

GLIDEPATH



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

From the Editor

I think the WSA event calendar for 2019 is now complete, though no doubt they will be some weather induced variations. As you will see there seems to be something on most weekends during the summer so no excuses for not getting in a lot of air time.

The WSA gold star of the month goes to our chairman Martin for managing to get agreement from the Compton Abbas airfield that we are able to carry on flying at Win Green and Death Valley with no significant restrictions. Well done that man

From the Chair

Firstly I would like to welcome all new members to our club. In the past we have asked if you would like to introduce yourself via a short article to our editor Roger Crickmore roger.crickmore@btinternet.com so he can include it in Glidepath. So if you feel like letting us know a bit about your modelling background please drop Roger a line.

If I am able to help you in any way, please do not be shy and ask.

40 years of the WSA

The committee has set aside the 23rd of June for the BBQ at Chalbury and also a fall back date of 7th July. There are in the calendar at the end of Glidepath so please 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.

Flying near Compton Abbas Airfield

At last I can bring some good news. I have spoken with the Compton Abbas ATC, Graham Newby, and explained what we do at Win Green and Death Valley. I mentioned that we had been good neighbours for at least 40 yrs with little or no problem.

We have agreed a Memorandum of Understanding based on the BMFA's suggested template. This MoU has been signed off by both parties, and set in place from the 1st May 2019. Allowing WSA and CDMFC BMFA club members and guests to fly.

The full MOU is included latter in Glidepath but the agreement basically means business as usual at Win Green, with no need to inform ATC when we are there. Models should be flown at a maximum height above launch of 300m (984ft) and at a max distance of 300m from the point of launch which should be a pretty generous flying area. The same applies to Death Valley but this is only available to WSA members and guests

As I can only formally represent WSA and CDMFC. I made this agreement to include "guests" which is anyone else who is a BMFA member, and as Win Green is a public site they can go as many times as they like. I hope this is to everyone's satisfaction.

CAA registration etc

It seems we cross one hurdle to immediately find another! I expect you will have seen the proposal by CAA for a compulsory registration scheme for all drone and model flyers. I sent everybody a [link](#) recently to a survey where you can express your views on the matter. If you have not already done so PLEASE let them know what you think. I hope that the BMFA will fight our corner strongly for us but the more members that fill in the survey, stronger their voice will be. If I get any more info I will send another email.

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. **Not Available until 1st August**
- 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.

E Soaring Round 1 2019 by Martin Burr

Well, the weather played its part and despite me promising sunshine for April 14th, I had to reschedule to Easter Sunday. We were however, blessed with lovely conditions, sorry to those who could not make it.

When I arrived at the field I was greeted by Geoff who organised the field number (thanks Geoff) . We were in field 1 which is past the farm house, last stop on the right. This is a big field but has a challenging slope to it, so setting out launch spots was easy but landing on them caught quite a few out.

2.3m Class

Things went generally well, however it was a bit breezy at times. A few flights saw the 10 min target time achieved. It was during one of these that my new plane, an F5j Scorpion 2.3m donated to me by Brian Adkins (thanks Brian), showed a problem with the flaps developing severe flutter in a fast decent from height. I have since reorganised the linkages so this should not happen again. Unfortunately Ian W lost sight of his plane during launch, probably due to the very slim section of the wing etc; a search was made and we found it badly damaged in a hedge

Congratulations to Nigel and Darren who took first and third places, things were going quite well for me until I went off in the wrong direction in the last round. It was nice to see new member Bob Corfield joining in and winning a round. My personal award for perseverance must go to our Treasurer Alan who came along and flew in the morning despite being in severe discomfort, as he is waiting for a complicated operation on his leg. The full results were;

Pos	Name	Score	Rnd1	Rnd2	Rnd3	Rnd4
1	Bennett, Nigel	3900.6	1000	900.6	1000	1000
2	Burr, Martin	3762.2	1000	1000	1000	762.2
3	Bumpass, Darren	3513.6	883.4	912.5	717.7	1000
4	Butterworth, Alan	3122.1	600.7	894.6	692.9	933.9
5	Corfield, Bob	3115.5	508.9	1000	975.1	631.5
6	Bush, Alex	2902.7	544.2	941.7	673.5	743.3
7	Dornom, Roger	2185.4	677.5	328.3	690.5	489.1
8	Wettstein, Ian	2074.5	643.1	456.3	975.1	0
9	Collins, Geoff	1320.1	559.2	760.9	0	0

--	--	--	--	--

4m Class

After a short lunch and a change of plane for some of us, we got on with the afternoon's fun. The afternoon brought mainly calmer conditions. However, some excitement was had with the wind constantly shifting directions mid-afternoon until the sea breeze finally kicked in.

