antell



I'm still actively flying, mainly electric thermal gliders. As much as I love slope soaring my body doesn't!

I recently purchased a "Shadow" open elec thermal glider. It came with every thing, including a couple of 1500mah 3 cell Lipo batts.

A friend of mine bought it a year ago from another club member (C&DMFC) who had bought the uprated "Shadow" which cost him around £1800, including servos ESC & motor. He also had to buy Rx & Lipo batts, 800mah with 70 C discharge rate size and a few of them, too!

I in turn bought the model off the last owner as he hadn't flown it as he thought it would be a handful.

I've entered two comp down in Dorset. The first one had 15 entries and I came second. Last Sunday I ran a comp with 13 entries and again came second.

The original owner of the model who purchased the uprated version has not done so well since he's owned it. He can't see any real improvements.

Oh yes, I paid £300 for the model ready to go including the two batteries, whoopee.

I still have a few elec fix wing power models that have an outing when I've the time.

Now I live alone more of my time is taken with washing, ironing, shopping, cooking and cleaning.

My rare form of arthritis has become much worse, this partly blamed on the stress looking after my wife while she was going through cancer and of course her death, etc.

Joints & muscles affected and it sure does cause mobility problems at times.

I've invested (if that's the right word) in a new off road disability vehicle (vehicle is the correct name, not scooter or buggy). Photos attached. It really can take rough fields and road curbs. Doesn't need dropped curbs to cross roads, etc.

I've had it 7 weeks and have done over 87 miles on it so far.

It was made just outside Salisbury, Wiltshire. It's now registered and I have the logbook, plus a vehicle number, LK18 FTA.

I may, just may buy the trailer that is made for transporting it a distance.

I'm still chairman of Christchurch & Dist Model Flying Club, now in the chair for 13 years & a member for 15 years.



Our membership is steady at 115 but this year we changed our monthly meeting place. The management at the pub were becoming awkward so I looked around and found a village hall which is only a few years old. Good parking, too.

We hire the main hall each month which is 22 metres x 8 metres. Acoustics are always a problem these days as pictures are not allowed on walls and carpets are not fitted. Health & Safety keeps being quoted.

I took a vote at a recent club meeting and ALL were in favour of me investigating some modern portable PA. We have a VERY large company called Absolute Music in Bournemouth and I spent two hours going through specifications with a shop assistant.

I ordered a 140amp amplifier with 4 inputs, all adjustable AND it has switches for halls, plus large & small room. With it I purchased a microphone and 4 1/2 metre none rumble lead. Finally I bought a headset microphone with micro reflective mirrors built in to stop reverb from walls and stops selective sound from the other microphone. This needed the receiver which is on 2.4gig but not the section used by aeromodeller.

Finally I bought the desk microphone stand.

£555.84 was the end result and ALL the guys agree they can clearly hear. Last month a member gave a talk about a built up model he had just finished. The headset unit was a god-send as wherever he turned he could be clearly be heard.

To assist with this purchase I've donated many items to the club which have been sold raising around £300 to date. I'm also applying for a Grant of £100 from Christchurch Sports Council which is very likely to be successful.

Through various activities we have recouped the £3300 we paid out in 2016 for our new ride on mower in two years.

We have an excellent treasurer in Alan Butterworth, too.

Alan is now also membership secretary AND treasurer of Wessex Soaring Association.

We still have the freshwater flying facility at Longham, north Bournemouth, Stanpit Rec, a 17 acre public site for dog walking and licensed for C&DMFC members only to fly (one peppercorn a month which I presented to Christchurch Borough Leader last year, a rather large pot of them actually which caused a laugh).

We also have Fawcett's Field which is a number of football pitches we can use Monday to Friday via New Milton Town Council.

The main site used these days is Strawberry Field, a couple of miles out of Lymington travelling towards Brockenhurst.

We are still the only model flying club with planning consent to fly at a private site within the New Forest National Park.



