



LIFT

NOVEMBER 2015

THE NEWSLETTER OF THE
THAMES VALLEY SILENT FLYERS

ISSUE 79



Winning Photo in the Annual Photograph Competition

IN THIS ISSUE



Inteco L213A Blanik –
The final episode



TVSF Photo Competition
2015



TVSF at Cim Farm
October 2015

Wales 2 - 2015

New to CIM this year was “First Person View” (FPV). Both Richard and Paul had drones. Paul’s drone was viewed through an iPad and Richard’s through goggles, We all had a go with the goggles whilst Richard flew around the garden.



Pauls Drone



Richard's Drone



Every 5 years a presentation is made to the 3 most deserving members of the CBA club

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Front Cover

The photo of the 1/2 scale model of the Spalinger S10 Zurivogel, biplane glider, weighing in excess of 50kg, was taken in June this year at the Ghost Squadron Cheddar event.

Rear cover.

Launching the Flamingo at Rhiw



Do you know someone who would like our club newsletter? To order a copy of the next issue (March 2016) send a cheque to Tony Ridler, 109 Pierrefondes Ave, Farnborough, Hants. GU14 8NZ for £4.00 which covers P&P. A few back issues are available @ £2, email Tony for availability. Make cheque's payable to Thames Valley Silent Flyers. Orders must be received by the cut off date. - **19th February 2016 for the March Publication.**

Editorial *By Tony Ridler*



Hello again, we have a bumper issue this time, so much so I have had to leave out 2 articles, however you will be able to read them in the next issue.

Thank you to the contributors for this issue supplying me with a varied and enlighten material.

Besides the Wales report by Colin there are reports from the Lasham visit by Clive and Bill's final episode on his Blanik build. The photographers submitted some fine photo's at the annual club photo competition. We need additional pictures next year to stop Roger Stacey winning all the wine!

The usual bunch of stalwarts made the 6 hour trip to North Wales with the usual complaints, not enough wind, too much wind, CBA, etc. Every 5 Years or so its said Terry Pelling presents the CBA trophies.

Quite how it is decided remains a mystery - It seems you can only be considered if you do not let Terry see you doing too much flying, points can be accrued for a nap on the slope behind the wind brakes, crossing his palm with drink of any description, and a number of items that remain secret. Photo of this years recipients on page 1.

Another first for CIM was the "First person View" (FPV). Both Paul and Richard had drones and gave us demonstrations.

Richard flew his drone visually and we took it in turns to wear the hi-tech goggles which showed the forward view from the on-board camera. I guess you soon get used to the sensation of being in the cockpit, banking and rolling, I needed to hold the back of a chair to retain my balance. All good fun.

By the time you read this all the competitions will be over. It has been a difficult second half year with the inclement weather and the loss of a flying field for much of the time. The good thing is Big Barn should be available until next spring.

Safe flying Tony



If God had meant man to fly, He would never have given us the steam railway locomotive.

- *A Great Aviation Quotes reader's late great aunt.*

If God wanted us to fly, He would have given us tickets.

- *Mel Brooks*

If God had really intended men to fly, He'd make it easier to get to the airport.

- *George Winters*

Chairman's Chat

By Graham Stallard



Well things have been a challenge this year mainly over the last few months, due to the availability of Big Barn or the lack of it. The weather changed just as Martin was going to crop Big Barn, which was then delayed for 4 weeks in total. Still the field has now been cropped and we should be OK to use the field until May next year.

Martin has asked us to be careful to not pierce the plastic wrapping on the bails in the barn, as this will stop the contents fermenting. So please take care. The stinger nettles will be treated in a week or so, after which we'll be able to park out of sight from the road.

The committee and a couple of committee members have viewed and tried out the Syn-genta sports field to fly from. The thoughts currently are that with appropriate guide lines we can, with care, fly from this field. The committee will discuss and come up with the guide lines at the next committee meeting. (27th October).

We have again this year enjoyed a number of additional activities. The club BBQ. The club day out to White Sheet. The weather co-operated and we had a very good days flying. We met up with a number of local club members. The day concluded with a very convivial meal at the Hunters Lodge. It has been suggested that our clubs get together for a combined club day out in the spring. Obviously if the wind is on White Sheet that would be the venue. Venues for alternate directions for both clubs will worked out in the next few months.

We had two trips out for full size flying arranged. The first was a visit to the Glider Heritage Centre at Lasham, to be followed by an aero tow to 2,500', then an evening meal of slow roast lamb in the club restaurant. The weather was not suitable for the aero tow so we just did the Heritage Centre and evening meal. The trip to Up-Avon had fewer attending but we did fly in interesting conditions, 20 knot cross wind. It was good fun with Trevor and John Irish taking extra flights until the instructors called time, mind you at £4 a launch it's a good deal. Again the evening meal in the Ship was very pleasant, although they ran out of 6X!

The remainder of the year brings the slope comps to get us out and about. The 'bring and buy' to move kit on and then the AGM to close the year. We will again be arranging a curry night in the New Leathern and Bottle Jealott's Hill on Thursday evening 17th December. More details at the November and December club meetings.

Hope to see you flying soon.

Graham



Diary Dates

Date	Day	Item	Contact
01-Nov	Sunday	Slope Xcountry 10:00-14:00	GS
03-Nov	Tuesday	Club Meeting	
08-Nov	Sunday	Slope Xcountry Reserve 10:00 - 15:00	GS
22-Nov	Sunday	F3F reserve 10:00 - 15:00	
29-Nov	Sunday	Slope Reserve 08:00 - 17:00	JP
01-Dec	Tuesday	Club Meeting and AGM	
27-Dec	Sunday	Christmas slope fun 11:00 - 14:00	TH
05-Jan	Tuesday	Club Night - Awards night 20:00 - 22:30	
02-Feb	Tuesday	Club Night - Chuckie Indoor 20:00 - 22:30	TH
01-March	Tuesday	Club Night 20:00 - 22:30	

RC GLIDER FLIES BY TWISTING ITS WINGS

October 20, 2015

Remote control gliders typically fly like their full-size counterparts. Tail and wing rudders control the direction of flight — but what if the wings themselves could twist and change their profile, similar to that of a bird? Well, RC glider manufacturer [Jaro Müller] did just that — and it is pretty cool .

