

GLIDEPATH



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

From the Editor

I am pleased to say that there is quite a range of articles in this month's Glidepath. As well as several event reports there is an article from Frank Bayes about 3-D printing models; a technique that I am sure will become more common in the future. New member David Press gives information on his modelling past that started as a fresh faced 15 year old. Mark Deverell, our most frequent contributor, describes how his wife 'encouraged' him to buy yet another model, while finally Geoff Collins has produced a brief history of my predecessors in the role of Glidepath editor.

From the Chair

Skittles. Saturday 19th Oct Coach and Horses Wimborne

I have had a good response to this event, thanks to all, so I hope we can make it a good fun evening. I will now contact the pub and finalise the food arrangements. We are scheduled to get there for about 7pm. The car park looks nice and big with easy access.

E Soaring series

I managed to get another round in of this series for the year giving us 4 rounds in total (full report elsewhere)

AGM

We have booked a room in The Allendale centre on Tuesday 3rd December from 8pm so please make a note in your diary.

Multitask

The weather sadly did not play ball and I have had to postpone this popular event. I will keep an eye out for a suitable Sunday and try to arrange it so, let us hope October brings some decent flying weather.

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 5 by Martin Burr

Ok, well we made it after a few false starts. I managed to take advantage of what was one of the nicest flying days all year and in near perfect conditions six eager chaps turned up to do battle at Chalbury.

2.3m Class

We elected to run the 2.3m class in the morning and also to reduce the target time to 7 min; landing bonus and other rules the same as usual.

Nigel did really well on the day and looking back at his performances for the year he was pretty much out in front at every event he took part in. He was only kept from a better overall position because of his eye operations. He was chased closely by Mike Seale all morning, who came second.

Pos	Name	Score	Rnd 1	Rnd 2	Rnd 3	Rnd 4
1	Bennett, Nigel	3,869.8	1000	1000	869.8	1000
2	Seale, Mike	3,800.4	981.2	1000	819.2	1000
3	Bowman, Doug	3,662.5	987.1	818.5	1000	856.9
4	Wettstein, Ian	3,637.9	1000	897.9	757.3	982.7
5	Collins, Geoff	3,438.1	713.2	987.8	757.3	979.8
6	Burr, Martin	3,312.5	880.1	722.4	1000	710

4m Class

Ian Wettstein did really well all afternoon despite missing some landing points and came a well-deserved first, closely chased by myself. The conditions on the day, as I mentioned earlier, were quite excellent so thanks to all for coming along especially at short notice. Also, thanks to Doug and Nigel for getting the landing tapes etc and helping lay out the field.

Pos	Name	Score	Rnd 1	Rnd 2	Rnd 3	Rnd 4
1	Wettstein, Ian	3873	1000	1000	873	1000
2	Burr, Martin	3,827.8	1000	827.8	1000	1000
3	Seale, Mike	3,417.2	796.3	925.8	1000	695.1
4	Collins, Geoff	3,199.3	442.6	1000	878.9	877.8
5	Bennett, Nigel	2,708.8	700	684.2	594.1	730.5
6	Bowman, Doug	2262	930.2	0	645.6	686.2

I will give a full roundup report with final placing next month. I will discard your worst score, so it will be counted on the best 3 from 4 rounds. Thanks to all for coming along and supporting the series this year, I hope to organise something similar in 2020.

September Slope Fly-In by Ian Wettstein

After a fairly lean year so far, the weather gods managed to give us two monthly slope fly-ins on consecutive weekends, with the added delight of this month's bash enjoying a day of excellent lift. I arrived late morning to find Bill Ebdon, Mike Seale, Trevor Hewson, Alex Bush and Mark Deverell enjoying the good lift. Trevor's lovely Hurricane and Bill's Provost doing the honours for the PSS flying; a shame that Pete C's Hawk could not be there to join them.

Alex and Bill flew their Chris Williams Wolves together to give us a scale treat and Mike as ever gave us an exhibition of precision aerobatics. Dave Ambrose joined us after lunch and we all enjoyed an afternoon of excellent lift with a wide variety of models. Hopefully we will be able to enjoy one or two more such fly-ins before the year is over.

3D Printed Model Aircraft by Frank Bayes

I have been getting more adventurous with the 3D Printer I bought from Banggood last year. Initially I printed many useful components and gadgets, including pilot heads, to get used to the settings etc.