This has onsite male & female toilets and a barn for storage of our mower with it anchored to the ground.

Members pay £2 each time they fly there. No other costs to the club other than petrol and servicing of the mower.

Our membership fee is still £15 per year, plus BMFA of course.

On Saturday 21st July we have our annual Fun Comp and BBQ. All free to members to be held at Strawberry Field.

Our club members were invited to a tele recording of a programme for Channel 4. Love Productions were filming, The Battle of Britain, (Model Squadron) That's the current name. May be amended when it is show at prime time on Ch4 sometime in September. We all met at Chickerell MOD training camp just outside Weymouth. We didn't know what to expect.

The pilots were from UK & Germany flying all foam models. imagine 20 Spitfires all going up and around 15 twin engine German fighter/bombers ALL models and ALL elec powered ALL were exactly the same. Most of the realistic casualties were by pilots flying the wrong model. There were 3 LARGE drones up with them filming air to air scenes. After 15 minutes they all had to land as batteries were failing.

We were then moved and transported to another spot about 1/4 further along the track and told to wait and have our photos and film taken. We waited and waiting and suddenly a full size hurricane appeared out of the sun on an attack course towards us. The pilot did 20 minutes of superb tight manoeuvres and at times he was it eye level with us all. The sound of the Merlin engine was magnificent. We were then taken back to the model flight area and given a traditional afternoon tea of the 1950s. Tea or coffee from tin bugs, too!

Then the second filming commenced. Okay, some of the Spits had to be hand launched as a few undercarriages had been pulled out the foam wings. ALL the radios were new Fr Sky Taranis. We counted 35 models battling it out in the air before the end. The whole timing took 3 hours, including the Hurricane display which wasn't part of the filming, just laid on for all us modellers. Not bad for a FREE afternoon. All the models were new and so was the radio gear and Lipo batts.

Photo's were courtesy of Alan Butterworth. Bye for now, *Terry Antell*



Beatrice (Tilly) Shilling

From the internet.

Beatrice (Tilly) Shilling OBE PhD MSc CEng (8 March 1909 – 18 November 1990) was a British aeronautical engineer and motor racer. During the Second World War, she invented "Miss Shilling's orifice", a small metal disc similar to a metal washer that restricted fuel flow to a carburettor. This helped prevent engine stall in the Rolls-Royce Merlin engines of the Hawker Hurricane and Supermarine Spitfire fighters, which could lose power or even completely cut out during certain manoeuvres and pose a significant disadvantage in active service.

Shilling raced motorbikes in the 1930s, and raced cars after World War II.



Early life

Shilling was born at Waterlooville, Hampshire, the daughter of a butcher. At age 14, she bought herself a motorbike, which she tinkered with; she was already determined to become an engineer. After completing secondary school, she worked for an electrical engineering company for three years, installing wiring and generators. Her employer, Margaret Partridge, encouraged her to study electrical engineering at the University of Manchester; she received a bachelor's degree in 1932 and stayed on for a year to get a Master of Science degree in mechanical engineering. Jobs were hard to find in the Depression; she worked as a research assistant for Professor G. F. Mucklow at the University of Birmingham. In 1936 she was recruited as a scientific officer by the Royal Aircraft Establishment (RAE), the research and development agency of the Royal Air Force (RAF) in Farnborough, Hampshire. She worked at Royal Aircraft Establishment until her retirement in 1969.



Second World War

Shilling worked on many projects for RAE during World War II.

The orifice

During the Battle of France and Battle of Britain in 1940, RAF pilots discovered a serious problem in fighter planes with Merlin engines, such as the Hurricane and Spitfire. When the plane went nose-down to begin a dive, the resulting negative g-force would flood the

engine's carburettor, causing the engine to stall.

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

Shilling devised the R.A.E. restrictor to solve this problem. It was a brass thimble with a hole in the middle (later further refined to a flat washer), which could be fitted into the engine's carburettor without taking the aircraft out of service.