We also had “excitement” in terms of model problems, with Nigel and Ian Duff each having some sort of radio trouble. Both decided to quit, but Ian found a spare plane in his car and joined us for the last round. There was quite a lot of low level turbulence about at times and Terry got caught out and in one round had to use his motor to get back safely, unfortunately voiding his flight time. Darren did really well and made a very presentable second place using his 2.3m plane. I know he has a bigger plane waiting in the hangar so I think we may need help when he gets that trimmed. The results are shown below

Pos	Name	Score	Rnd1	Rnd2	Rnd3	Rnd4
1	Burr, Martin	3985.2	1000	985.2	1000	1000
2	Bumpass, Darren	3630	882	791.2	1000	956.8
3	Collins, Geoff	2982.4	851.8	1000	878.3	252.3
4	Duff, Ian	2975.5	975.5	1000	0	1000
5	Antell, Terry	1756	0	549	804.2	402.8
6	Bush, Alex	1320	392.8	417.5	509.7	0
7	Bennett, Nigel	1302.7	1000	302.7	0	0
8	Corfield, Bob	0	0	0	0	0

Slope Fly-in by Pete Carpenter

The April slope bash went ahead on the 14th at Stoney Down, under fairly mediocre conditions. The wind was a little bit too easterly to begin with, but it did swing more southerly as the day progressed and conditions improved.

Turnout was not bad, about 8 or so members and another new guest who has since joined. The guest, Nelson Drew, only came along to spectate but was suitably impressed by what we had to show him. Living in Fovant, just a few miles away, he is by far the most local WSA member to the slope locations.

We had the usual mix of models in the air and there were no unfortunate incidents (that I recall). I was very impressed by Mike's own design glider, it flew very smoothly and just kept the momentum going all the time, no matter what Mike was making it do. Mike did hint that the plans might become available in the future, so keep a look out for that one. Great job Mike! My best flight was with my trusty Swift, its first flight since some light damage repair and a new canopy. Conditions had improved enough for me to lob it off, and I thoroughly enjoyed throwing it around the sky. Out of all my gliders, it is still my favourite and the one I can have the most fun and feel the most relaxed with. A total contrast to flying my Hawk, when every muscle in my body tenses up as I find myself just waiting for it to fall out the sky!



Ian had some issues trying to get his Bluto to fly, and he has since told me that it has a twisted wing and so a replacement model is on order. A fly-in would not be a fly-in without a Bluto and the low fast passes!

Hopefully the favourable conditions will continue for our monthly meets. I think I have already been to the slopes more times this year than in the whole of 2018, so that can only be a good thing.

MEMORANDUM OF UNDERSTANDING with Compton Abbas

This Memorandum of Understanding is made the **1st May 2019**

BETWEEN:

COMPTON ABBAS AIRPORT ATC Unit, Compton Abbas Airfield, Ashmore, Near Salisbury Wiltshire, SP5 5AP

AND:

THE WESSEX SOARING ASSOCIATION BMFA 2759

THE CHRISTCHURCH AND DISTRICT MODEL FLYING CLUB BMFA 2581

BY:

Martin Burr (Chair WSA, Vice Chair CDMFC), 1 Wessex Close, Mudeford, Dorset BH23 4SS

Acting on behalf of members and guests as a Small Unmanned Aircraft (SUA) Operator.

AND:

Compton Abbas ATC, Graham Newby

Collectively known as ("The Parties").

Purpose

The purpose of this MoU is to provide clear and unambiguous permission for the operation of small unmanned aircraft (SUA) of less than 20kg dry weight within the Flight Restriction Zone (FRZ) of Compton Abbas airfield at the location and times specified in this MoU and under the conditions agreed between the Parties.

