

GLIDEPATH



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

From the Editor

It is good to see members have been out enjoying the summer flying conditions. Unfortunately holidays and orienteering events have kept my own planes grounded for some time now, but they will be out (weather permitting) for the annual Limbo event on 11th August. The details of this are given later on, it is a good event to fly that old plane that you never really liked very much !

From the Chair

I managed to get an E soaring competition in at Chalbury, more on that in a different report. It has been a rather poor period for settled weather, but I have had a couple of impromptu trips to the slope which were excellent. Let us hope things calm down a bit and we can all get some good flying in soon.

Ian Godfrey

I heard from Nikky, Ian's daughter, that his health has been deteriorating recently and that he has vascular dementia. He would like to come along, if he is still able, to any social events we organise. Hopefully we will see him at the Skittles evening or maybe the Winter Warmer. He is also looking to dispose of his models, I will find out details and advise.

Why won't my plane work?

I was given a model of a Bolus Baby Albatross glider a while ago by Ron Teasel which I occasionally fly. On one of my slope sorties recently the conditions seemed OK to give it a go, so I cycled the battery, gave it a quick check over, checking for hangar rash etc, and packed it in the car ready.

I assembled it at Horses and all seemed OK until I switched and nothing happened. Umm that is odd I thought, best have a look inside. On opening the cockpit I found the cause of the trouble, no receiver; yep that explains it! I then remembered that I had sold the old Carbon Spektrum Rx to Dave Ambrose in exchange for a new Fr Sky replacement, which was still in the drawer at home; not much good there! So, I have now learned to check everything at home **before** setting off, especially with rarely flown models.

40 Years of the WSA

As you will have seen we are now going to organise a Skittles evening, I sent round an email to gauge interest and had 11 replies. This is also open to families and friends etc. We propose to hold it at The Coach and Horses in Wimborne on a Friday or Saturday night in October, date to be confirmed as I need to speak to the venue to check availability. We have to pre book, and pay for food and the use of the venue in advance so I will send round a separate email with details when I am home (I am on holiday in Devon as I write this)

Ok, that is about all for this month, happy landings.

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**
- 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 4 by Martin Burr

Well it was a lovely day, the sun came out, and it was not particularly windy either. We were in field 2 which is near the cottage on the access road to the farm. Mr Caines asked us to keep away from the cottage, so we made it a rule that any flying near it would receive a warning then disqualification if unheeded. We elected to fly the large planes in the morning, so after setting the field out (thanks Nigel and Doug) we set about the task.

4m Class:

Each year I have been running this competition, it seems we get a “gremlin day” and today was the day as we had a variety of incidents. Unfortunately Alex crashed his plane into Geoff on landing, Frank’s plane broke apart in mid-air and Doug’s rudder decided not to work so that added to the fun!

Pos	Name	Score	Rnd 1	Rnd 2	Rnd 3	Rnd 4
1	Burr, Martin	3,997.1	1000	1000	997.1	1000
2	Duff, Ian	3,982.8	982.8	1000	1000	1000
3	Antell, Terry	3,113.8	918.5	482.8	1000	712.5
4	Wettstein, Ian	3,026.9	708.4	714.3	831.4	772.8
5	Bennett, Nigel	2,729.6	883.7	0	855.5	990.4
6	Bayes, Frank	1,678.6	319.6	576.1	782.9	0
7	Collins, Geoff	1000	1000	0	0	0

It was nice to see Nigel on the field again, campaigning his new large flap Explorer. Another new plane was flown by Ian Duff, a “Claymore” made in Scotland, gave some interesting new models to look at.

There were some very strong thermals to be had, but a fair amount of hunting needed to find and follow them. Terry flew really well, and on one round scored a “hole in one” which is a perfect time with max landing points.

2.3m Class

After lunch we re-positioned the landing spots as the wind shifted round, this left us with fairly turbulent conditions which were not the easiest to fly in. There were 6 entries in this class and things which went well for me using the Skorpion F5j that Brian Adkins gave me. Ian chased me all the way to 2nd using the plane he got from Nigel, while Doug did some magnificent flying to come in 3rd.

Pos	Name	Score	Rnd 1	Rnd 2	Rnd 3	Rnd 4
1	Burr, Martin	3,895.1	1000	1000	1000	895.1
2	Wettstien, Ian	3,802.4	1000	868.3	934.1	1000
3	Bowman, Doug	3,595.4	881.8	772.9	940.7	1000
4	Bush, Alex	3,108.2	497.1	1000	1000	611.1
5	Dornom, Roger	2,594.8	682.4	574.2	837.1	501.1
6	Bayes, Frank	829.7	424.9	404.8	0	0

Ok, so onto the last round. I usually drop one round for the year but as we have already lost one I may have to count that as the drop score, if possible I will try to get the missing round in.

Limbo Competition Sun 11th August by Roger Crickmore

By popular demand I will once again be organising the annual Limbo competition on 11th August. For those members unfamiliar with the limbo it is a thermal soaring event where the real fun comes at the end of each flight. To score the model must pass through two poles about 3m high and 6m apart. This is relatively easy in calm conditions but in stronger winds it becomes rather trickier and collisions with the poles are not unknown.

The competition rules are:

Competition time is 10:30-12:30

Each competitor can have 3 attempts to score, each attempt to be declared before launch.

Target time = 10 min, seconds deducted for either over or under flying this time.