The restrictor limited maximum fuel flow and prevented flooding. By March 1941, she had led a small team on a tour of RAF fighter stations, installing the devices in their Merlin engines. The restrictor was immensely popular with pilots, who affectionately named it 'Miss Shilling's orifice' or simply the 'Tilly orifice.' It continued in use as a stop-gap until the introduction of the pressure carburettor in 1943.

Later life

After the war, Shilling worked on a variety of projects including the Blue Streak missile and the effect of a wet runway upon braking. Shilling was once described by a fellow scientist as "a flaming pathfinder of Women's Lib"; she always rejected any suggestion that as a woman she might be inferior to a man in technical and scientific fields.

However, her brusque manner and contempt for bureaucracy led to an uneasy relationship with management. Shilling worked for the RAE until 1969, rising to a senior post in the Mechanical Engineering Department.

She held an honorary doctorate from the University of Surrey, and was a CEng and member of the Institution of Mechanical Engineers and the Women's Engineering Society.

Motor sports

In the 1930s, Shilling raced motorbikes. She beat professional riders, such as Noel Pope, and was awarded the Gold Star for lapping the Brooklands circuit at 106 miles per hour (171 km/h) on her Norton M30.

After World War II, Beatrice and husband George turned to racing cars, which were tuned and modified extensively in their home workshop. Starting off their exploits with a much-lightened Lagonda Raper, between 1959 and 1962 they raced an Austin-Healey Sebring Sprite, most frequently at Goodwood Members' Meetings, scoring a number of third places and even one race win. George's driving career became more serious with the 1961 acquisi-



tion of an Elva 200 Formula Junior single-seater, but there were accidents for both of them, and the Elva was converted into a Mk VI sports car. In 1967 Beatrice Shilling was brought in to help Dan Gurney solve overheating problems with his Eagle Mk1 Formula 1 racing car.

Personal life

Shilling married George Naylor in September 1938. He also worked at the RAE. According to anecdote, she refused to marry him until he also had been awarded the Brooklands Gold Star for lapping the circuit at over 100 mph. During the Second World War he was a bomber pilot with No. 625 Squadron RAF and reached the rank of Flight Lieutenant. He was awarded the Distinguished Flying Cross (DFC). He volunteered for an extra tour of bombing missions, over and above what was expected of him. He suffered tinnitus and other health problems in later life as a result of his wartime activities.

Legacy

In 2011, the Wetherspoons chain of public houses opened a pub in Farnborough named the Tilly Shilling in her honour, though the nickname 'Tilly' was never used to her face and was probably an unflattering reference to her appearance being overly utilitarian: the war-time 'tillies' were low-powered pick-ups produced by British car manufacturers for use by the armed forces. In 2015, a collection of her racing badges and trophies was bought by the Brooklands Museum.



Lagonda Rapier



Austin-Healey Sebring Sprite,

With acknowledgement to Wikipedia, the free encyclopaedia →

Opel RAK.1

From the internet.



The Opel RAK.1 (also known as the Opel RAK.3[1]) was the world's first purpose-built rocket-powered aircraft. It was designed and built by Julius Hatry under commission from Fritz von Opel who flew it on September 30, 1929 in front of a large crowd at Rebstock airport near Frankfurt-am-Main.



During the late 1920s, von Opel had undertaken a variety of publicity stunts involving rocket-powered vehicles, Opel-RAKs, for the Opel company. He was assisted in these endeavours by pyrotechnics manufacturer Friedrich Sander and rocketry advocate Max Valier. In June 1928, he had purchased an Alexander Lippisch-designed sailplane, the Ente, and fitted it with rockets. The aircraft was destroyed by an engine explosion on its second test flight.

The RAK.1 had a typical sailplane wing, under which a pod was suspended to accommodate the pilot and sixteen solid rocket engines. The tailplane was mounted on booms behind the wing and high out of the way of the rocket exhaust. Opel successfully piloted it over 1.5 km (0.93 mi) in 75 seconds of flight, but landed hard, damaging the aircraft beyond repair. Opel planned to build a second rocket plane, but apparently lost interest before the project was completed.