Background

CAP 1763 (Air Navigation Order 2018 and 2019 Amendment Order) requires that formal permission is given by the relevant Air Traffic Control Unit (ATC Unit) before small unmanned aircraft, are operated within the FRZ of a Protected Aerodrome. This document represents the formal permission between The Parties. All terms and definitions used in this document are as per those used in the Air Navigation Order as amended by CAP 1763.

Site Locations

Two Locations within the FRZ

- 1) **Win Green bowl** 50d59'08" N, 2d06'29"W Used all year daylight hours, flying in NW wind on main bowl. Elev 275m
- 2) **Sutton Hill** (Death Valley) at 50d56'46.5"N, 2d10'31.2"W Used between 1st August and last day of Feb. SW wind only. Elev 225m

Area of Operation

The area of operation of the SUAs will be a MAXIMUM radius of 300m from the point of launch.

Height of Operation

The launch/landing site elevation above Mean Sea Level (MSL) for WIN Green is 275m and for the other 225m The SUAs will be operated to a maximum height of 300m above the point of launch.

The Times of Operation

WIN Green is used all year in winds from a NW direction. Sutton Hill is used from August to February in winds from the SW.

Commencement and Cessation of Operations

Commencement or cessation of operations will **not normally** be notified to the Compton Abbas ATC Unit.

Recording and Reporting of Incidents

In the event of any concern about potential conflict between an SUA and full size aircraft that may occur or the safe operation of the SUA then The Parties will do all they can to collect and protect relevant data and witness details to assist any subsequent investigation. Where and if appropriate Mandatory

Occurrence Reporting is required of the SUA operator or SUA pilot. This will be fulfilled via the BritishModel Flying Association Head Quarters by the SUA operator/pilot.

Notification of changes

The WSA or CDMFC will undertake to inform Compton Abbas ATC Unit of any significant change in the information about the SUA operation relevant to AIS notification.

Contact Details

The primary and secondary contact details for The Parties are:

Martin Burr (Chair WSA Vice Chair CDMFC), 0777 850 1110, martinburr9@gmail.com

Bill Ebdon (Sec WSA), 07582 880803, bill.ebz@gmail.com

Graham Newby, 07747 000475, 01747 811767, graham@abbasair.com

Peter Beange, 01747 811767, Peter@abbasair.com

Emergency Procedures

In the event that a major Emergency or Incident is declared at Compton Abbas and cessation of operations of the SUAs is required then the ATC Unit will contact Martin or Bill as above and every effort will be made to land/ground all SUAs operating at the site as promptly as possible.

Review Period

Both Parties agree to review the contents of this MoU as required or as a result of any significant change to the information contained within.

Signed on behalf of Compton Abbas ATC Unit, Graham Newby , 01/05/2019.

Signed on behalf of WSA and CDMFC , Martin Burr, (WSA Chair and CDMFC Vice Chair), 29/04/2019

The Euromaster by Tony Harris

The EuroMaster is Multiplex 3.7m F3 pure glider class of yesteryear. It has, or should I say it had, the option of a different fuselage to make it motor assist and is then called the ElektrMaster.

I am a rapidly grounding flyer of 1940s vintage and between our hospital appointments, luckily for me all related to Osteoarthritis, I spend a lot of time in the hanger tweaking and repairing models. Weather or appointments elsewhere have kept me away from those hallowed slopes of which I so yearn.

In a dull moment I came across an advert for what I thought was an Alpina 3.7. When I unboxed at home I found that it was a complete EuroMaster Contesline kit ARTE, but sadly with no additional fuselage to give me the powered option. It is now complete but only after correction of a few faults, surely not with Multiplex! I found the aileron and flaps brass threaded inserts buried under their pre printed cover film to be loose, now epoxied in. Their given wiring loom which uses their Multiplex 6-

multipin connectors offered no operation of the main aileron on one side. With this cured I will be ready for the off.

There is no date of manufacture but my guess is the early 1990s. All in all, a lovely looking well made glider needing the Rx antenna run outside its heavily carbon fibred fuselage and canopy for my FrSky kit. Does anyone have any experience of it or have spares for it? Does anyone remember them as there is almost no mention of them online ?

