

GLIDEPATH



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

From the Editor

It is good to see reports of Club activity appearing again in Glidepath. There are still many uncertainties about Covid-19 but one thing everybody seems to agree on is that outdoor activities, especially when social distancing can be maintained, are much lower risk than indoor ones, so let the flying continue. In this vein I will once again be holding the annual Limbo event on (weather permitting) August 16th; the details of this event appear later in Glidepath. Hopefully this year I will managed not to fly into one of the poles and damage my model in a practice flight !

With the infamous R number now hovering around 1, I make no apologies for repeating yet again the BMFA instructions for safe operation at a flying site.

- Social distancing in accordance with government guidelines **ensuring the minimum 2 metre (and preferably greater) separation** from other people (unless from the same household) is always maintained, including in the carpark, pits and pilot box. *I would also suggest that if you do wish to have an extended conversation with somebody, as well as maintaining the 2m separation it would be safer if you positioned yourselves cross wind relative to each other , so that any droplets you may emit are blown downwind away from both of you. Ed)*
- Latex/Nitrile/Vinyl gloves to be worn or hand sanitiser used immediately before and immediately after opening/unlocking and closing/locking access gates and padlocks
- No sharing of model flying equipment and aircraft (apart from by those sharing a household).
- Hand sanitiser should be considered an essential item in every model aircraft flyer's flight box.
- Anyone displaying symptoms of COVID-19, or who shares a household with any individual displaying symptoms, or anybody who has been told to self isolate, must not fly and should stay at home.

From the Chair

I hope you have managed to keep well and happy over this difficult time. I have organised a couple of events for the club which have been well received.

Slope Tour

This is mainly for newbies, but all were welcome. This went ahead as planned, with 6 chaps and I meeting at Win Green; David Perry, David Press, Nelson Drew, Rob Newbury, Alex Bush and Richard Docketty. We even had a variety of cars from a Landrover to an MG TD !

I took the party round our sites, starting at Death Valley then to OXO ending at Horses and Berwick etc. The conditions at Berwick were a bit turbulent, but flyable, where we met up Pete Carpenter running the monthly slope fly-in.

We went to Horses along the track from OXO through the bomb holes, and I think everyone thought it was pretty easy. The lack of rain made it easy to see how deep these holes are. If they were full of

water it would be a different story ! The track down the hill seemed better to me if you stick close to the right hand side when descending. Hopefully the next slope event on Aug 2nd will see some more activity, but unfortunately I cannot make it as I am busy.

Regarding slope soaring please note Death Valley must not be used after August 15th

E Soaring

I organised the first event of the year which coincided with rather nice weather. There is a full report later on in GP and I hope to run the next event on 9th Aug.

Also a hearty "Welcome Back" to Pablo O'Kerwin a long standing member of the WSA, we hope to see you flying sometime soon.

Ok on to next month, where I am hoping to maiden a new slope creation of mine

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 or 01722 328728.

- 1) Winklebury (W to NE wind) - Available.
- 2) Norrington Down (S to SW wind) - Available.
- 3) Donkey Valley (SE wind) - Available.
- 4) Swallowcliffe (NW to NNE wind) - Available. No access into the field, fly from the slope side of the fence.
- 5) Quarry (W to WNW wind) - 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 paragliders 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 (WNW to NW wind) - Available.
- 7) Horses/Barbara's Field (WNW to NW wind):- Available.
- 8) Daltons 1&2 (NW to NNW wind) - Available.
- 9) Crockerton (NW to NNW wind) - Available subject to rules in slope guide.
- 10) Death Valley (SW wind) - Available till 15th August
- 11) Berwick St John (SW wind), Stony Down (ESE to SE wind) - 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 (NEE to E wind) - Available. There is 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 2020 Round 1 by Martin Burr

Well we finally made it, 11 chaps turned out to do battle with the thermal gods on a lovely calm sunny day. We got things underway around 10.30 flying the up to 2.3m class planes. It has been a long time since I have done any kind of competitive flying and it became apparent that others were rather rusty too ! I was flying my new home built Andreas, which seems promising. One thing I was pleasantly surprised about, was how well the wing spoilers work.