The aircraft is sometimes referred to as the Opel-Hatry RAK.1 or Opel-Sander RAK.1 in acknowledgment of its builder or the supplier of its engines respectively. ➔

Trev and the tragic bits of Cim

Trevor Hornby



Sunday - Ian and I chased around the back garden lawn and I lost my head which was probably a sign of things to come.



The Corsair - Conditions weren't ideal with the wind curling round the house from the NW at about 18 mph. One short taxi which nosed over so I figured a little slow on take off

On the second attempt I opened it up but still with lack of speed, climbing out too steep and dropped a wing resulting in a nice cartwheel and loss of some bits.



Nice folding wing!

Oh and then I gave the Mini Eagle its first fly.. and turned out to be its last for the holiday (and we are still only on Sunday)



I think it was Sunday that Tony made a special guest appearance to Trev's Tragedies with his Acro Wot. Note the flexible fuz.



Monday—morning with the wind from the NW about 15 mph and likely to swing West, most went to the National Trust end of Annies overlooking Hells Mouth.

I took my ASW28 down slope side. It was not long before I was airborne with the 28 and scorching up and down at eye level for a few legs. Then I ventured out and down a little only to discover I was struggling to get back.

I approached the edge for maximum view. Normal rhetoric and cocky expectation of recovery followed but not this time, each leg the plane was lower until after about 4 sinking turns I then started to head towards the beach at the North end of the cliffs. It was too late, too difficult to judge the height above the waves I hit the drink. It seemed about 200m out.

The tide was still coming in for about another hour and we were hopeful it would either get close enough to the rocky edge or make its way up to the beach for a recovery.

Graham had walked down and pondered its position but the verdict was very unlikely to run aground and it never got close to being the case.



After about 3 hours and now watching from Annies, it disappeared round the headland south out to sea and out of sight. I'd decided by now that was probably the best thing for it RIS (Rest in Sea).

Tuesday - morning saw me get on with rebuilding the Corsair where the hot glue gun and epoxy had a big roll to play.. Later it was all back together including strengthen spar, the spare 4 blade prop and the undercarriage working again.

So now I'm ready to give it another try.. with the wind more from the west and still about 20 mph I backed right into the far corner with the barn on my right.

She got away quite well but swung round to my left not easy to control. Behind me it came to rest in what seemed to be the boat park.

Another flight with hardly any control. I got lucky and it landed just short of the stored boats on top of the stone wall. The damage was limited but on closer inspection back in the work shop the undercarriage was jammed at a slight angle.

The new 4 bladed prop was now down to 3. I cut the uneven blade off and now had a two bladed prop.



The undercarriage was removed by Ian who carefully disassembled the clever engineering, more to discover how it worked than make a repair. We decided to go wheel-less for the next encounter which was to be on the slope.

Not sure if it was Monday or Tuesday but John snook onto the Tragic list when he lost his Pilatus over the back at Annie's

Wednesday - was blowing about 15 WSW so we went to the left on Ceriad. Out came the Corsair and Andy projected the model into the abyss with a little power assist (with just the two blades now). Off she went but still wanting to go round to the left, but this time, with enough airspace to adjust and correct.



Turning either way was tricky and I found it was more responsive if I eased open the throttle. Anyway once I got used to its bad habits I flew around for about 10 mins and then made an arrival at the back on the ordinance (no wheels now) with a slight bump and loss of a rocket or two ... but surviving.



Back at the car I started preparing the Pink Sblitz (previous owner Chris M) when I got a call from Claire who with her partner had found the 28 on a beach and moved it to the sand dunes.



We chatted and they decided to carry back the plane which was about two miles from their camp site at Shell Island which I misheard as being near Llanbedrog (a few miles away to the north).