To score the entire plane must pass between the poles (without touching them) before landing

There is a 30 second bonus for spot landing

Maximum model span = 2.3 metres

Launch by bungee or electric motor (150m height limit)

Any one wishing to use a bungee must provide and lay it out themselves

Timing and verification of passing between poles to be carried out by another member

Single best flight counts

Anyone not wishing to take part in the competition is of course welcome to come along and just fly for fun, or watch those prepared to risk denting their models in this rather unusual competition.

Italian Adventures by Mark Deverell

I have just spent three weeks away in Italy by the side of Lake Garda, next to the landing site for the parascenders and watched hundreds of flights. Flying from Monte Baldo (5000ft high) they take paying guests for flights as well as the singles from all different clubs. Aiming from 5000ft onto a small green strip does have its down side especially with so much (very) cold water around. We named one day 'mad Friday' when 6 flights (including a double) went in. The cocoon harness they wear keeps them on their front and head down, so lots of struggling and sputtering. one or two have learnt to use a self inflating life jacket, but many have not!

I was interested in the workings of the wings, they have many different wing sections depending on wants and needs. Some pilots were doing full loops as well as the horizontal rounding. One day six of them had to use their emergency chutes after collapsing the main wings; they all went in the drink. Sense seems to have prevailed in that they now have two RIBs standing by for rescues rather than passing windsurfers when we were last there. The method of losing height was interesting, they pull gently on their controls which slows the wing and stalls it, making it travel down before the wing starts to get its laminar flow back and travel forward again. When they pull fully on their control lines and the back end comes down as per flaps and acts as brakes for a mostly gentle landing. One young lad was using a very small wing and travelling at 40-50mph. He had an amazing landing technique, he touched the water every time then pulled on the brakes from about 50m out, he slowed and gave himself enough lift to travel on to the slightly raised landing zone with a huge 'whoosh'. Interesting times!

July Slope Fly-In by Pete Carpenter

What started off as a promising year fell a bit flat as the wind gods decided not to play fair, but we finally managed to get the July slope bash in on Sunday 28th. The forecast had shown winds to be WNW in the low to mid teens mph, so Horses was the venue. On arrival the wind was blowing at around 15mph and throughout the day was gusting to around 20mph and bang up the slope. Conditions were largely good and sometimes excellent. There were also some nasty times of sink but thankfully these were short lived.

Attendance was good with around seven members. I had contacted several guests beforehand but none could make it on the day. We had the usual mix of gliders, with Mark D maidenizing a new FMS Fox. I was back at the car at the time of the flight so only caught a quick glimpse of the action, but it looked like Mark was struggling with some CoG issues, or perhaps control surface set up. Sorry Mark, I forgot to ask what happened! Anyway, the Fox landed safely in the (unusually or Horses) long

grass. For a horrid moment it looked like Bill was going to be landing out with his Provost, but he managed to put it down just over the brow of the slope.

My Hawk got another flight thanks to some great lift, in fact I think it was the longest flight it has ever had, all of about 3 minutes! I decided to quit while I was ahead and landed when there was still lift. A second flight with it lasted only a minute or so, as the lift was more borderline. Those who know my Hawk know just how strong the lift needs to be for it.

Ian W enjoyed some very strong lift with his Needle, his fast passes from height were fun to watch. The Needle was eating up plenty of sky and the conditions were ideal for it. His Northern County Flying Machines HP60 (hope I got that right!) was also loving the conditions. From what I saw Mike had a bit of trouble getting it away for him, it being somewhat awkward to hold, but all was good in the end and it flew well. New member Nelson Drew arrived just as I was packing up to leave. Nelson is after a glider so if anyone has something suitable for sale please let me know and I will put you in touch.

Overall it was an excellent day, with better winds than the forecast had suggested. Some strong thermals added to the fun and as always it was just very pleasant to be there taking in the scenery between flights. Hopefully we can get a few more sessions like that in before summer's end.



More Eye Issues by Tony Harris

Following on from Nigel's article on his cataracts in last month's Glidepath, I thought members might also be interested in a few points I have learned over the past 6 years due to my own eye issues. It is good to know ageing eyes can be healed, at least to some extent.

My cataract surgery by NHS was carried out sequentially in 2013 and 2014. After the initial euphoria of bright colouring restoration with dark spots I was back "in the queue" for laser correction of the halos I suffered with night driving headlight glare. Four lots of YAG crystal laser treatment did not cure the return of the halo low lighting masking effect, it did change where the halos were but that was all. I did hear from one eye consultant that the NHS were considering allowing a private contribution to allow cataract implant upgrade: in these there is likely to be less subsequent discolouration (and possibly other advantages of which were not revealed)

It is a fact that with laser cataract treatment, scarring can occur. After a series of 6 monthly visits to follow up consultations and 5 years later I have just received the information that Epiretinal Membrane lifting off the retina (not the same as Retinal detachment) has now reached operation needed criteria. Epiretinal Membrane lifting is not only the result of laser surgery. Will this be an end to my double vision, centrally refracted to 1/3rd enlargement lifted up from the normal axis as compared to the other eye and to the lack of depth perception?

It seems the eye is such a specialised organ that we have in NHS there are three different sets of surgeons for front, middle and rear of eye. I personally found it nearly impossible to gain knowledge needed to manage my condition. I have written off 4 nice models putting them into barb wire fences or bouncing too hard on landing because I saw it at 2 different levels, both unfocused. Specs could not cure these visual tiresome and tiring vagaries

Calendar (WSA events in bold)

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

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