

GLIDEPATH



The Journal of Wessex Soaring Association. April 2019
BMFA Club No 2759

From the Editor

By whichever definition of it you use March marks the coming of of spring and this year it has seen a number of flying events taking place. For those who are still in hibernation mode warmer times must now surely lie ahead and Martin assures me that he has booked some good weather for the first (and hopefully all) round of the e-soaring series. The dates for these and all the other planned WSA events are shown in the calendar at the end of Glidepath.

From the Chair

The brief snap of nice weather saw some flying place and Geoff's comp went ahead as planned, thanks to Geoff for running it. I took advantage of some of the calmer moments, and I have been teaching my younger son how to fly. I am hoping to get him along to some of our events this year.

Drone Law update

No progress has been made as yet because the person who needs contacting at Compton Abbas is still away, I hope to get something sorted this month. So it would be wise NOT to fly at Win Green or Death Valley until further notice.

40 Years of the WSA

The committee has set aside a date for the BBQ at Chalbury and also a fall back date. These are shown in the calendar at the end of Glidepath so please add them to your diary. We propose to organise cooking facilities at Chalbury and a small amount of food. It is always difficult to gauge numbers, and how hungry people are, so we are suggesting that you bring your own food and we cook it. This event will be open to anyone interested from the local clubs, flying will be allowed on the day but only the usual gliders. If you are thinking of coming along PLEASE let me know at martinburr9@gmail.com so we can organise parking/bigger field than usual etc.

Slope tour 5th May

I have had two responses to this so far, so if you would like to come along please drop me an email at martinburr9@gmail.com . It will be on 5th May meeting at the Win Green car park at 10 to 10.30am. I hope to end at a flyable slope, and meet up with some of the rest of the club.

WSA E Soaring competition 2019

Well folks it is back again, same rules as last year. The first round is planned for the 14th April, if the weather is poor the fall back date will be the following weekend whenever possible. I will be campaigning a new plane in the 2.3m class.

Slopeside by Pete Carpenter

What we believe to be the situation on each slope is as described below, however it is not always possible to contact every landowner each month and we have no wish to pester them. For Sallowcliffe and OXO please take extra care when parking, and do not drive down past the brow of the track in wet conditions or you may get stuck. If in doubt, walk onto the field and track first to check! Please use your own common sense and apply the countryside rules. Therefore if things look different at a site, particularly if it involves crops or livestock, please do not enter and contact me on pete.carpenter@yahoo.co.uk or 01722 328728.

- 1) Winklebury:- Available.
- 2) Norrington Down:- Available
- 3) Donkey Valley:- Available.
- 4) Swallowcliffe :- Slope available. It is believed that this slope is going to be put back to cereal, in which case we must obviously not drive onto the crop.
- 5) Quarry: Available. Access to the slope must be via the Stony Down / Berwick St John route only. Launching and landing from the slope face is OK, but the slope is perfectly flyable from the Berwick St John field. You may encounter some paraglider as they also have permission from the farmer to fly there. In this case it is best to have a friendly chat with them and see if you can agree separate airspaces for models and paragliders.
- 6) Oxo: Available and at the last check, sheep-free
- 7) Horses/Barbara's Field:- Available.
- 8) Daltons 1&2 :- Available
- 9) Crockerton :-Available subject to rules in slope guide.
- 10) Death Valley. **No flying until arrangements are agreed with Compton Abbas airport (the same applies for Win Green)**
- 11) Berwick St John, Stony Down :- Available. Code on gate padlock is 5823 . Please do not over fly the parked cars on your landing approach at Stony Down
- 12) East Bowl:- Available. it is available but there is now a gate with a keycode, which is 7850. The shepherd is Mr.Fletcher (red Toyota pick-up) and he has asked that anyone parking on the track put a little note on the dashboard of their car, letting him know that they are a WSA member.

There are also a number of public slope sites, particularly in the Purbecks that anybody can fly from. A list of these is maintained on [Christchurch Club's website](#) so please have a look there for details.

Flat Field Update

If you are the first to arrive at Chalbury go to the green box in the farm yard.