Called the Mini Ellipse, the RC glider is designed to be able to fly in slow thermals and manoeuvre even better than previous models. The entire wing profile can be controlled by wing flexion — the wing itself is very flexible. Unfortunately we don't have any info about how it actually goes about doing that, but it's probably either servo motors pulling wires, or maybe nitinol memory wire... but we're just guessing. - HACKADAY →



The MUSS'es on Harting 15 October 2015



Thames Valley Silent Flyers

Annual General Meeting Agenda

1st December 2015

8.00pm – 10.00pm

- 1) Apologies
- 2) Request for Any Other Business (AOB)
- 3) Minutes of 2014 AGM
- 4) Matters Arising
- 5) Committee Reports:

Secretary:	Steve Elkin
Membership Secretary:	Ian Lancaster
Comp Secretary:	Colin Hutchinson
Records Officer:	Graham James
Newsletter Editor:	Tony Ridler
Webmaster:	Trevor Hornby
Vice Chairman:	Chris Moynihan
Chairman:	Graham Stallard
- 6) Treasurer Report on Accounts: Richard Thornton
- 7) Elections of Officers for 2016
- 8) Appoint auditor for 2016
- 9 Subscription for 2016
- 10) Proposals/Motions
- 11) AOB
- 12) Date of Next AGM 6th December 2016

Established in May 1983

The inspiring cockpit

By Tony Ridler



Whilst on the slope over looking St Tudwals Island this autumn, during our pilgrimage to Wales, a colleague spotted a particularly inspiring cockpit detail in one of the models.

This particular modeller had been the subject of much banter over the pilots attire, in particular the pink shirt he was wearing.

Apparently after much deliberation the modeller decided to do a make over of the cockpit detail. This makeover was to include a pilot and a passenger in the office. However as the glider had not changed in size but the cockpit has two occupants so the equivalent size in scale terms has been increased.

The hypothetical increase in cockpit size requires the observer to adjust his mind to think the model is now half scale size so everything looks correct.



Because of political correctness the lady pilot (well endowed) was considered to be embarrassed by the single "joy stick", therefore the control column was converted to bicycle style handlebars.

The passenger is a small version of a well known tenor in full flow singing "Men of Harlech". (or possibly making a grasp for the lady pilot).

One interesting item is the 3 ring cooking element enhanced by the "Ferrero Rocher" gold leaf dashboard.

All in all a splendid conversion of a boring standard cockpit layout to a future cockpit with a high tech approach to the control of a vintage glider (almost). Apparently the glider has covered thousands of miles being transported back and forth to Wales but this is the first time with a lady pilot. →

Inteco L213A Blanik – The final episode.

By Bill Cooke



The previous episode recounted the dramatic maiden flight and the issues around the trim. So -----

The first thing that I did on return was to check the CG.

First up, the Topaze and that was at 35% back, not 40% as stated in the last episode. Alarm bells were ringing but no, the Blanik was at 34%. The Topaze flies beautifully so why wouldn't the Blanik?

The Blanik wing section is very similar to that on the Topaze, and to my way of thinking the CG should, therefore, be in roughly the same place. But not so, apparently.

So where should the CG be?

Enquiries were made and Cliff Evans sent me a three view showing the CG at 28% back. It seems a long way forward to me, but that's what it said and 450gms of extra nose ballast later that's where it was. The model is now 11 Kgms!

Middle Wallop again, hooked up and away. The tow up was uneventful but so was the first one! 200 metres, release and -----

It flew perfectly straight off the tow, no trimming required.

Very responsive to elevators, and a powerful rudder, which is handy. Those mighty ailerons were, not unexpectedly, very, very sensitive. Maybe a touch of exponential would calm my nerves but I'll see if I get used to it. Stall was benign, no trace of wing drop and, unsurprisingly given the weight, a fast recovery. Flat and level across my line of vision to check the airbrakes and out they went. The model certainly slowed and eventually stalled but 11 Kgs takes some stopping. They are probably more effective than those on the Topaze however. I guess that I'll have to practice side slipping if I want more.

I steadily expanded the envelope. Smooth in the turns, a fair amount of rudder to stop the yaw but little elevator to stop nose drop. Speed didn't bleed off much either. A loop, short lived inverted, harder turns, I tried a roll but not unusually for me made a hash of it but then something went wrong. The model was trying to roll right. I could counter it with left aileron and landed the model without damage.

One aileron wasn't working and was slightly drooping. You could hear the servo working but the aileron was just twitching. I suspected stripped gears so back in the car it went and out came the trusty Topaze. I should have looked more closely. When I got home I found that I had not done up the bolt fixing the servo arm and it had partly come off its splines.

But at the next meeting, first flight, one of the two elevator servos failed, for real this time. Again I got the model down, albeit with a heavy landing. And that's been the pattern. The meeting after that another aileron servo failed, again for real, and the meeting after that it never got off the ground, a retract servo seized up.

(Continued on page 11)

(Continued from page 10)

The aileron and elevator servos have been replaced with more powerful Turnigy servos but the retract has been more problematic. See later.