My mistake, in a later communication it turned out to be Llandanwg and about 20 miles east as the crow flies across Termadog Bay (its probably some kind of record).

In the picture the model looked pretty good but having spent about 24 hrs in the sea I think 'looks' were going to be deceiving.

I then packed up on the slope, back to the house to empty the models from the car and then drove round past Har-

It took about 75 minutes. I found the model left outside reception. All seemed to be there accept the pilot in his seat, a mystery that I won't now be solving..

The estimated travel path of my ASW28 ... 19 mile overnight swim then carried 2 miles to



the camp site.

I got back to Cim in time for Graham's very nice dinner.

Thursday – afternoon saw more broken parts. On the dirt bikes were Rick, Paul, Ian and me. Riders became headless, legless and armless and in some cases rider less completely. Eventually the drive went on mine.

So lots of carnage, but apparently this is normal!

Friday—was wet and Northerly so with very little interest in breaking more at the “coast guard” I packed and left for home a day early.

Despite the carnage, a great week full of new experiences and building practice.. →



TVSF Photo Competition Sept 2018

Roger Stacey



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

Class A - A TVSF member and model in action – 1st Tony Ridler, 2nd Roger Stacey

Class B - A TVSF member's model in flight – 1st David Poole, 2nd Ian Lancaster

Class C - Photo of any TVSF activity (or lack of activity!) – 1st Ian Lancaster, 2nd Roger Stacey

Class D - A Civil Aviation photo – 1st Roger Stacey, 2nd (not awarded)

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

Class F - Any Aero modelling activity – 1st Roger Stacey, 2nd Roger Stacey

TVSF Favourite Photo – 1st Roger Stacey, 2nd Roger Stacey/Ian Lancaster

Numbers of entries were down a bit this year with several previous regular contributors away.

Four different people ended up with bottles of wine for taking first place in a class so the grog was shared around.

The winning photos shows a pleasing symmetry of colours and it was unmistakably the Red Arrows.

The TVSF Photo Cup will be presented at the annual prize giving along with a bottle of wine.

Roger Stacey

Class A - A TVSF member and model in action - 1st Tony Ridler



Class B - A TVSF member's model in flight - 1st David Poole

Class C - Photo of any TVSF activity (or lack of activity!)
- 1st Ian Lancaster



Class D - A Civil Aviation photo - 1st Roger Stacey

Class E - A Military Aviation photo - 1st Roger Stacey



Class F - Any Aero modelling activity – 1st Roger Stacey

Second Place Photo's



Class A - 2nd Roger Stacey



Class B - 2nd Ian Lancaster



Class C - 2nd Roger Stacey



Class F - 2nd Roger Stacey



Class E - 2nd Roger Stacey

All—Rounder Positions at the end of October 2018

		2018 Pilots Name															Club total points	
		Maximums >>																
Peter	Williams	10	9														35	50
Barry	Hood	8															18	0
Roger	Critchley																18	0
Trevor	Hornby																14	0
Colin	Hutchinson																21	0
David	Poole	7	8	15													15	0
John	Price																30	0
Graham	Stallard																23	0
Graham	James	3															23	0
Roger	Stacey																3	18
Peter	Wood																19	0
Steve	Elkin	6															0	18
Terry	Pelling																6	3
Tony	Ridler	5															0	9
Vic	Harris	4															5	0
2018 Participants		8	4	4	0	5	0	0	0	0	0	0	0	0	0	0	13	9
																	0	15