1. The field number is shown on the small plate on the box front . LEAVE THAT WHERE IT IS.
2. Remove the large red plate from inside the box and place it on the box front. It indicates the WSA are on site.
3. Also take the required equipment out of the box and to the flying field, i.e peg board, bungees etc.
4. If it is an event where you are expecting a large number of people take the corresponding field number out of the box and place it on the fence hook at the road entrance to the drive. There is no need to put the number on the hook if you are flying there alone or with just a few other people
5. The last to leave the site, ensure everything is replaced in the box, including the red plate and number on hook if used, but LEAVING THE FIELD NUMBER INDICATOR ON THE BOX FRONT.

Be aware of the field condition, e.g. after rain. Do NOT leave wheel spin marks. If in doubt, park off the lane outside the field. Leave space for farm traffic.

Be aware of footpaths across the fields, Do not launch if walkers are on the paths. Do not launch if horse riders are nearby.

No low flying over power lines. **No flying over farm buildings and the cottage, AT ANY HEIGHT, or immediately upwind of the farm complex.**

Fly SAFELY at all times. Especially launching and landing. Do not launch over cars and do not approach a landing over other flyers, fly a proper circuit.

Report any problems to the flat field rep, Doug Bowmann.

Slope Fly In by Pete Carpenter

The first official slope bash of the year went ahead on March 17th at Horses. The forecast had shown good winds of being into the high teens mph, although with a questionable direction of somewhere between Quarry and Horses; as it turned out Horses was fine.

On my arrival there were some members already flying and throughout the morning there was a steady trickle of more members arriving. About a dozen or so attended in the end, which is about as good as it gets for the monthly meet.

The wind was noticeably stronger than the forecast had shown, and I did hear someone say that they had recorded a gust of 30mph. Generally the wind was around 20mph and it remained fairly constant throughout the day. Lift was very strong for the most part, and I did not see anyone struggle in areas of sink. There were a few hairy launches due to the gusts, but overall the conditions really were good.

A guest, Scott, joined us from Bristol with a small selection of foam gliders. Unfortunately when the time came to fly, he realised he had forgotten his transmitter! Needless to say he was suitably gutted, but Martin let him have a fly of his Irvine Xite so at least he could get a bit of stick time. All was going well until the wind got the better of the Xite too close to the ground. A triple cartwheel followed, resulting in a broken servo linkage. Not too much harm done, and thanks goes to Martin for letting Scott have a play.

One of Scott's models was a foam Buccaneer, originally intended for EDF. In an effort to see it get airborne, we hatched a plan to bind a Tx to its receiver and get it set up. Martin had the appropriate FrSky Tx, but for whatever reasons the two would not bind. A little later in the morning Bill had a go with his Spektrum, and the Buccaneer did eventually make it to the slope edge. I was flying at the time so could not watch properly, but the model never got airborne despite a couple of launch attempts. Scott did say he would like to join us again, so perhaps we will see it fly one day.

Bill's lovely Vampire finally got its re-maiden, its first flight since being rebuilt following a nasty tip stall/spin incident last year. All was going well and it was looking superb in the air, when suddenly a repeat accident happened at the left end of the slope. Unfortunately damage was once again quite extensive, but hopefully we will see it in the air again.

My Red Arrows Hawk also got its first flight since my land-out at Stoney Down last year, which resulted in the fuselage front section breaking off. This time the lift was strong and I managed to keep it aloft, if only for a few minutes before landing due to cold thumbs. At least it was nice to see it airborne, and it acted as a reminder of just how much lift the thing needs!

Andy flew a foamie Hurricane which went very well in the conditions, really looking the part. I know that Andy and Ian come down from the Reading area, so it is great that they could both get a good session in. It is a long way to come if conditions are not great.

So all in all it was a good fly-in with a very good turnout, and very favourable conditions. Hopefully we can have more of the same throughout the year.

For those wondering about the track - it is still negotiable with a normal car. Hopefully with the winter now behind us we won't see too much further deterioration.

