

# GLIDEPATH



The Journal of Wessex Soaring Association. January 2020  
BMFA Club No 2759

## From the Editor

Welcome to 2020 which hopefully will be a great year for trying all the new models and other flying kit that I trust Father Christmas brought you brought over the festive period. If he did not, you might be able to rectify the situation at an auction we are holding on Jan 15th but more about that latter. Star contributor this month goes to Nigel Bennett who has contributed two articles; one about the first 'Happy Landings' event that he organised at Chalbury and the other describing a flying wing thermal he has recently constructed from a kit.

## From the Chair

Well folks another year passes and here we go again. Latter I include a copy of my round up of 2019 that I presented at the AGM but first I would like to draw your attention to two events in the New Year.

### Auction of Ian Godfrey's items

As I mentioned in the December Glidepath I was contacted recently by Ian's family to let us know our former chairman's condition. Sadly he has quite advanced dementia and is now in a home. He is unable to make decisions for himself but occasionally comes more into "focus".

Pete, Ian and I met with his wife Claire, at their home to discuss the disposal of his models and equipment, as she wishes to move soon. There are quite a few gliders of one sort or another and LOTS of high quality bits and bobs. Ian, Pete and I have taken this as asked and we now need to try to sell these items. I am sure Ian would like things to go to club-mates primarily so we will be holding an auction. I have asked THE HORTON INN if we can use their front room for this and they were happy to help. The auction is booked for WED 15<sup>th</sup> JANUARY. We have the use of the room from 7.30pm. I plan to start the auction at around 8pm so as to give those interested a chance to look. A list of the models for sale is given latter in Glidepath along with details of how to bid by e-mail if you can not attend in person

### Winter Warmer 2<sup>nd</sup> Feb 2020

The Winter Warmer went off well last year and 17 chaps had a lovely meal and chat at the Grove Arms Ludwell. I am sure we all send thanks to Nina our hostess and to Ian Duff for organising it. The only drawback was that it was so popular that it was rather cosy with so many of us.

I have asked the membership to give me an indication if they are likely to come along. So far I have had 19 replies, so sadly we will have to move venue. I have booked THE HORTON INN on SUNDAY Feb 2<sup>nd</sup>; arrive 1pm eat 1.30pm.

If you would like to come, but have not told me yet PLEASE email me ASAP at [martinburr9@gmail.com](mailto:martinburr9@gmail.com). I will confirm menu choices soon as they are having a new menu in the New Year but say they will defiantly have a roast option.

## Chairman's Roundup of 2019

### **Flying Restricted Zone (FRZ), Win Green**

This year has been fraught with issues mainly surrounding the use of "drones". Firstly there was the issue of flying within an FRZ. I spoke with 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 years with little or no problem.

We 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 1<sup>st</sup> May 2019, allowing WSA and CDMFC club members and other BMFA **guests** to fly. This agreement basically means business as usual at Win Green, with no need to inform ATC when we are there. The same applies to Death Valley but this is only available to WSA members and guests. I have not heard anything suggesting any problems since then, so as far as I know everything is OK.

On the subject of Win Green, I also made contact with the Estate office and asked if there were any problems with flying there and that they keep me on file as a contact person. This has now changed and I will make contact with the new estate office and establish a link.

### **DMARES**

As you will know we are now required to register with the CAA and pay a fee to fly, the procedure being described in the December 2019 Glidepath.

### **Google Group**

This has had a more use this year which is nice to see. Doug changed the settings on the Group so when you hit "reply" it automatically sends to everyone. Thanks for looking after this Doug.

### **40 Years Skittles Evening**

It was my pleasure to organise this event in recognition of 40yrs of the WSA. Two of the three founding members, Mike Whitney and Mike Huggins are sadly no longer with us, so it was very nice to have Rod Lowe and his wife Ann present. Thank you to all that came along and made it a happy fun occasion.

### **Slope Tour**

The planned tour went ahead, on the 5<sup>th</sup> May. 4 chaps came along; David Bradfield, Mike Bleathman, Roy Lockyer and Richard Docketty. We met up at Win Green as planned and went to Horses/Barbara's slope then on to Stoney Down and Berwick. Then down the track to the road and along to Donkey Valley, OXO and Swallowcliffe. Richard had been on the tour the previous year but wanted a refresher, while the other 3 were new recruits and seemed very pleased with our slopes. Mike and David are active members of the Whitesheet RFC so hopefully we will create more links between us and our neighbours. I will run another event early in 2020 as needed for any newbies.