Tarrant Hinton Events by Geoff Collins

Over the summer and autumn I will be running a series of E-soaring thermal events at Tarrant Hinton. These are open to any flyer who is a member of the BMFA . The rules are; maximum span 100" (2.54m), height limiters must be used and set to 150m altitude of 30 seconds motor run and you can fly whatever you like on the control surface front.

The competition format will be Round Robin , one on one with no spot landings. The last one up is the winner and if both pilots are still aloft at 15mins they each win equally . A spotter/ time keeper will be required for each pilot. No low flying over the pits and safe flying please. The events will be on the following dates and there will be a briefing at 10.30 at each event

May, Sunday 26th
June, Sunday 30th
July, Sunday 28th
Break for the Steam Fair
September, Sunday 29th
October, Sunday 27th

Servo Jitters by Nigel Bennett

Do you worry about the reliability of your servos? I did not have concerns until early this year, O.K the occasional stripped gear, or the build up of excessive play, but no real reliability problems.

For an Infinity 3.5 m glider I was building 18 months ago I bought several Bluebird BMS 105 HV servos. With impressive torque and accuracy, weighing 10g and costing only £20 from Hyperflight, they seemed ideal. I had no problems all last year but this year three of them started to give problems; jittering, poor centring and one which went totally out of control. Luckily none resulted in a crashed model.

I wrote complaining to Bluebird and they informed me they had come out with a replacement, the WV 125, same size and weight but some new internals. They offered me, at a hefty discount, six replacements through Hyperflight. So far there have been no problems but since there has been no explanation of what they have changed, confidence is less than 100%.

Another 10g servo of similar dimensions is the MKS 6100 and the wing version the 6110. They cost £36 through Hyperflight and seem very popular in the competition world of F5j. Neil at Hyperflight tells me that although there have been some failures, he has seen considerably less than those of the Bluebird 105.

A further alternative is the Kingmax series of glider servos, sold in the U.K. by Neil Jones of Flightech. Neil is a former British F3j champion and is very approachable and willing to chat about Flightech's products. Kingmax servos have been used by the German F5j team and they are reportedly delighted with them. Neil has tested them at great length and loadings and is very confident indeed of their quality. I have one of their smallest, the CLS0309W which is tiny at 9g and 8mm wide. It really is a gem and the gears are silent, which I have not found with any other servo previously.

Of course there are the Ripmax small servos which have plastic gears and much lower torque values. They have been around for many years and seem fine for small loading applications. Meanwhile if anyone would like some Bluebird 105 servos, working perfectly (at the moment), I have a few going very cheap indeed , i.e. free!

Calendar (WSA events in bold)

Sun 19 May	E-soaring round 2
Sun 26 May	E-soaring event at Tarrant Hinton
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
Sun 30 June	E-soaring event at Tarrant Hinton
6/7 July	Slope Fly-in
Sun 7 July	Fall back date for WSA 40th Anniversary BBQ
Sun 14 July	E-soaring round 4
Sun 28 July	E-soaring event at Tarrant Hinton
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
Sun 29 Sept	E-soaring event at Tarrant Hinton
Sun 27 Oct	E-soaring event at Tarrant Hinton

Contacts

The committee members for 2019 are;

Chairman- Martin Burr, 01202 773144, martinburr9@gmail.com

Secretary - Bill Ebdon, 01258 861612, bill.ebz@gmail.com

Treasurer and Member Secretary- Alan Butterworth, 07905 765634, ajbutterworth16@gmail.com

Glidepath Editor – Roger Crickmore, 01929 550680, roger.crickmore@btinternet.com

Flat Field Representative – Doug Bowman, 01202 416664, dougbowman@hotmail.co.uk

Slope Representative – Pete Carpenter, 01722 328728, pete.carpenter12@gmail.com

Deputy Slope Representative- Ian Wettstein, 01202 524620 ianwets@gmail.com

Flat Field Competition Director – Martin Burr, 01202 773144, martinburr9@gmail.com

Member without Portfolio - Geoff Collins, 01202 601732, gliderguidergeoff@hotmail.com