At the last aerotow meeting of the year in October, at Middle Wallop, I finally got a day's flying in. As usual, the retract worked fine in the workshop, but on the field it jammed so I disconnected the servo and set the retract in down and locked and flew it with the wheel permanently down.

And on the Saturday I had a number of successful flights. The sensitivity takes a bit of getting used to, and I was fairly cautious for the first few flights. Landings can be tricky, you just think about the elevators and the model jumps. In the end I just lined the model up and let it fly itself down. For the last few flights I was more adventurous. I make no claims to being an aerobatic pilot, but I even managed a reasonably axial roll, the model rotating fast and smoothly.

Back home I added 25 gms ballast to try to ease those elevators a bit, and back down for Sunday.

First flight, on tow about 5 metres up, the tow link parted. I leveled off, and what I should have done was land straight ahead despite the long walk. Instead I tried to bring the model back to the landing area, banked, not enough height, a tip touched. Wallop!



This picture of Bill's Blanik was taken by Chris Williams

The Retract

The retract is not a commercial unit but was designed by the model's designer Jilles Smit. It works in the same way that, for instance, the Fema units work. That is a servo driving a pushrod which operates a lever on the end of which is a slider which in turn operates another lever on the end of which is the wheel. And they all suffer from the same problems which are;

- a short lever driving a long lever (so mechanical disadvantage)

- long travel so a long servo arm (so further mechanical disadvantage)

On this retract, 9Kg/cm of torque translates to maximum 570gms/minimum 285 gms, depending upon the angle between the pushrod and the servo arm, available to lift the wheel. Even so, that should be plenty to lift a wheel weighing 150 gms. And I had two of these 9 Kg/cm servos. But two servos creates another problem – contention, one servo driving the other.

The Fema units have a spring that tensions the wheel in the up position to take of some of the retract load. I've attempted something similar with elastic bands.

To avoid landing loads driving back into the servo, there is a mechanical locking down mechanism, and I also arranged the servo arm and the pushrod to be in a straight line when the wheel is fully down so that any shock loads driving back would just push against the top bearing of the servo. But there is no locking up mechanism and despite the elastic bands the servo has to work to hold the wheel retracted.

The servos are Hyperion DS20-UMDs specified at 12.75Kg/cm dynamic torque but in fact only delivering about 9Kg/cm – see the article about servo testing.

I used Hyperions because they are programmable off line so you can set travel, centering, dwell etc to be exactly the same on each servo and hopefully avoid contention. Of course, you also have to get the installation geometry exactly the same.

In practice, however, I found that very little force will jam the wheel.

The wheel doors are tensioned closed with elastic bands and pushed open by the wheel and I had to be very careful that the inside of the doors was very smooth where they slid across the wheel. The Fema units have a metal 'bow' around the wheel.

On the bench it all worked fine, the wheel going up and down smoothly. But something is wrong because on the field one servo failed, it seized solid. The other worked when I extracted it but was only delivering half the torque and that too seized up when bench testing.

(Continued on page 13)

(Continued from page 12)

I tried a pair of Futaba 3152s but they weren't powerful enough. Right now I've reverted back to a single Hyperion DS20-UMD to avoid any possibility of contention. Again the wheel seems to go up and down o.k. but we'll see how long it lasts.

If it continues to give problems I might swop it out for a Fema unit but the only one that will fit cannot cope with the 127 mm scale wheel and what's the point of building a scale aeroplane if parts of it are none scale. I have spotted another unit from Lado. The complete retract is £160 but it has a 'worm drive', that is an electric motor driving a threaded rod. This immediately removes the 'mechanical disadvantage' problem. These worm drives themselves are available (£66) and I might try to fit one of these.

The Vulcan

The Vulcan was due to fly over at 14:30 and we had to get all our models on the ground. By way of tribute, we arranged our models in a large delta shape. Spot on time, the Vulcan appeared, quite low, and flew across the airfield. They clearly spotted our delta shaped models and performed a circle right over us then opened up, none of those nambypamby turbo fans, a full throated roar, and disappeared west. Unforgettable! ➔

Recent Club Competitions

THE DIFFICULT LIFE OF A C.D. (MINIGLIDER 3)

The 3rd Miniglider comp was scheduled for Tuesday evening (14.7.15). As usual I started looking at the weather forecast about 3 days beforehand, and, as usual, it was not good. Over the next couple of days it slowly improved so that on Monday evening the BBC forecast was reasonable but others weren't so the decision was postponed until Tuesday morning.

The day dawned and things looked a bit better with light winds and "a slight chance of rain", so it was on.

I got to the field about 5pm and while I was setting out the flags and bungees it was warm and very humid. I had a few test flights and the air was good producing several flights over 2 mins.

The others arrived and at about 6:30 it started to rain. Graham Stallard got out his mobile with the Rain today app which shows weather radar as an animation of the last few hours and predicts for the next couple of hours too. It showed the rain clearing at 7:45, which it did.

Flying commenced and we all got wet feet, but the air was still a little helpful and we cracked on in an effort to get all the flights in. After about 45 mins it started to drizzle. Some

people stopped flying and only managed 6 out of the 12 flights allowed. Others carried on and completed 8 and others persevered to do 12. It was still drizzling as I was winding in a bungee and looked up to see Mike's Twister doing small circles low down near the barn, but going up. He managed the only 3 min max of the comp. At 8:45 it stopped raining but everyone had given up by then.

After the comp, rather damp and bedraggled, we repaired to the pub where I was berated by a well known , garrulous member of the club! Apparently there is a club rule that there should be no flying in the rain. (I can't find it). I probably read it years ago, but like so much else , I had forgotten it. His opinion was that I should have stopped the comp when it rained. Now I'm of the opinion that, as the BMFA has repeatedly told us, the safety of every flight is the responsibility of the pilot alone. Some stopped flying immediately the rain started, others soon after and others carried on until all flights were completed.