The website <http://www.thingiverse.com> has thousands of designs of all types, with the print files available free of charge. I have recently printed a slope soarer called a Proteus, which is available at <https://www.thingiverse.com/thing:2086413>. A video of the prototype designed in New Zealand can be seen flying at Sandymount, Otago Peninsula, Dunedin https://www.youtube.com/watch?v=aQ_SdMxxsIY.

I have covered my model in thin fibreglass using water based Ronseal varnish as the binder, which has worked well. It has made it a little heavy so I am printing out another one with some improvements in design, reduced washout and some other changes. I will not cover this one with glass and hope to have gentle landings. However if a part is damaged it is only a few hours to remove it and print another part to graft on.

The basic files called .stl's, can be adjusted in overall measurements in the free software called a Slicer. It is also possible to decide on the temperature and flow rate of the plastic filament, as well as the type of internal structure and its density. I used a 25% internal configuration in this first model, but have now used 5% on the new version, which seems perfectly rigid enough and is lighter in weight. Photos show the components as printed, assembled, glassed and final finish.



I actually printed another with a lengthened nose, as shown below, which removed the requirement to add ballast to obtain the correct C of G; also I think it looks more elegant. The maiden flight should be soon and I will post a video on Youtube if it survives!



David Press by David Press

I look forward to joining the W.S.A events, it has been a long time coming. I first got interested in slope soaring at 15 and saved and saved for my first Fleet 2ch radio outfit which I fitted to a Impala. The flying site was the east slope at the back of Winchester Hill in the Meon Valley and the men then flying there went onto form the Meon Valley Soaring Association. Anyway the Impala did not last long and I purchased an E.M.P Apogee. A few flights were made with the help of whoever happened to be up there, but because of transport problems etc, the glider disappeared into the loft.



There it stayed until 1997 when I had some spare time and was a bit wealthier. This time I treated myself to a top of the shop Fleet 6ch PCM model on the new 35MHz band and joined the M.V.S.A briefly, before circumstances changed again and the gear minus the glider were stored away.



As I never really learnt to fly it is with great pleasure that I return to the slope, this time determined to master the flying! Alas the radio I still have from the late nineties is now redundant and I am agog at the new computer radios on the 2.4 GHz band. Anyway I have obtained a kit to build and am in the process of buying a new radio, and then to the slopes.

Wessex Soaring Association Editors Past to Present by Geoff Collins

Recently I delved back into my collection of Glidepaths starting back in Sept 1985 when I joined the club. I always remember this as I applied in the spring to Ray Harper, the then Secretary, but my application was mislaid and I had to wait, so I flew out on the Purbecks that summer. On reading through the Glidepaths it brought back memories of events that happened, more importantly old members who sadly are not with us today and the importance of the editors of Glidepath.

Geoff Taylor was editor when I joined. I just checked the fact and yes in the January 1986 edition it lists on the back page, editor Geoff Taylor, lay-out & type setting the Camps and printed by Ray Harper. I had a scan through them and a few names came up; Charlie Forbes, Maurice Scott whose plane "Black" I always remember with its very pronounced swept back wings and Glyn Fonteneau's technical bit, who as Geoff wrote "has been bashing out numbers on his computer"; now that is what we all seem to do today. There was even a mention of Harry Vear possibly running a BARCS open thermal competition taking over from Wimborne Club.

On the 10th July 1988 Geoff passed away, which was very unexpected as only a few knew that he was unwell. He was a great communicator and advocate of the SMAE, as the BMFA was called back then. The next editor to take up the mantle was Barrie Davies, a great organiser and full size pilot to boot. He was very keen on his cartoons which were very topical. Barrie and Anne moved over to northern France, still flying models, so the editors job became vacant. Into the breach stepped Dave Camp who he carried on the publication every month filling the pages with all sorts of topics. Dave and Glyn were the leading lights in the club, with Glyn very much into designing his own thermal gliders and competing. The "Nimrod" is a name that springs to mind and he was the first in the club to experiment with winglets; how forward thinking. Only a week back I stopped to let two oldies cross the road at Zebra crossing and low and behold it was Glyn and his wife. Actually they were looking very well, even youthful and they spend most of their days globe trotting to far flung places. He was also very keen on photography but I digress.

I will not write the dates when each editor changed, but next up was Steven Barker, and last but not least ours truly, Roger Crickmore. Roger introduced the mainly electronic distribution of Glidepath so we can thank Roger for his help in saving the planet and huge savings of paper and ink with the subsequent reduction of postage costs. *Also it is a massive time saving for me as I currently only have to print and post 2 copies of Glidepath, rather than the 60 or so as back in the dark ages, Ed.*

So from me and all the membership, a big thank you to past and present editors for compiling the Glidepath over all these years .