2.3m Class

We elected to reduce the task time to 8 mins to keep things moving. A very well deserved 1st place went to Doug, closely chased by Geoff, Darren and Jon. It should be noted that there were only about 17 points separating 2nd 3rd and 4th !

Pos	Name	Score	%	Rnd 1	Rnd 2	Rnd 3	Rnd 4
1	Bowman, Doug	3,466.1	100	1000	601.7	864.4	1000
2	Collins, Geoff	3,083.8	88.97	669.2	1000	1000	414.6
3	Bumpass, Darren	3,078.7	88.82	1000	703.4	799.2	576.1
4	Couldridge, John	3,066.3	88.47	380.4	821.1	956.3	908.5
5	Burr, Martin	2,849.4	82.21	574.5	916.9	358	1000
6	Corfield, Bob	2,755.3	79.49	278.4	610.2	927.7	939
7	Bennett, Nigel	2,731.7	78.81	560.2	1000	314.6	856.9
8	Wettstien, Ian	2,730.2	78.77	390.2	521.2	1000	818.8
9	Bush, Alex	2040	58.86	375.9	557.2	401.6	705.3
10	Antell, Terry	0	0	0	0	0	0

4m Class

After a short lunch break we started off the afternoon's fun, Ian Duff joined us to show us the way, with a well-deserved win, from myself in second and Ian W in third. The wind was mainly very light and a bit variable so we had to shift the launch spots around a bit, also in some rounds we needed an extra time keeper as there were two groups, one of 6 and one of 5. There were a few incidents along the way, the saddest of which was the untimely demise of Terry's Shadow. He had just been giving a fine display of low level thermalling, but managed a stall at low level on landing that brought a rather sudden arrival. Hopefully it can be repaired.

Overall it was a very enjoyable day. Special mention should go to Bob Corfield who did really well both morning and afternoon; it made me realise I need to keep up the practice ! looking forward to the next round on Aug 9th.

Pos	Name	Score	%	Rnd 1	Rnd 2	Rnd 3	Rnd 4
1	Duff, Ian	3,951.2	100	951.2	1000	1000	1000
2	Burr, Martin	3,623.3	91.7	1000	811.5	997	814.8
3	Wettstien, Ian	3,201.2	81.02	954.3	730.8	516.1	1000
4	Bennett, Nigel	2,959.6	74.9	1000	703.8	480.3	775.5
5	Bumpass, Darren	2,709.7	68.58	520.4	286.5	1000	902.8
6	Corfield, Bob	2,694.2	68.19	875.8	1000	598.6	219.8
7	Collins, Geoff	2,384.1	60.34	529.9	974	276	604.2
8	Couldridge, John	1,759.3	44.53	673	250	259.9	576.4
9	Antell, Terry	911.6	23.07	911.6	0	0	0
10	Bowman, Doug	896.3	22.68	896.3	0	0	0
11	Bush, Alex	487.8	12.35	487.8	0	0	0

DIY Canopy by Frank Bayes

I have had a go at making a new canopy from a plaster cast from the inside of my original Dynam Vampire slope soarer canopy and shrinking a Tesco juice bottle over it using a hot air gun. When choosing a donor bottle make sure that the labels are not glued on. The Tesco juice bottle labels are lightly glued in one place only and the plastic is crystal clear.

Making a plaster cast was easy, just upturning the canopy and levelling it up with Blutack underneath. However I recommend reinforcing fragile areas such as the front of the Vampire casting where it is very thin, by laying in either small pieces of cloth as you fill with plaster; I had some off cuts of thin fibreglass cloth so I used that.

The plaster cast needs to be strengthened by glueing a piece of wood or card to the underside, as some considerable pressure is exerted during the shrinking process and plaster is obviously brittle. The best glue for plaster is PVA white glue as the water based glue soaks into the plaster. Allow the first coats to dry on both surfaces before reapplying and allow to dry. The plaster needs to be placed inside the bottle as near to the top as possible after the end is cut off, by placing wood spacers underneath.