Now when a CD is competing the situation gets more complicated. Should he stop the flying in light drizzle? Probably not. In heavy rain; definitely. Suppose that, as in our case, the rain never gets heavy, then what?

Of course there is also the affect that stopping flying will have on the CD's own score! If he has done a full compliment of flights and others haven't, I can imagine the adverse comments that might come his way. Furthermore, suppose someone turns up well prepared with a Tx cover and a model with all the radio and servos well protected in a nose cone? They could safely carry on flying.

As you can see, Mike deservedly won the comp but if the flying had been stopped after 6 flights I would have won, Graham would have been 4 seconds behind and Mike would have been third.

So basically, it is a minefield, but fortunately all the banter is good natured and it was a fun evening despite the weather. I shall have to give rain decisions some thought but I have a horrible feeling that they may be influenced slightly by how many flights I have done! ➔



A NARROW ESCAPE.

By John Price

Back in May this year, I was flying my Multiplex Alpina, a large semi scale glider, on the Long Mynd, a massive hill in Shropshire, near Church Stretton.

It was a good day with a steady breeze and some thermals about.

I had been doing some aerobatics and then caught a thermal to a great height, quite a long way out from the hill. I decided it was time to come down and put the nose down into a 20 or 30 degree dive. It was soon motoring across the sky when something seemed wrong. Then I noticed that half the tailplane had come off. I eased in some up but nothing happened, in fact the dive was gradually becoming steeper. Full up had no effect so my only alternative was to bunt out. This was going to be risky with a plane that was already going fast. Anyway, I pushed the nose down and with much wing bending it went round and came out climbing and slowing down so I could roll it to upright. Phew!



It still wasn't very controllable, so in an effort to keep it as slow as possible I slowly fed in full flap and it became possible to have a reasonable degree of control over it.

I was concerned about the effect of crow braking so tried this at height. This made it handle almost normally and I was able to do a circuit and get it down gently into the heather. I felt SO Money Supermarket.

The only damage was a couple of tears in the rudder covering where the tailplane had hit it, and one of the 3mm steel joiners was very bent. Not too bad.

I went half way down the hill looking for the tailplane but not expecting to find it as I had no idea where it had gone. I soon gave up and carried my stuff the 5 minute walk downwind to the car park. On arrival some bird watchers said they had seen something come off my plane and it had landed near some trees. I wandered over and found it on the edge of a large pond. The rear wing tube was bent but there was very little damage. I just have to devise a way of stopping it coming off again. I can't make the rods any thicker because then they won't go through the fin pivot.

Any suggestions?

John.



A GREAT day out AND a surprise

by Terry Antell



You know what it's like. A birthday arrives and hopefully something arrives you actually want!

My birthday surprise was completely different. I was asked to drive my wife, Jean and I to our daughter's house in Bracknell, Berkshire. Our son met us and immediately announced he was taking me out for the day.

The day in question was Sunday 16th August. I was given a presentation card with a ticket to attend the World Red Bull Air Race being held that day at Ascot Race Course.

Perfect weather all day with almost no wind.

40,000 people in attendance. Changers at £115 a glass (no, I didn't get one, just a lager).

If you ever have the opportunity to attend a Red Bull Air Race, give it a go.

The aircraft were taking off and landing on the actual racecourse. There were many temporary aircraft hangers erected on site, too. Excellent commentary with the sound very clear. Four giant screen along the course to see every minute of each flight, including G force as each pilot experienced it, extreme close up video of the pilots while flying, plus the ground team shown while they were viewing their TV screen and talking to the pilots.



Aerial shots were from two helicopters, also many ground based cameras around the actual course.

One road (Course Road) was closed. The reason being the low level flying on the turns. Two rows of tree are along one of the course boundaries, these being by the aforementioned road.

Pilots flew around the end of a tree line and flew knife edge BELOW tree level then climbed and flew back to the next pylons (paper type cones). One aircraft actually touched a tree with a wing tip.

Pilots flew around the end of a tree line and flew knife edge BELOW tree level then climbed and flew back to the next pylons (paper type cones). One aircraft actually touched a tree with a wing tip.

Speed of 300mph and being 10/20 feet above the ground with a wing tip!

The winner, by 1.06 seconds, was Paul Bonhomme flying at 310mpg and pulling 10G on a turn before returning and landing back on the main racecourse straight. He was one of the

TVSF Photo Competition Sept 2015

By 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 Roger Stacey ,
2nd Tony Ridler

Class B - A TVSF member's model in flight – 1st Colin Hutchinson, 2nd Roger Stacey

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

Class D - A Civil Aviation photo – 1st Colin Hutchinson, 2nd Chris Moynihan

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

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

TVSF Favourite Photo – 1st Roger Stacey, 2nd Colin Hutchinson



Entries were slightly down on previous years but there were still many good photos for the members to choose from.

All the votes were clear cut for the winners of each class and I only had to judge one class which had a joint second.

The Favourite photo was one of mine of a magnificent 50kg+ model of a biplane glider, a Spalinger S10 Zurivogel, made by Dave Pullinger who is in his mid eighties. It flew for the first time in November last year and unfortunately meet it's end on it's fourth flight at the Ghost Squadron Cheddar event this June. Chris Williams describes the flights in the September QEFI.

