

GLIDEPATH



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

From the Editor

I am afraid to say that after three failed attempts I have decided to give up trying to hold the Limbo event this year, so members will have to find other ways of getting rid of those models there never really liked. Other people though have been more successfully at holding events as this edition contains reports of a slope fly in and not one, but two, e-soaring events. In the latter of these I had the distinction of beating Ian Duff in the 4m class using just my Gentle Lady. OK, I have to admit that due to technical issues Ian only managed two flights while I had all four, but hey a win is a win! There is also a interesting article from Bill Ebdon on the various wood working tools that he uses in the construction of of his models and an advert from Nigel Bennet about an Xplorer he has for sale

From the Chair

Hi all, hope you are keeping busy making mending and flying your creations !

AGM 2020

As you will have noticed things are rather difficult at the moment. We had hoped to organise a socially distanced AGM in December at The Horton Village Hall, however the current restrictions have made that impossible.

Planning ahead I have asked your present committee if they are willing to continue in their roles for 2021, I am very pleased to say that all are happy to do so. Looking at the club's financial situation, there is no need to change anything from last year. Bearing in mind these two factors we propose for this year to "bypass" the 2020 AGM, leave everything as it is and organise an AGM in Dec 2021. I hope this is OK with you all; it is an unusual year and we have to make unusual decisions! Please feel free to contact me if you wish to discuss.

Please note that all the Christmas gratuities etc will happen as usual and there will be a special end of year edition of Glidepath featuring all the year round ups from your reps, with a full financial report from our treasurer.

BMFA Slope A test

Our friends at the Whitesheet RFC are organising an opportunity to take your A test in SLOPE GLIDER. This qualification is a nice thing to have on your record and is straightforward to achieve. If you look under the achievements scheme on the BMFA website it tells you all about it. I would like to thank Dave Bradfield for making this available to WSA members, if you would like to know more, or are interested in going for it, please contact me at martinburr9@gmail.com. At the moment there are spaces available on the 10th and 17th October, (current COVID regulations will be observed). Future dates can be arranged depending on demand.

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.

E Soaring Event Rounds 2 and 3 by Martin Burr

Round 2 was held on a lovely day at Chalbury, but it was over a month ago so to be honest I cannot remember many of the details. Any way well done to our new "Thermal God" Doug with a clean sweep in the morning. Congratulations also to Ian Duff in the afternoon for showing us how it should be done and to Geoff for chasing him to second place.

2.3 m class results

Position	Name	Score	%	Rnd 1	Rnd 2	Rnd 3	Rnd 4
1	Bowman, Doug	4000	100	1000	1000	1000	1000
2	Bumpass, Darren	3,356.6	83.92	630	898.5	1000	828.1
3	Wettstien, Ian	3,189.1	79.73	600.4	1000	632.3	956.4
4	Burr, Martin	3172	79.3	1000	443	729	1000
5	Bennett, Nigel	3,154.5	78.86	972.5	425.1	960	796.9
6	Crickmore, Roger	2834	70.85	594.7	398.2	950	891.1
7	Collins, Geoff	2,801.4	70.04	908.1	428.3	770	695

4m class results

Position	Name	Score	%	Rnd 1	Rnd 2	Rnd 3	Rnd 4
1	Duff, Ian	3,913.9	100	969.9	1000	1000	944
2	Collins, Geoff	3,852.4	98.43	852.4	1000	1000	1000
3	Burr, Martin	3,510.3	89.69	1000	550.6	959.7	1000
4	Wettstien, Ian	3,234.8	82.65	1000	800	955.6	479.2
5	Antell, Terry	3,033.1	77.5	893.8	316.5	935.5	887.3
6	Bennett, Nigel	2,527.8	64.59	421.2	550	618.6	938
7	Bowman, Doug	2,124.6	54.28	883.1	397.2	247.1	597.2
8	Bumpass, Darren	1,798.2	45.94	96.9	854	488.6	358.7

Round 3 was held on the 13th September and perhaps the fact it was the 13th may explain a few of the "troubles" on the day. I defiantly remember this event as the gremlins were out in force. It was not really a competition of thermal flying, just survival, so here goes with the list of woes.