Tarrant Hinton Event 24th March by Geoff Collins

The day was fresh with a keen wind from the north, which was nearly perfect. However on arrival there was a lot of activity there with 4 large tractors and bowsers charging backwards and forwards feeding what I can only describe as a short very portly tube with a snout that drank up the contents of the feeder bowsers and poured them all over the field from huge arms that drooped from each side. It moved at stately pace across the field discharging the rather smelly contents to enrich the grass, courtesy of us. Everything is recycled there and lots of money is invested in farm equipment in modern farming, but what a field to fly from. Before everyone arrived I asked the drivers and Robin if we could hold the comp and they had no objections, as they were doing the rest of the site first and 60 plus acres is a big space.

Anyway to the comp. I managed to wipe off the program for my latest creation, so it was back to my trusty open model. In the first slot off came my canopy, which seemed to have little effect on the performance and I was not doing too bad; in fact I was getting very excited as Ian Duff was looking very low behind me and only Nigel and myself were out front. This though was very short lived, one bad turn and I was on the way down and looking out for Ian who I was sure would be with me on the ground. However as they say never count your chickens, because Ian was putting in his masterful flying skills and was up, up and away as the song goes; there will be another time. Nigel took slot 1, slot 2 flight times were down on slot 1 with Martin being the winner there.

Round 2 had very short flight times with myself taking slot 1 and slot 2 being taken by Ian Pratt who had come along to fly in a 100 inch comp. His design as always was super light and can turn the best of us over. Round 3 slot 1 was won by Darren flying a Apollo class plane; a very impressive plane and so too his flying but more on that anon. Slot 2 was Nigel's, with a time of 9.59 and 80 landing points, it way out from every one else. In round 4 slot 1 Martin got 8.12 very closely followed by Darren at 8.11, however Nigel dropped like a stone. Slot 2 was again taken by Ian Duff with 10.01 plus 30 landing points and close behind was Ian Pratt with 9.50 but no points. In round 5 slot 1 Ian Duff won with 6.16 plus 60 points while slot 2 was taken by Martin with 8.17 plus 80 points. The overall results were;

1 st	Martin Burr	4,551 points
2 nd	Ian Duff	4,455 points
3 rd	Darren Bumpass	4,096 points
4 th	Ian Pratt	3,963 points
5 th	Nigel Bennett	3,798 points
6 th	Geoff Collins	3,369 points

All in all it was a good event with only minor damage to one plane, but my pride very dented by the Master himself. All types of planes proved their worth there, with mouldies against built ups with not that much to choose between them. Well done Martin and thanks to all who came along.

When the comp finished and only Darren and myself there, he bought out his Pulsar 3.6 which had a complete rework over the winter and now with the right prop, he had some flights. It performed well and the landings were like a Harrier on a carrier deck; it just settled on to the grass from about 3 feet and he did this every time the wind strength was spot on. I had a flight with it as well but as I cannot fly mode 1, I kept my flying well above the ground.

As for holding anymore this coming autumn, I possibly think that this is not the right event to hold in the winter. Maybe I will do some thing on the lines of the Monthly Postal that were eagerly contended in the past. Just 3 flights within a hour and then home or down the pub for a nice Sunday roast (both pubs in Pimperne do a great roast). Thanks again for your support over the last few years.

I shall be running a 100" comp at Tarrant Hinton for which dates will be sent out shortly. This will be a very laid back comp but I expect keenly contested, With Chris not running his any more there is room for a replacement, to fit in with all the other events that take place over the summer and in to the autumn months.

Calendar

6/7 April	Slope Fly-in
Sun 14 April	E-soaring round 1
4/5 May	Slope Fly-in
Sun 19 May	E-soaring round 2
1/2 June	Slope Fly-in
Sun 16 June	E-soaring round 3
Sun 23 June	WSA 40th Anniversary BBQ
Sun 30 June	Rosebowl Event
Sat 6 July	Slope Fly-in
Sun 7 July	Fall back date for WSA 40th Anniversary BBQ
Sun 14 July	E-soaring round 4
3/4 Aug	Slope Fly-in
Sun 11 Aug	Limbo event
Sun 18 Aug	E-soaring round 5
0/1 Sept	Slope Fly-in
Sun 22 Sept	Multi-task event

Contacts

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