Roger Stacey



Winner Class A - Roger Stacey
"Launch at Annie's"



Winner Class B - Colin Hutchinson
DG600



Winner Class C - Chris Moynihan
"John and Richard"

TVS All rounder at t

		Indoor Chuckle	Mini Glider	Mini Glider League	Hand Launch F/F	Friday Night League	Open Thermal	100s Thermal	Electric Xcountry
2015 Pilots Name									
Maximums >>>		10	10	15	10	15	10	10	10
notes>>>				4 run		Fin			
Colin	Hutchinson		10	11	9	15	10	8	
Peter	Williams	8	7	12	7	14	5	6	
Graham	James	7				13	8	10	
Tony	Ridler	6	6	13	2		7		
John	Price		8	14	8				
Graham	Stallard			10	6		4	9	
Mike	Fantham		9	15	10				
Trevor	Hornby	10		8	3		3	3	
Roger	Critchley					11	2	7	
Paul	Harvey			9	5				
Martin	Gilbert					9	9		
Chris	Moynihan					12	1		
Joel	West					10			
Peter	Wood								
Roger	Henderson	9			4				
Terry	Pelling						6	5	
Steve	Elkin	5						4	
2015 Participants		6	5	8	9	7	10	8	0

he 8th August 2015

Electric FNL	Electric Thermal	F3F	Cross Country	Aerobatic	Annual Pylon (foamie)	Annual Pylon (crunchy)	Thermal Allrounder	Electric Allrounder	Slope Allrounder	Club total points	Club Allrounder points	Club Position
15	10	10	10	10	10	10	80	35	50	165	165	
Fin												
14				10			63	14	10	87	87	1
13				6			59	13	6	78	78	2
12							38	12	0	50	0	0
9							34	9	0	43	0	0
				9			30	0	9	39	0	0
				8			29	0	8	37	0	0
							34	0	0	34	0	0
				5			27	0	5	32	0	0
11							20	11	0	31	0	0
10				7			14	10	7	31	31	3
6							18	6	0	24	0	0
8							13	8	0	21	0	0
7							10	7	0	17	0	0
15							0	15	0	15	0	0
							13	0	0	13	0	0
							11	0	0	11	0	0
							9	0	0	9	0	0
10	0	0	0	6	0	0	16	10	6	17	3	3



Winner Class D - Colin Hutchinson
"Boxkite"



Second Class D and Second Favourite - Colin Hutchinson
"Comet and Spitfire"



Winner Class E – Roger Stacey
"Vulcan & Red Arrows"



Second Class A
"Member and Model"
Tony Ridler



Second Class B
"Swift"
Roger Stacey



Second Class C
"Annie's Landscape"
Roger Stacey



Second Class D
"A340"
Chris Moynihan

Second Class E
"Bucker Student
Bu 180"
Roger Stacey



Roger, Colin and Chris receiving their Prizes

The Annual 100s Competition and BBQ

Thanks to the Prudential Ride London event, I had to leave home at 6.30am in order to get out of Walton before they shut the bridge. With a quick breakfast stop on the way, I arrived at the field at 7.45 and began the layout.

The wind was forecast to come from the south/south east, I decided to put a landing circle to the east of the launch points, which meant that we had to drag the winches to the bottom end of the field. The field is wider at this point, so the bonus was we would get full line lengths.

Eight competitors arrived for a day with not a little incident. Unfortunately during the test fly period, Steve Elkin managed to crash his Sophisticated Lady. Up stepped 'Honest' Trev Hornby, your travelling model dealer and sold Steve a Paul Newell design Syncopater, a decision he was later to regret.

Prior to the competition there was some debate about whether there should be a landing bonus, I checked both BARCS and BMFA rules to confirm and also put it to the assembled competitors and we ran as published, to a 50 point bonus if any part of the model (attached) landed in the area. As one or two pilots managed to miss the 75metre diameter circle, the fact they only lost the bonus and not their whole flight score was appreciated.

So matrix randomly drawn, we started to fly four rounds at about 10.15. Lift varied considerably and despite most getting good launches, especially the dominant Trackers, flight times were all over the place with some slots being won with 7.40 plus and others just 4.35. After two good rounds of 924 and 1000 and having just completed what was to turn out to be the longest flight of the day at 7.52,

Trevor came in a bit hotter than usual on his second landing and opened up previous damage to his Tracker wing mount. His earlier generosity came back to haunt him, having sold his reserve to Steve and his comp was over. Flight times generally improved throughout the morning but the lift was hard to stay with, disappearing as suddenly as it came. I think the thermals were breaking away over the upwind tree line making them more unpredictable than usual.

At the end of the four rounds, Graham Stallard was in the lead with 3986 followed by Colin Hutchinson 3779 and Graham James 3750. Two Trackers beaten by an Eliminator.

To the fly off, two rounds of twelve minutes. Slot one proved particularly challenging and

CD Graham fixing
the scores



all three pilots managed only 3 minutes plus but having travelled far and wide Graham S and Colin both failed to make it back to the landing circle and Graham J won the slot with 3.28 and 50 points. So all to play for in slot two, when disaster struck. Launching into the sun, Colin and Graham S came together on the line, as Graham J launched straight into a real boomer of a thermal which, for once, just sat right over the field. After 6 minutes, it was obvious that neither of the other two pilots were going to fly, so Graham landed for a somewhat hollow victory and to take the Moss End Plate.

Thanks to all the competitors for a great competition, to Graham S for sharing CD scoring duties which helped the comp move along at a pace and to everybody, particularly Steve Elkin and Roger Critchley for clearing in the equipment after the comp. I hope, despite the continued demise of 100s nationally that we retain what is a simple, fun but sometimes unexpectedly challenging competition for years to come.