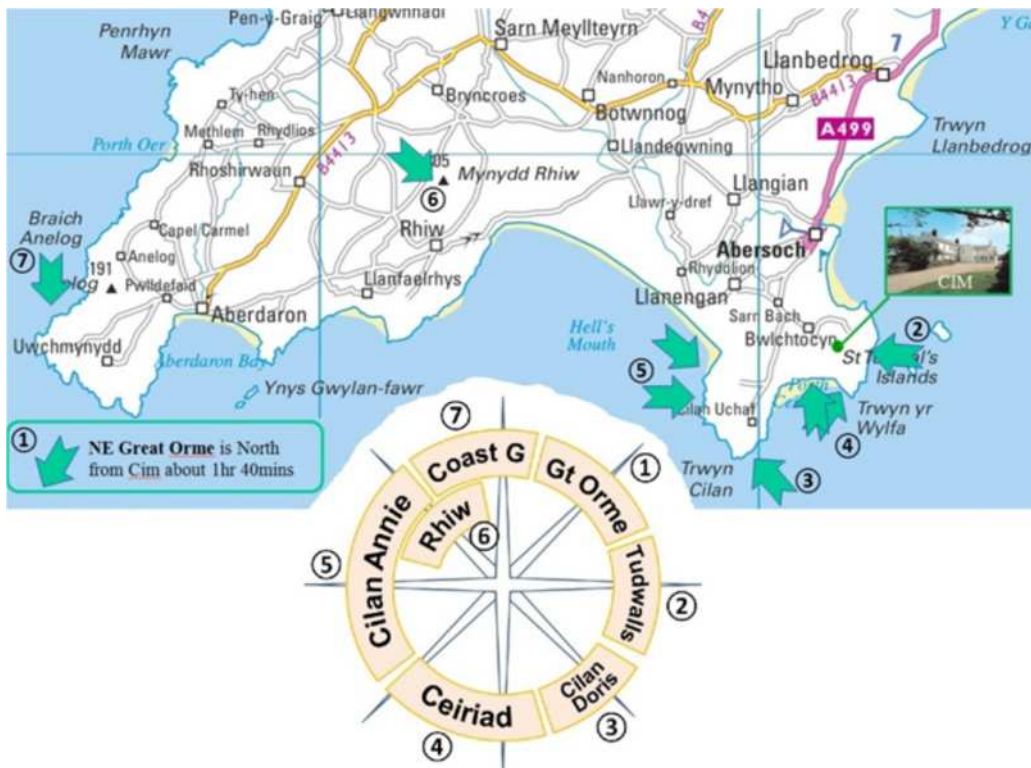
No slope comps are likely to run and 5 people are tied with 18 points for the "electric allrounder"

Cim by Pictures and a few words Oct 2018

Trevor Hornby



First, for orientation, a general map of our preferred slopes.



Friday – the last of my packing and ready to go with just the fridge stuff to position in the morning.



Saturday – was the drive to north Wales for most of us with various choices for breakfast stops : Dobbies, Montford Bridge and somewhere Pink near Welshpool (other breakfast stops are available).

I started out at 7:40 and arrived at stage 1 at 10:10, 2.5 hours. I met Graham, John, Paul, Rick and Glynn at Dobbies in Shrewsbury for breakfast or light snacks.

I left following Graham and we had a non-eventful mountain run in nice weather to Cim arriving about 1:30 apart from the disappointment to see that a mile stone , The Knockin Shop & Old Post Office, had closed. Looking into it, it appears they ceased trading on May17th, shame!



Arrival at Cim about another 2.5 hours later meant the unpacking chore and I forced a beer down. Tony R managed to fly his twin Star in the Garden. and that evening we ate fish and chips in house organised by TP (thanks). Some gin and chat together with TV and F1 qualify- ing rounded off the evening.

Sunday - NW 25-30 Rhiw

The non-CBA group went off to Rhiw (potentially avoiding the Llyn Model Aircraft Club who would have been using the NT north of Annies).



A nice moody picture c/o Alan on the way to Rhiw.



