

# GLIDEPATH



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BMFA Club No 2759

## **From the Editor**

Given the stormy weather I doubt if much flying has been done in February unless of course you are into extreme slope soaring with a model heavily loaded with lead.

Digressing somewhat you will have heard the expression 'sinking like a lead ballon', but did you know it is possible to make a lead ballon float and that [people have done so](#). The technique is make it out of thin lead film and large enough (about a 3m cube) to give enough buoyancy when filled with helium to float. They admit though, they cannot see any practical use for such an creation.

Even larger than this ballon is 13ft span glider that Geoff Collins is looking to dispose, so if are interested in acquiring a large model please contact him. The Lysander seems to be a popular subject for scale models at the moment as both Tony Harries and former member Carl van Vloten have been building one. Alan Butterworth meanwhile has been thinking on what to do on an unexpectedly good day for soaring and describes some equipment for simultaneously charging a number of LiPo batteries.

## **From the Chair**

Hi all, as you will have noticed, the weather has been rather unpleasant for any outside activity. I have been spending my time fettling in the workshop; I like a good fettle!. Hopefully this current weather pattern will shift and give us an opportunity to go flying again.

Pete Carpenter has been trying to contact the local authority that manages the track up to Horses/ Barbara's slope but unfortunately they all seem to be hiding somewhere in a virtual existence. We will keep trying and as soon as it is reasonable I am planning to have a run out there and take pictures of both access routes; we may then be able to persuade someone to help out.

## **CAA Registration**

It seems that the CAA operator ID's are slowly coming through, more on this from Alan B latter I expect. One thing to note is that the email with the info can end up in your "Junk" folder while this may well be appropriate, you need to check there as well.

## **Winter Warmer**

This event went ahead as scheduled and was well received. In the end we had 19 people come along and there was a really nice atmosphere with general chit chat going on. The food seemed good and I did not hear any complaints.

## **Slope Tour**

I am planning to do the usual "show and tell" event round our slopes for any newbies or anyone that fancies a refresher. Anyone is welcome to come along and I always try to end up somewhere flyable at the end. **If you are interested please let me know by email, [martinburr9@gmail.com](mailto:martinburr9@gmail.com)**

I have had quite a few responses to this and I am planning to get something organised for late March early April. I will keep an eye on the weather and let you know.

## **2020 E Soaring series**

I plan to organise the usual fun and games and I will advise dates, the first event is likely to be in May on the 3<sup>rd</sup> Sunday with the 4<sup>th</sup> as the fallback.

## **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. Available till end of June
- 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.

### **Parallel Charging** by Alan Butterworth

We are told that to maximise the life of our LiPo batteries we should never leave them either fully charged or exhausted. It is recommended that they are stored around around 3.80V a cell and most chargers have a storage setting to achieve that. So we dutifully put our batteries to sleep, but then we wake up to a perfect day for flying that was not forecast (surely that does not happen) and yes we have no charged batteries. What to do? Well you could with some batteries fast charge them say at 5C but we are warned against that as it is liable to drastically shorten their life, not to mention setting your workshop on fire if things go wrong!. So rather than buying a number of chargers, a cheaper answer is to use a parallel charging board which allows you to charge up to six 6S batteries at the same time, depending on your charger's maximum amp output. These are really cheap on such sites as Bangood or Ebay and available for Deans, XT30 and XT60 connectors. I have to admit that I was a bit concerned that they would not balance batteries very well, but they do.

Using them is simple, just connect your batteries, which have to be the same capacity and a similar state of charge, to the plugs and balance leads and set up your charger on balance mode and the right current to charge. The latter needs a bit of maths which should not tax your brain. For example, if you want to charge four 3S 1300mAh batteries; the parallel charging board will see the batteries as a single 3S 5200mAh battery. Therefore just set the charger at 3S and near 5.2A and the batteries should turn out to be fully charged and nicely balanced while you eat your breakfast (*and hopefully not toasted ! , Ed*)



## Lysander by Tony Harris

As you are probably aware the Early May Bank Holiday has been moved this year to coincide with the 75th Anniversary of VE day on 8th May. Celebrations will be taking place at Highclere Castle for few days this year and I as part of this I am providing a 1:25 scale model Lysander in near Special Operations Executive (SOE) livery of brown green swatches on top and yellow below but with RAF roundels.



The Lysanders were used during WW2 to deliver SOE agents to, and collect them from Nazi occupied Europe. They did this flying on moonlight nights, landing on very rough grass airstrips or just normal fields. Now you may be thinking but this is a powered plane so why is it included in Glidepath? Well in some cases to minimise their chance of being heard on the final approach, the pilots would cut the engines and glide the aircraft down, so it could be considered a powered glider! More details of the Lysanders' operations can be found in this article from the [Air Force Magazine](#).

*Long term members might remember Carl van Vloten who was in WSA a few years ago but now lives on the continent. He is still in touch with Geoff Collins and in a recent e-mail said that after years of inactivity in modelling he is now building a 1 in 7 scale electric powered Lysander from scratch, so they seem to be a popular subject at the moment, Ed.*

## Fancy a Big One ? by Geoff Collins

Before he moved to the continent Carl van Vloten gave me a larger glider that he now longer wanted. It looks like a giant Dick Edmonds Algebra but much bigger; in fact is huge with a span of about 13 feet, a cord of 12" and a fuselage 6 feet long. Despite its size it is R/E only but Dave Camp told me that they were very docile planes and could be electrified, though I think the additional weight could put it in the large model category which could mean height restriction when flying .

I have now decided that it is, perhaps not surprisingly, taking up too much room in my workshop and so I need to get dispose of it. At the moment the wings are OK but time will take its toll, i.e. the adhesive is not ever lasting, If anybody in WSA fancies having it please let me know, as it is going for a very reasonable price. If not I will take it to the Romsey swap meet on the 15<sup>th</sup> March at the Mountbatten School and try and sell it. If you are interested in attending this event details of this are in the BMFA magazine; you can often pick up some good bargains there.

The proceeds of any sale will sent to Sight Save's International who carry out eye operations world wide. If no buyer can be found I will try the BMFA and see if they want it for their museum.

## Calendar ( WSA events in bold)

**4,5 Apr**            **Slope Fly-in**  
**2,3 May**            **Slope Fly-in**

## **Contacts**

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