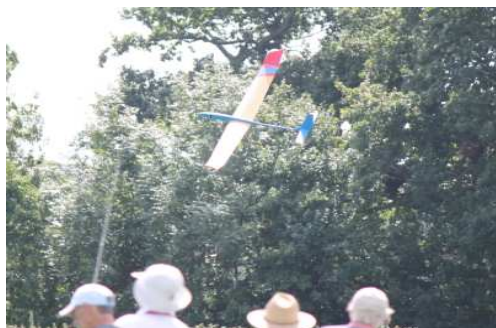


Final Results

Graham Stallard	3986
Colin Hutchinson	3779
Graham James	3750
Roger Critchley	3437
Terry Pelling	3414
Peter Williams	3399
Steve Elkin	2457
Trevor Hornby	1924







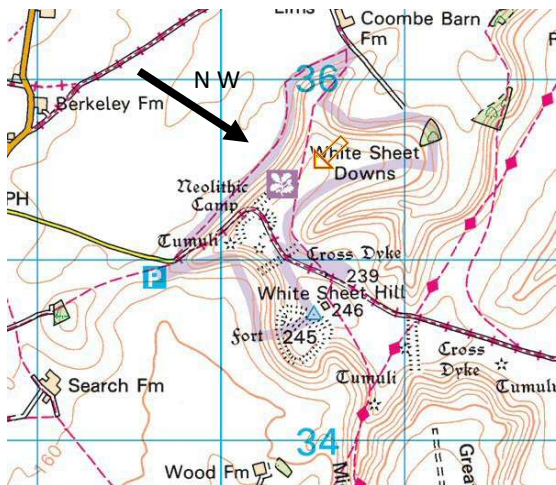
Slope Day Out 2015

By Tony Ridler

The 3rd of September was the Annual Club day out. This year we had a day on the white sheet downs. Because the wind direction was North West it is a little walk to the NW slope.



We had a good turnout in spite of the chilly wind, it was a mixture of sunshine and clouds.



Graham Stallard was first to arrive and wasted no time in getting in the air and during the day Graham was in the air most of the time. Vic Harris had a good day flying and when not





Cim Farm October 2015

By Colin Hutchinson



One of the good things about this latest trip to Cim Farm was that I did not eat too much on the first day, it just got out of hand on the second, third, fourth, fifth, six and seventh evenings! Still I managed one walk to the Sun with Graham S, and two back, which must have burnt off a few calories at least.

The advance weather forecast went from possibly sunny and dry all week, to showers just about every day. In the event the weather was very good, starting out breezy and dry, and apart from Monday when there was light rain in the morning, and Tuesday morning when it also rained in the morning, dry all week with winds increasingly up to the Wednesday, then easing back so that on Friday afternoon even a DLG would not stay up on the slope.

Saturday

Trevor and I always travel in convoy, and at the beginning of the A405 we saw Tony Morgan ahead of us at the traffic lights, but with the green light he vanished in a cloud of exhaust fumes. On the M40 we were joined for several miles by Graham S, and twosome convoy became a threesome. At the M42 Graham went north, Trevor and I went west, but we all met up again at Dobby's for a hearty breakfast – travelling always makes me hungry. Arrival at Cim was about 1300, we unpacked and headed straight out to a NW slope near Annie's. This was a new site for me, was very good, being only a short walk from the parking area, and the lift was excellent in the light winds.

Martin managed to fly two models, but the second had a coming together with Trevor's model and lost its tail, but is repairable. The curry dinner at East Meets West was a great end to what was a long day.

Sunday

A medium strength SE breeze with plenty of sunshine greeted us on Sunday, and Trevor, Graham S and I went to another new sloping site for me, Bracken Bowl. Only a short walk from the parking area, but over a style/drystone wall that requires the lifting of any gliders. The bowl proved to be an excellent choice of venue for the day, and even thought the lift eased by about 1600, the sloping in the morning and early afternoon was brilliant.

The site is on the coast path so at various times we spoke to walkers who asked about the flying and the gliders. We went to the Sun for dinner – steak and ale pie – delicious.



Visitors at Bracken Bowl

Monday

Strong 30 mph winds from the south meant we were at Ceiriad, just across the farm fields. I arrived to fly the Sblitz, and managed about half an hour's very exhilarating flying. During that half an hour the light rain upset my Futaba 14SG and it stopped transmitting, or started transmitting a corrupt signal. Luckily the Sblitz was in an easy level circuit at the time, so landed on its own in the field behind. However, that was the end of my days flying. Back at the house I dismantled it and put it in the warmest room to dry out, which it did by the next day.



Graham Launching

Tuesday

The only really wet and windy morning, but the wind died along with the rain in the afternoon, and several flew in the garden. I campaigned my new moulded Zulu, by firing it up into the air using a light bungee, a technique I saw Alan Butterworth using with his Zaggi in April. It is exhilarating, to say the least. In the summer at the field when there are thermals about, the Zulu is light enough to thermal away, if one can be found quickly. It is an unusual model that can be landed by pulling full up elevator, completely stalling the wing, and floating almost vertically down.

Wednesday.

This was the best day of the week for me, and probably for the whole crew. A strong north westerly meant a visit to that epic site Rhiw Mountain. If only for the spectacular views it is worth a visit, but the flying is second to none, the landing in the short springy heather and gorse is easy, with no nasty curl-over, and you can stand behind a dry-stone wall that gives maximum protection from the cool wind. In the sun it proved to be very warm indeed.



Busy flight line at Rhiw

I flew the Nimbus, all 6 ½ meters of it, enjoying the monumental lift, and the significant whining of the air over the wings. Then I flew the Vector III, and the Acacia II. At the end of the day I decided that as the lift was so good, the landing easy, now was the time to risk flying the Vampire, described by John Price when I last flew it at Butser Hill as "Spooky".

Graham S launched it, and despite the fact that it came to me with no instructions, probably had not been flown for some time, and I had no idea what the elevon and elevator settings should be, it went off like it wanted to fly! Even the landing was O.K. that was not enough we all went off to the Lion Hotel at Tudweiliog, and despite overwhelming their kitchen staff, had an excellent dinner. This was the best of days.