### **The Track**

Unfortunately the track is in poor repair, sadly there seems little chance of getting any repairs done. So if you have a choice of car I suggest getting one with generous ground clearance. Nigel suggested that we organise a work party to shovel some of the chippings back where they could be a bit more use; more on this in the new year.

### **Chris Williams Scale days**

This year we organised with Chris Williams, that if the need arose, he could use our slopes to hold his scale event. This did not arise, but the facility is still there for next year. If this happens I will advise; obviously WSA chaps are welcome to attend but try to bring something scale orientated.

### **OK onto 2020 .**

I am sure once the dust settles on the DMARES registration scheme it will become easy to administer, it is just another hurdle to cross.

Next year I plan to run the usual events, Winter Warmer, Slope tour, E soaring and Multi-task; hopefully the weather will play ball. Nigel is planning some impromptu events at Chalbury, so keep an eye on your inbox.

Thanks to Pete and Ian for keeping the slope days going and distributing the gratuities, to Doug for looking after Mr Caines at Chalbury and also to Roger for running the limbo and his work editing Glidepath. Thanks to Geoff for doing the gratuities run around the public slopes.

### **Committee**

I would like to take this opportunity to thank all who helped on the committee for 2019, looks like we are going to see some changes for 2020.

### **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.carpenter12@gmail.com](mailto:pete.carpenter12@gmail.com) 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.

### **Chalbury Happy Landings Event 1** by Nigel Bennett

We had our first winter landing practice event on Sunday 29th Dec. Six hardy souls turned up on one of the better days in recent weeks, a light southerly breeze and even a hint of sun at times.

The need for most of us to improve our accuracy in landing is that in our summer competitions up to 100 points are available for landing on the spot, a much larger proportion of the total points than those awarded for landing close to the 10 minutes for the flight.

The format allowed flyers to choose when to fly, no timer was required nor were any points awarded for the flight itself. Points were awarded only for how close one could land to the spot. Ten points were awarded for less than 1 metre from the spot, 9 for less than 2m, 8 less than 3m and so on to the end of the 5 m tape. 7 rounds were flown so a maximum of 70 points on were offer and results were:

|     |                  |         |
|-----|------------------|---------|
| 1st | Doug Bowman.     | 54 pts  |
| 2nd | Martin Burr,     | 53 pts  |
| 3rd | Nigel Bennett.   | 47 pts  |
| 4th | Ian Wettstein.   | 45 pts  |
| 5th | Alan Butterworth | 44 pts  |
| 6th | Alex Bush.       | 10 pts. |

Very well done Doug!

Interestingly, Alex showed that practice does make perfect by scoring no points in his first 6 flights but he scored a perfect 10 on his last, and a 10 on next (non scoring) extra flight! It is likely that we could increase the number of rounds to 10 in future, provided we do not all get too cold.

### **Something a Little Different** by Nigel Bennett.

Having competitive models for the E soaring events at Chalbury, and for a change not having anything to repair, I started thinking what I should build over the autumn and winter months. I decided to try something different.

Many years ago Dave Camp and Glyn Fonteneau built a pair of 3m (I think) swept flying wing thermal soarers which flew rather well. I think they built them from plans from an Austrian group who had done quite a lot of research into efficient flying wings. Hyperflight now sell a 2m kit called the RES Dart, also from Austria which is either bungee launch or electric. Videos show it to be very agile and seemingly having a decent performance. Whether the design comes from the same group I do not know.

The box come with a lot of laser cut ply and balsa sheets of very good quality. However there is no plan and no included building instructions. One can download a translation from the German off the web site, but whoever did the translation does not have a good command of English. It is both hilarious and frustrating; the kit deserves better. RC Groups do have a lot of photos and with care and quite a lot of thought the model went together without too many mistakes. There is a build jig for the wing construction which allows for the wing twist, or wash out that a swept flying wing needs for longitudinal stability. While it is an intriguing build, it is not for beginners.

A feature of the model is the treatment of the wing tips under the tip fins which consists of a carbon tube at the junction of wing and fin. They call them DSA wing tips and claim they control the tip

vortices and increase efficiency. I have some doubts! The model is nearly finished and should take to the air in the next month or so.



