

GLIDEPATH



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BMFA Club No 2759

From the Editor

Rather a short edition of Glidepath this month I am afraid; perhaps people have been too busy going out flying to write many articles. During August I have made two attempts to hold the Limbo competition but both had to be called off; the first due to rain and the second due to excessive wind. A slope fly-in did though take the place of the second attempt, as apparently they like a bit of breeze up on the hillside. Following the motto, ' *if first you do not succeed* ', I am going to have a third attempt at holding it on Sunday 20th September.

I finally managed to get to my first flying event of the year this morning at the e-soaring competition. Having not flown for over 12 months I did wonder whether I would be a bit rusty. It seems though that model flying is a bit like riding a bike as once learned, never forgotten and my (admittedly limited) flying skills do not seem to have suffered too much from their lack of use.

From the Chair

Hi all, hope you are having as much fun as you can, it seems autumn has arrived rather sooner than expected ! I have been away for most of August but I did manage to maiden my "new" creation at Oxo. Not much to report at the moment which may be a good thing after recent events.

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) - Not Available
- 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.

Xplorer 3.8m F5J Electric Glider by Terry Antell

I suddenly had a need to replace my Shadow beastie. It had its last flight by me at the July 2020 e-soaring comp at Chalbury. One tremendous flight followed by a disastrous landing nose in from about 30 feet. Only 2 seconds off the 10 minute requirement. I had underestimated the speed which the glider was travelling at as it was coming straight towards me. As I stepped back from the landing spot I realised the speed and applied full crow braking far, far too fast. The nose climbed vertical, then stalled and it became a shadow of its former self.

Within days I had spoken with Martin Burr who made suggestions, none of them rude, either! The upshot being email conversations with Ian Duff and within a few days I was meeting Ian and Martin at Chalbury and looking at a black & green Xplorer for viewing. I realised it had my name on it so I took it home and immediately did a BACS bank transfer for the dosh. As my holiday to the Isle of Wight was cancelled this year I had some money that needed investing!

Servos were checked back at home using a servo checker. Martin came round for a couple of hours and sorted movements out after copying the basic controls from my Alpha 27 glider. The Rx was switched across from the Alpha, too. The following afternoon, 4pm in fact, saw us both at Strawberry field with a temp of 36C and very little wind.

After carrying out ground radio checks the time had come. As Martin already has an Xplorer it seemed rude to not let him have first flight. Two hand launches later the motor was started and Xploration was underway. Next was my turn; there were no problems other than I could feel and hear vibration with

the motor powering away. At home I found the prop blades and spinner were quite well out of balance. I have not tried the motor again as yet.

Yes I have added the required numbers and letters from the CAA along with my contact details. Given another year or two I may, just may improve my scores!



Phase 6 Rebuild by Martin Burr

During the lockdown, as you may have read, I ventured into the loft and had a look at the “reserve pile” of bits and bobs, which resulted in an electric conversion of my Sirocco. While I was rummaging, I found my old Phase 6 which looked VERY sorry for itself. I decided to get it going again, so I fixed all the obvious problems and re ironed the Solartex down; it was doing an impression of a plane in a badly fitted bag

Fundamentally all seemed ok, so I went to Horses for a trip down memory lane. As soon as I launched the old girl I remembered why I liked it. The conditions were pretty good and it is very aerobatic and even given that it was still in a rather poor state, she flew pretty well. During some whizzing about I managed a mid-air with Mike Seale’s plane, thankfully nothing too serious and we both landed ok, me with a missing tailplane half and Mike with damage to a wing.

It was too damaged to fly again, so I took it home and had a look. I then decided to completely strip and refurbish the airframe, I was inspired by the flight and I wanted to put aileron servos in the wings. Well, after a lot of repairing and sanding she looks fab, and I can report that she flies really well too.

During my rummaging I also found a part built fuselage and some old Tragi wingtips which I had some plans for about 7 yrs ago, but more on that next time....

Slope Day 23 August by Bill Ebdon

The session was called at short notice to take advantage of a good westerly of about 15 to 18 mph straight on the Berwick slope and attracted Mike Seale, Alex Bush, Ian Wettstein and Bill Ebdon from around 11am. Conditions were good most of the time with some really great lift as long as you flew quite a way out from the slope; Ian was getting to some amazing heights with his two wings.



Those were only his back-ups as he intended to fly his new electric Alpina which he did very impressively, but the flight ended with a bad landing which caused some front-end damage and expletives. Bill and Alex had the same problem but got away with it. The hill rolls over quite a bit on top and in a brisk wind, it is very easy to go too far back, so that you cannot see the plane when it gets within a few metres of the ground. It was a case of walk over with crossed fingers and hope the plane managed to land itself OK for the last few seconds.

Mike was carving up the sky with his Bergefalk and own-design Orcrist. Alex was flying a variety of models including a Bits & Pieces job and Bill stuck with his Carrera Mk2. Ian's luck

was not with him unfortunately as after a stonking flight with his HP60 wing, he came in to land a little too high and got caught between dumping it down too hard or going around again and ended up hitting the wire fence causing some leading edge damage.

Several people said that they find Berwick their least favourite slope and, although there was pretty good lift today they might not have changed their minds.

A Little Extra Weight by Roger Crickmore

At the recent e-soaring event Martin Burr said that there was an advantage in flying with a partly charged battery because the fact that it has less energy makes it lighter ! I believe he meant it as a joke, but actually it is true as Einstein's famous equation of $E=mc^2$ tells us that there is an equivalence between mass and energy. Therefore a charged battery does weigh more and being a bit of a geek I naturally had to calculate by how much.

If we assume a 2Ah charge at 12 V then the energy (E) added to the battery is $2 \times 3600 \times 12 = 86$ kJ. In the equation $E=mc^2$, c is the speed of light which is 3×10^8 m/s and so the extra mass added to the battery by is 10^{-12} kg or 10^{-9} g, i.e. 1 billionth of a gram. Thus although a partly discharged battery does weigh slightly less, I do not think it is going to be of any noticeable benefit to your model !

Calendar

5/6th Sept	Slope Fly in
Sun 13th Sept	E soaring Round 3
Sun 20th Sept	Limbo event
3/4 Oct	Slope Fly in
0/1 Nov	Slope Fly in
5/6 Nov	Slope Fly in

Contacts

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