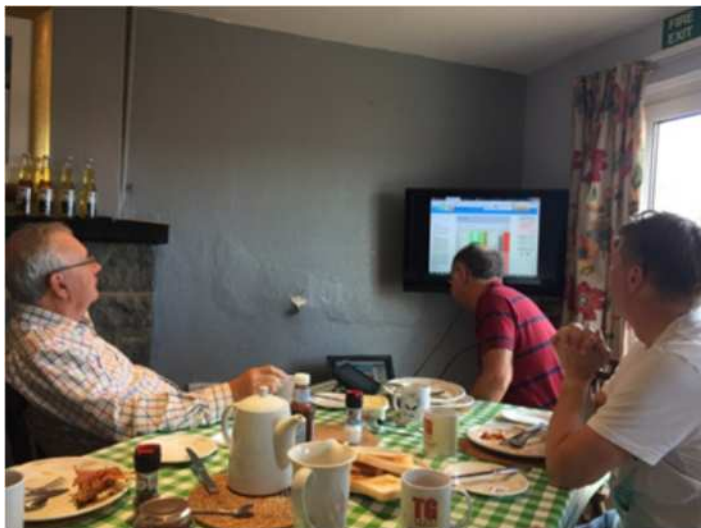
Back in the Garden Ian was showing off his rider skills, keeping his head, but minus a leg and Tony R played with his Acrowot. Me, I had a quick go with my Mini Eagle (it didn't last long).



Monday - The traditional multi sourced weather forecast given by Graham after breakfast had been hampered on Sunday morning because of a missing cable but Peter came to the rescue with the component as he travelled down a day late.

Forecast – NW backing W
15 Annies starting at the National Trust end and moving later south to Annies

A solemn gathering at the NT end of the slope bidding a wet goodbye to my ASW28 which was flying on its 10th anniversary at Annies.. it had had a good run.. (see my other scribbling) .



and we moved later to Annies as the wind backed to west

Cont..



Tuesday – W 20 and perfect for Annies



That evening Andy BBQ'ed 7 pizzas in succession for the CBA's complimented by squeaky Hal-loumi .

Then we had the conker contest (I forgot to invite Graham who had made the effort and brought his own, sorry). Some of the players with the eventual winner. The winning technique was to miss more times than anyone else ! The 2018 Cim Conker Champion is Spencer Busby.



Wednesday - WSW 15 and that placed us at the SW face on Ceiriad.



A cow hypnotised by a drone and as you can see the flying is ex-hausting for one member.



In the evening Graham and his team had prepared 3 delicious courses of Melon to start.

A main of Chicken breast wrapped in Parma Ham with selection of veggies.

The main course was followed by the mandatory Treacle Pudding with custard and/or Ice cream.. superb effort!



Thursday - SSW 15 meant the south face of Ceiriad worked nicely.



That evening a few of us ate at Thai in Abersoch, The Coconut Kitchen, and I could not resist showing you my excellent sea bream.



Friday - was a lighter blow about 7 mph, NNE which could have meant Coast Guard in the rain or at best drizzle. Most elected to pack up and go home leaving about only 4 behind for the Saturday Run.

After Dobbies my sat nav elected to take me south through Gloucester which made a pleasant change but took 3 hours.

Overall it had been a really great week for flying if you forget the Friday conditions but 6 out of 7 isn't bad!

Saturday I got to do my unpacking in the wet and assess usage trying not to focus on damage..