Thursday

Back at Ceiriad for Thursday, with a good breeze from the SSW, it was another very pleasant day. Conditions must have been good as Martin flew his new 5 meter Hangar 9 ASW 20 – it looked beautiful in the air, and the landing was textbook. You should have seen the smile on his face, ear-to-ear hardly does it justice.

We were treated to some amazing cloud formations over Snowdonia, with the cumulus building into towering monsters at times. However, at Ceiriad the problem was a clear sky, with a very strong reflection off the calming sea from the sun low in the sky. It's hard life, eh?

Friday

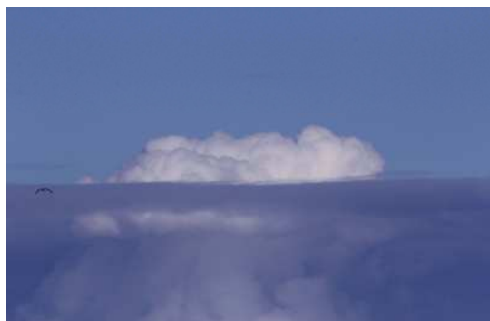
Ceiriad in a southerly breeze that turned out to be lighter than forecast, and which died almost completely by about 1600. This was probably the least exciting day of the trip, but we were all getting a little jaded by this time after nearly a full weeks flying. I left about 1600 and packed for the trip home on Saturday. Another day of towering cumulus clouds forming over Snowdonia, but combined with the high plate of cloud that hung over the Lleyn and spread as far as Snowdonia, they looked, as Graham James remarked, like legs holding up a giant table top. The plate of cloud had, in the morning, given rise to the most amazing sunrise, with vast areas turning pink and red in the morning sunshine.



Trevor landing at Rhiw



Graham launching Martin's ASW into the bright reflections on the sea



Amazing cloud over Snowdonia

Paraglider

Andy, as usual, brought along his large paraglider, and the slope and conditions proved perfect for it on Friday. Just after noon he slipped quietly down the slope, and after only a short time the machine was seen sloping up and down the ridge. In fact it went so well that at times it was high above the launch point. It looked remarkable, and control seemed very positive.



Andy’s Paraglider



Even Ian flew on Wednesday



Trevor inverted

Highlights of the week

On Tuesday Andy cooked us all dinner, and what a dinner it was. Three courses prepared with the assistance of Paul, advice from Graham S, and a little punkawallahing from me!!

Starters was Thai fishcakes – delicious. Mains was a fabulous beef stew, with cheesy dumplings, and veg. Pudding was Crème Brule. Thanks Andy, and Paul, that was a great meal. ➔



Trevor’s pilot loses his head.

Visit to Lasham Gliding Centre

Thursday 13 August.

By Clive Learwood



The afternoon's visit was planned to take in:-

A tour of the Vintage Gliding Museum

A flight in a vintage glider, weather permitting

A roast lamb dinner in the club restaurant in the evening.

In the event due to adverse weather during the early part of the day, the vintage glider flight had to be cancelled.

Vintage Gliding Museum

The Vintage Gliding Club was founded in 1973 by Chris Wills. Chris was the son of 1952 world gliding champion Philip Wills, he was passionate about vintage gliders and their preservation.

Chris Wills died in 2011 and bequeathed £100,000 to build a hanger at Lasham to house the collection of Lasham vintage gliders.

Phase 1 of project was completed in mid 2013. It was officially opened in August of that year during the 41st International Vintage Gliding rally that was being held there. Further phases of the museum project are planned, subject to availability of funds, doubling the available space.

Prelude to the museum tour

We were taken to a conference room for a talk and presentation by Paul Haliday, one of museum staff, The talk covered all aspects of what makes a Glider (or powered plane for that matter) fly. The talk was mainly aimed at those visitors who had no flying experience or knowledge, either with model aeroplanes or full size. Never the less it was very interesting

Museum Tour

The museum building is located on the far side of the airfield, a fair way from the club house facilities, thus necessitating a drive around the perimeter track.

I have actually visited the museum before, during the 2013 Vintage Club rally. At that time there were around ½ a dozen gliders in the hanger. A few more were outside as they had been flying that day.

As we entered the hanger we were met by this fantastic spectacle of gliders of all sizes, colours, makes and countries of origin, wings overlapping to get them all in. Most were sitting on trolleys, for easy manoeuvrability, but many were literally hanging from the steel roof structure. How many, I can't remember the exact number, but around 27 I believe Paul Haliday said. How they were all packed in, I really don't know. He said that whilst we were

standing beside Slingsby Swallow, which he loved flying.



(Continued from page 38)

The smallest and newest exhibit being Henri Mignet's Pou-du-Ciel (Flying Flea).

Not a glider never the less worthy of being there because of its small size. The big German DFS Weihe in its original colour and insignia hung down from the roof girders watching over the mass below.

I was particularly interested in a Slingsby Skylark 3b as I'm currently building a ¼ scale model at 4.5 metre span so I have a number of pictures of this, but not so many of the remainder. Many of the exhibits have been loaned to the museum by their owners, others have been obtained from sources throughout Europe. Many of the planes have been lovingly restored over time by the museum staff. A lot of them can be seen flying on days when the weather is favourable.

What a super afternoon, if you wish to go see for yourself I believe the facility is open on the first Sunday of the month for general viewing. Its easy for me to go again as I live just 8 miles away.

Take a look at the website. www.glidingheritage.org.uk for more information and list of gliders.