### **Auction 15th January, Horton Inn by Roger Crickmore**

As mentioned by Martin in his 'From the Chair' section, an auction will be held at the Horton Inn on Wednesday 15th January to try and sell a collection of models and accessories owned by our former chairman Ian Godfrey. A list of the items for sale is shown below and it will soon be on the WSA website together with a few photos. If you would like to bid for any items but are unable to attend the auction, you are able to make a bid as follows.

- 1) Email Pete Carpenter [pete.carpenter12@gmail.com](mailto:pete.carpenter12@gmail.com) to say which lot(s) you want to bid for and how much you are willing to pay.
- 2) The auction on that item takes place as normal (without knowledge of the e-mail bid) until a maximum offering price is reached.
- 3) The person bidding the maximum amount on the day is then asked whether he wishes to increase his bid to try and make sure it exceeds the e-mail bid (still without knowledge of it).
- 4) The lot goes to whichever of the e-mail bidder or on-the-day bidder makes the higher bid.

Alan Butterworth will be available on the day to collect your payment or you can do so latter by BACS

Lot 102 X Models Mini Blade 1.5m slope model with glider bag and some spare wing and fuselage parts

Lot 103 X Models Whisper 2m slope model. Includes all servos, and currently set up with M/plex M-Link RX. Includes X Models glider bag. Needs wing joiner.

Lot 104 Unknown 2m full house slope glider. RX ready.

Lot 105 Unknown 2m full house slope glider, currently set up with M/plex M-Link RX. Ballast included. Wing bolts missing.

Lot 106 Multiplex Panda Sport RR 1160mm span EP 3 channel glider. RX ready, currently fitted with M/plex M-Link RX.

Lots 107 and 108 X Models glider bags for 2m model

Lot 201 A complete RCRCM Sunbird (unstarted ARTF)

Lot 202 A complete Top Model "Sport" 2.35 kit/ARTF

Lot 203 An unknown (Likely RCRCM) mouldie, 2.3m span, similar in style to the Luna2 and Typhoon.

Lot 204 Two unknown complete gliders of an older vintage. Multiplex servos, no Rx or battery pack. Nylon (or similar) covered wings.

Lot 205 Two Skyleader radio sets inc. Tx, Rx and servos. Likely from the late 70s / very early 80s.

Lot 301 MVVS motor 3.5 950

Lot 302 MVVS motor 2.5 1350

Lot 303 Hi Tec HS-7115TH mega slim servos x2

Lot 304 Hi Tec HS5125MG Digital Wing Servo x2 Cost new £40 each

Lot 305 HI Tec HS85MG Servos x5

Lot 306 Ripmax SD150 servos x2

Lot 307 Hi Tec HS65HB servos x 3, cost new £14 each

Lot 308 Multiplex servos 3x TinyS, 1x Tiny Mg, 1xPolo Digi 4, 1xNano Pro

Lot 309 Hi Tec HS56HB Servos x4 cost £15 each

Lot 310 Jeti Advance 40 pro ESC

Lot 311 Jeti Advance 30 pro ESC

Lot 312 Box of small cam props

Lot 313 Multiplex Incidence meter

Lot 314 Box of bigger props

Lot 315 K and B model engine

Lot 316 Box of wires

Lot 317 Box of servo extension leads

Lot 318 Hot glue gun

Lot 319 Covering iron

Lot 320 Sealing tool

Lot 321 Hot air blower

Lot 322 Spektrum Rx

Lot 323 Multiplex radio set Royal Evo 2.4GHz

Lot 324 Multiplex 2.4GHz RX x2

Lot 325 Box of Clamps

Lot 326 Various LiPo batteries.

Lot 327 Box of covering materials

Lot 328 Hyper 2.3ME with bag. No joiners or wing screws, centre panel damaged.

Lot 329 Multiplex Solius complete model with bag, slightly bent wings.

Lot 330 Sopwith 1,1/2 strutter kit

Lot 331 Grumman Traveller Kit

Lot 332 Smith Miniplane kit

Lot 333 Big box of general stuff.

### **Calendar ( WSA events in bold)**

|                 |                           |
|-----------------|---------------------------|
| <b>15th Jan</b> | Auction, Horton Inn       |
| <b>2nd Feb</b>  | Winter Warmer, Horton Inn |
| <b>0,1 Mar</b>  | Slope Fly-in              |

### **Contacts**

The committee members for 2020 have been;

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