I used the low setting on the Heat Gun as I discovered on the first attempt that the shrinkage can be very sudden and uncontrollable, which causes severe creasing. There is a need for an undercut under the plaster mould to allow the plastic to curl under. The first end of the canopy will be fairly simple but when attempting the other end, you need to grasp the plastic with pliers as it goes soft and pull it down. It is quite tricky and needs practice.

The plastic is much harder as it shrinks down and cools, as the material is obviously thicker, and it can be a struggle cutting the plastic to remove it. Make sure you do not remove the plaster cast before it comes out easily after removing the packing, as you can scratch the plaster which is fragile.

The Vampire canopy is just a bit too long to use the small bottles I had, so I did two and I have two good ends which I will attach together. The photo below shows the original (top) and new (bottom) canopies. I think the result is good and costs nothing and was a load of fun to do. I now have the tricky task of lining in the silver canopy surrounds, if I do a good job I may send a photo !



I saw a video on Youtube where the chap attaches a vacuum cleaner directly to the bottle cap end, and adjusts the vacuum with his hand over the open end of the bottle. That is the next experiment, I think however I will need to grow a third hand.

Return to the Slopes by Pete Carpenter

Finally, after a very long time, the WSA slope bash schedule resumed on Sunday July 5th at Quarry. Although some slopes have seen some use in recent weeks (notably Stoney Down and Death Valley), this was the first organised event after the lockdown period. For me personally, it was actually the first time my sticks have been waggled this year!

It was borderline whether the event would go ahead, since the forecast had been threatening a slightly SW wind, but on the day it remained westerly. It was a good blow, somewhat stronger than anticipated, with a steady wind in the low 20's mph with gusts in to the high 20s according to my pocket anemometer. In typical Quarry fashion, the lift was far from smooth and you had to push out a fair way to benefit from that bumpy lift.



Attendance was good with around ten bodies showing up. The fly-in coincided with Martin's annual slope tour, and Martin and his band of several new(ish) members arrived at around 1pm, having visited all the WSA slopes. Thanks to Martin for getting that done again this year.

A couple of guests had contacted me in the previous week to ask if they could come and play, having seen the event listed in RCM&E. They were coming down from Buckinghamshire, a 228 mile round trip for them! Sadly all they had brought with them to fly were a couple of light foamies, and the strong wind meant that their planes had to stay in the car. Still, they were happy to have made the trip and see our slope, and at least spend a bit of time chatting with us. We will possibly see them again at another fly-in.

I would say Ian W got the most flying in, his selection of fast gliders making the most of the wind. All the gliders that flew were flying wing based, I did put my Swift together but given that I had not flown all year it stayed on the grass! Instead I just had a few flights with my SAS Wildthing. Ian's new Phase 6 also remained on the grass, conditions a bit too harsh for its first flights. Hopefully we will see that up soon.

It was great to get together and see some WSA friendly faces again after so long away from the slopes. Hopefully the second half of the year will be a bit more predictable and we can get some more slope days in.

Items for Sale by Terry Burnell

I have the following items that I am looking to sale

Futaba T14SG Transmitter

It has had very little use and is in excellent condition. Price £200.

Futaba T12FG Transmitter

A 2.4 GHz version from the factory , not an upgrade

It is in excellent condition and still even has the protective film on switch panels. price £200

Both radios come complete with original box, owner's manual and Futaba dual voltage charger. If you are interested please give me a call on 01258 881770

Limbo Event by Roger Crickmore

By popular demand demand I will once again be organising the annual Limbo competition on 16th 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.

Calendar

1/2 Aug	Slope Fly in
Sun 9th Aug,	E soaring Round 2
Sun 16th Aug	Limbo event
5/6th Sept	Slope Fly in
Sun 13th Sept,	E soaring Round 3
3/4 Oct	Slope Fly in
0/1 Nov	Slope Fly in
5/6 Nov	Slope Fly in

Contacts

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