To wrap things up we had an excellent roast lamb meal in the restaurant . ➔

2015 AGM Proposal

Proposal – Aerobatic contest – (Handbook 5.19, Aerobatic Manoeuvre Table)

Proposed by: Trevor Hornby

Seconded: John Price, Colin Hutchinson

Background

We have been running to the existing set of manoeuvres for many years, some of which were considered had unbalanced K factors and also could benefit from a few new manoeuvres. A small team of Trev, John and Colin conducted a review and included other sources of slope aerobatic manoeuvres. Our proposal is the outcome. All of the existing rules of 5.19 in the handbook remain the same, this simply proposes a new table of the aerobatics table with rationalised K factors

Proposal:

That the “Aerobatic Manoeuvre Table” page 5-42 be replaced as attached

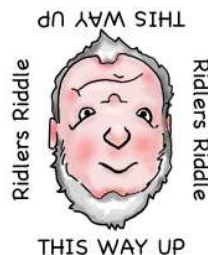
It is also suggested that an annex be added with diagrams to better support the manoeuvres

Aerobatic Manoeuvre Table

K	MANOEUVRE	SUPPORTING NOTES
1.00	One Roll	
1.00	Reversal (Split S)	½ roll and ½ loop
1.00	1 x Inside Loop	
1.25	Immelmann	½ loop to invert then ½ roll
1.25	1 x Stall Turn	
1.25	Inverted Pass	½ roll to inverted, pass across slope and ½ roll
1.25	½ Cuban 8	5/8 loop, ½ roll, ½ loop
1.25	½ Reverse Cuban	½ loop, ½ roll, 5/8 loop
1.25	2 x Inside Loops	Concentric circles maintaining position
1.50	Three turn spin	Start pointing into wind and complete into wind
1.50	2 x Rolls	
1.50	Double Immelmann	½ loop, ½ roll, ½ loop, ½ roll (forms an oval)
1.50	Cuban 8	5/8 loop, ½ roll, ¾ loop, ½ roll, ½ loop
1.50	Reverse Cuban 8	½ loop, ½ roll, ¾ loop, ½ roll, 5/8 loop
1.50	3 x inside loops	Consecutive
1.50	A Triangular loop	
1.50	Alternate roll	360 in one direction then 360 in the other
1.50	Slow Axial roll	Height and roll rate to be maintained through manoeuvre and take about 5 secs
1.50	Square Loop	
1.75	Vertical 8	loop then bunt, circles top then bottom
1.75	Horizontal 8	¾ inside Loop, 1 x outside loop, ¾ inside loop. Circles side by side same size
1.75	Downward figure 6	½ roll, ¾ loop to vert' down, ¾ loop to invert', ½ roll
1.75	Inverted Eight	½ roll, turns 90 into wind then turns 360 opposite then changes direction to turn 270, then ½ roll
1.75	3 x Rolls	
1.75	Rolling loop	½ roll, ½ outside loop, ½ roll ½ loop
1.75	Four Point Roll	Hesitation each ¼ roll
1.75	Half Square loop with Half Rolls	½ roll, ¼ loop down, ½ roll ¼ outside loop, ½ roll
1.75	Sharks Tooth	Up at 45 deg, 2 or 4 point roll, tight radius to down, 2 of 4 point roll (down), ¼ loop
2.00	3 x outside loops	Starts from the top
2.00	8 Point Roll	Hesitate each 45 deg
2.00	4 Point Toss Roll	2 of 4 point roll, outside loop, 2 of 4 point roll

TVSF Puzzle Corner

The puzzle in the last issue was to guess the Airline Logos. Answers



Ryanair



South African Airways



Lufthansa



Japan Airlines



North West Airlines



Wizz Air

This issue's quiz

- 1 In the UK, what is the governing body of the model airplane hobby?
- 2 On arrival at the flying site, think S.W.E.E.T.S What do the letters stand for?
- 3 How many channels are required to fly a 'full house' thermal glider?
- 4 Propellers for RC aircraft generally are two-bladed (although can have as many as 3 or 4 blades) and are selected based on a pair of numbers. Common sizes are 10/6, 12/6, and 14/8. The first number designates the length of the prop. What is the meaning of the second number?
- 5 How many wires are in a typical servo extension cable?
- 6 What do the letters DMSS stand for?
- 7 What is differential?
- 8 In a Canard layout where would expect the CG to be located?
- 9 What is the height limiter setting for eSoaring competitions?
- 10 What do the letters Lipo stand for?

Musings from my anonymous friend.

Many seek to uncover his true identity but only the editor knows, it is believed he is the wise man of Moss End.

An Irishman is stumbling through the woods, totally drunk, when he comes across a preacher baptizing people in the river. He proceeds into the river, subsequently bumping into the preacher. The preacher turns around and is almost overcome by the smell of alcohol, whereupon he asks the drunk, "Are you ready to find Jesus?" The drunk shouts, "Yes, I am"

So the preacher grabs him and dunks him in the water, hauls him back and asks, "Brother, have you found Jesus?"

"No, I haven't found Jesus!"

The preacher, shocked at the answer, dunks him again but for a little longer. He again pulls him out of the water and asks "Have you found Jesus, brother?"

The drunk answers, "No, I haven't found Jesus!"

By this time the preacher was at his wits end and dunks the drunk again- but this time holds him down for about 30 seconds, and when he begins kicking his arms and legs, pulls him up. Again the preacher asks the drunk, "For the love of God, have you found Jesus?".

Wait for it!

The drunk staggers upright, wipes his eyes, coughs up a drop of water, catches his breath, and says to the preacher,

"Are you sure this is where he fell in?"

As I Age

When I was ready to check out and pay for my groceries the cashier said, "Strip down, facing me."

Making a mental note so I could complain to my local MP about this security rubbish, I did just as she had instructed.

After the shrieking and hysteria finally subsided, I found out that she was referring to how I should position my credit card.

Nonetheless, I've been asked to shop elsewhere in the future.

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