More Cardboard Boxes by Mark Deverell

I had been fiddling with my new Horus Tx, as you do, when my wife walked in and asked about the colour on my new Bhyron; it is white with orange blocks underneath. Being wise to the ways of the world I wondered what my wife wanted and what had started her on the path to a chat line about my gliders. I am still wondering, was it something I missed, was it a Micky take, perhaps will never find out. I must have earned some smartie points lately so perhaps I thought I should buy another glider in this moment of matrimonial peace.

So there you have it, I had taken notice of a brace of Phase 5s buzzing about on the recent slope meet, impressive, maybe I should have one. Bit of a coincidence but there I was filling my evening whilst madam watched the gogglebox and there were shops advertising that exact glider but with some electrical power to play with. I caved in and quickly pressed the 'buy now' button and thus it came to pass I got caught with a new cardboard box in the lounge, but the only comment I got was, 'well, this one's red'. I have yet to decipher the subtext but at the moment it is not unfriendly!

I have recycled the necessary parts from an elderly glider, or is that up-cycled? I think the world is rushing on without me sometimes. This recycling is obviously a modern thing, perhaps I should quote it next time I get asked about my hanger collection. I now look forward to a long and close association with my Phase 5. In order to make my driving experience more pleasant I brought a roof ski box to transport my new gliders, with some foam inside so they can reside in safety. You will notice how this story is going. For years I have had a 'holiday glider', and I promised not to get annoyed when madam put something on top of it whilst we were away on holiday, so I have owned many knockabout models. Now I am providing more comfort and car space for her indoors by using the roofbox, I can go upwards in my grade of holiday glider (pun intended).



I had a visit to Middle Wallop on 7/8th September. There was more aerotowing with mild weather and around 15 knots of wind. My 3.2m Bhyron got maidenized and what a delight, it is fast with a flat glide and very controllable. I always ask another person to do the first flights and he kept asking for more flights such as his delight in flying a model that he approved of; 'the best he had flown' was the rating it got. On a dive from around 900ft and pulling to a low fast pass and letting it rocket skywards again you can start to feel its ability, aerobatics unlimited. On my first flight I had put crow on whilst still turning onto finals and it decided to wander off elsewhere till I slammed the brakes shut and finished the landing sequence without them. Such was the absolute control that I produced a 'greaser' and landed a few feet away from my feet; so there you are, one happy bunny. I put some colour on the wings to help me see it, as against a background of grey cloud it was hard work.

For 8 years I have tried to get the right power combination for my 4m Epsilon XL. It is on its third motor (Hacker B50 8L plus gearbox) and it was a touch lazy at take off and getting to height. A last ditch effort to haul up its 4.8kg saw me put a 17x11 (instead of 18x11) prop on with a new 4S 80C battery. This has improved it by at least 25 per cent, now climbing at a 45 degree angle. After dealing with a loose prop, I was in such a hurry to fly I forgot to put the canopy back on, you can imagine the comments I got.

A follow on to the story about the Epsilon XL, I noticed that the motor was not firmly held by the motor bracket and the epoxy was soft and split. I dismantled it all, cleaned it all up and reapplied the resin; the glider is after all eight years old and seen many flights. I flew at County MFC at the weekend, with loads of thermals coming through on a hot low wind day and next to fly was the aforesaid glider. I pushed the throttle round to full for a takeoff from the dolly only to see it go round in a circle. I shut the throttle closed and saw that the motor bracket had torn free, come out through the fuselage and disconnected itself; a little job with some epoxy and cloth was required.

Whilst up on Horses recently, I thought I would have a last fly with my Acacia 3, 2.9m mouldie. It is twelve years old has been less accurate to fly for a while. On inspection the wood blocks holding the servos have dried out and were falling to pieces, the joiner holes in the V tail were worn and manoeuvres did not have that crisp feel. I had been flying it conservatively and with a half hearted finals approach I stalled it and it fell on its back taking the decision on whether to retire it away from me. I had noticed that it would not loop or turn easily but just flopped out of the circle when it used to turn in its own length; something to learn here, quit while you are ahead.

Calendar (WSA events in bold)

5/6 Oct	Slope Fly-in
Sat 19 Oct	40th Anniversary event, Wimborne
Sun 27 Oct	E-soaring event at Tarrant Hinton
Tues 3 Dec	AGM, Allendale Centre, Wimborne

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