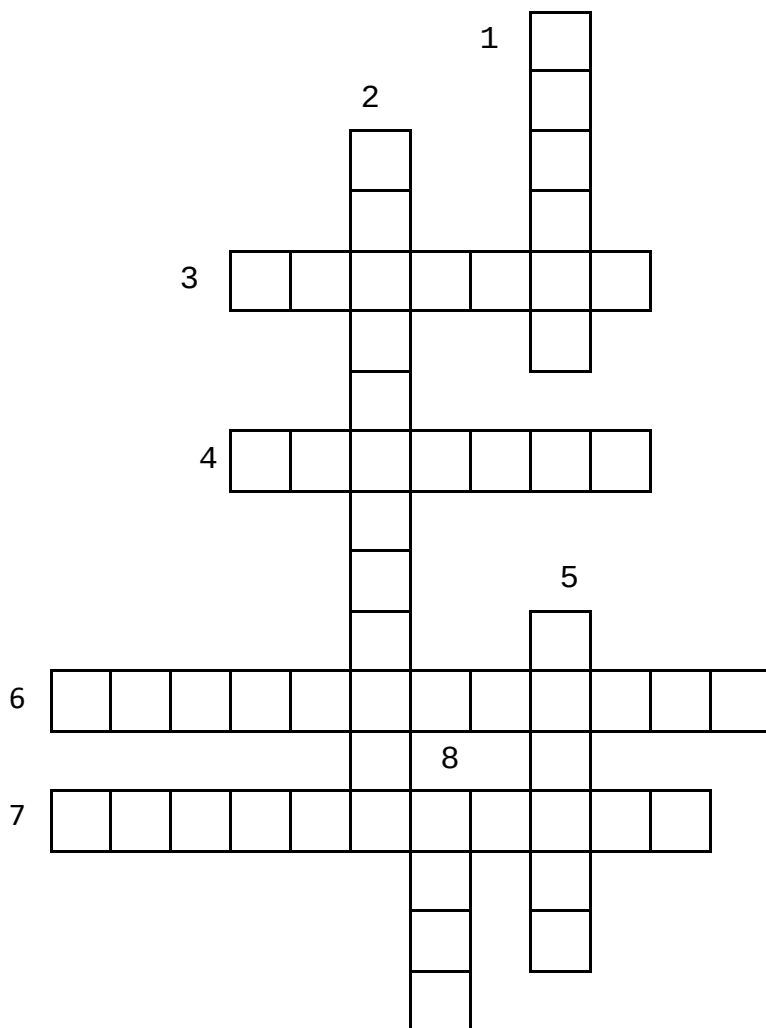
After thoughts .. What I had taken but not used were – Fox, Willow, Eliminator, Angela (wing), Sblitz, Wabbit (wing), Whipit, Twinstar, Dragonflite 95 and the model trolley, most of which could have easily flown if I had got off my bum!

Also shame the DF95's did not race. I vow to take less next time!

Trevor



TVSF Puzzle Corner



Across

3. German Flying Boats
4. WW1 Trainer
6. WW1 British Biplane
7. WW1 British Bomber

Down

1. WW1 German Triplane
2. American 3 engine plane
5. Dragon passenger Biplane
8. WW1 French Biplane

Musings from my anonymous friend.

For those who do not listen to the 'Today' programme on Radio 4, this is English humour at its best.

Right at the end of a programme recently, there was a discussion about the obscene cost of entry into Premiership football games, the cheapest price of £60 and £100 per game is not uncommon.

An older chap being interviewed said he could recall many years ago arriving at the turnstiles (it was probably West Ham United): "That will be ten quid, mate".

"What?!" the old chap said "I could get a woman for that!"

The guy on the turnstile retorted, "Not for 45 minutes each way with a brass band and a meat pie in the interval, you wouldn't!"

Morris, an 82 year-old man, went to the doctor to get a physical. A few days later, the doctor saw Morris walking down the street with a gorgeous young woman on his arm. A couple of days later, the doctor spoke to Morris and said, 'You're really doing great, aren't you?'

Morris replied, 'Just doing what you said, Doc: 'Get a hot mamma and be cheerful.'

The doctor said, 'I didn't say that.. I said, 'You've got a heart murmur; be careful.'

Hospital regulations require a wheel chair for patients being discharged. However, while working as a student nurse, I found one elderly gentleman already dressed and sitting on the bed with a suitcase at his feet, who insisted he didn't need my help to leave the hospital.

After a chat about rules being rules, he reluctantly let me wheel him to the elevator. On the way down I asked him if his wife was meeting him.

'I don't know,' he said. 'She's still upstairs in the bathroom changing out of her hospital gown.'

A man was telling his neighbour, 'I just bought a new hearing aid. It cost £2000, but it's state of the art. It's perfect.'

'Really,' answered the neighbour. 'What kind is it?' 'Twelve thirty.'

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