Nigel had a wire come off his ESC and had to change plane, Terry had an aileron servo suddenly die in his new plane and had to retire. Ian Duff had repeated radio problems affecting his controls and causing a land out and a change of plane. Ian W had to use his motor to get home and so voided his round score, and finally poor Alex was flying his recently repaired Shadow when a wasp landed on his hand and distracted him causing him to crash. Of all these events, the only one that involved a crash was Alex, thankfully the rest did not result in damage.

In the 2.3m class congratulations were given to Doug Bowman for a well-deserved win, and to Nigel for giving him a good chase. I only managed to halt Doug's clean sweep in the last round.

Position	Name	Score	%	Rnd 1	Rnd 2	Rnd 3	Rnd 4
1	Bowman, Doug	3951.9	100	1000	1000	1000	951.9
2	Bennett, Nigel	3760.6	95.16	1000	950.5	810.1	1000
3	Burr, Martin	3298.8	83.47	651.3	689.8	957.7	1000
4	Collins, Geoff	3245	82.11	769.7	1000	933.5	541.8
5	Wettstien, Ian	2814.1	71.21	500	788.1	731	795
6	Crickmore, Roger	2778.1	70.3	451.4	834.3	1000	492.4
7	Bush, Alex	1812.9	45.87	611.1	211.9	580.8	409.1

In the 4m class I managed to scrape a win more by luck (and just keeping going) than any judgement, and Nigel chased me to second place.

Position	Name	Score	%	Rnd 1	Rnd 2	Rnd 3	Rnd 4
1	Burr, Martin	3458.1	100	963	1000	805	690.1
2	Bennett, Nigel	3110.1	89.94	680.5	1000	1000	429.6
3	Bowman, Doug	2894.1	83.69	863.5	221.7	1000	808.9
4	Wettstien, Ian	2646	76.52	1000	646	0	1000
5	Crickmore, Roger	2321	67.12	244.1	624.1	934.6	518.2
6	Duff, Ian	1888.7	54.62	888.7	0	0	1000
7	Antell, Terry	1000	28.92	1000	0	0	0
8	Bush, Alex	307.1	8.88	307.1	0	0	0

Woodworking Tools in Aeromodelling by Bill Ebdon

Over the years I have built up a good collection of hand tools that I use for all sorts of furniture making and other wood projects, whereas I used to have a limited set of tools that I used solely for model making. I have begun much more to realise that many of my woodworking tools are very useful for model making, provided they are really sharp.

Starting with saws, I never had a lot of success with my XActo razor saw blades. They seemed to cut better on the back stroke than, as they should do, on the push stroke. In recent years I have become an enthusiast for Japanese saws of various types and the two that I find very useful for modelling are a 6" long Dozuki, backed saw and a similar sized Shokunin flush-cut saw. They both have extremely fine blades and cut on the pull stroke and were bought from Axminster Tools.

The Dozuki saw is the one I reach for as a default for most tasks and it is particularly good for cutting plywood down to 1.5mm thick. It has a pecker tooth at the end which means it can be used to start a cut in the middle of a sheet of ply and, because the blade kerf is so thin and you cut on the pull stroke, the effort is very small and the wood can easily be held in the hand whilst cutting. I have found that, used with a simple angle-guide, this saw is very good for cutting scarf joints to extend spar material. The flush-cut saw has even finer teeth and is great for reaching into confined spaces, cutting spar grooves in ribs or trimming hardwood ends protruding from a balsa section (such as dowels set in for metal horns or protruding spar ends). It will cut soft balsa right up against an edge without splintering.



From the top, compass plane, cutting gauge, Dozuki saw and flushcut saw.

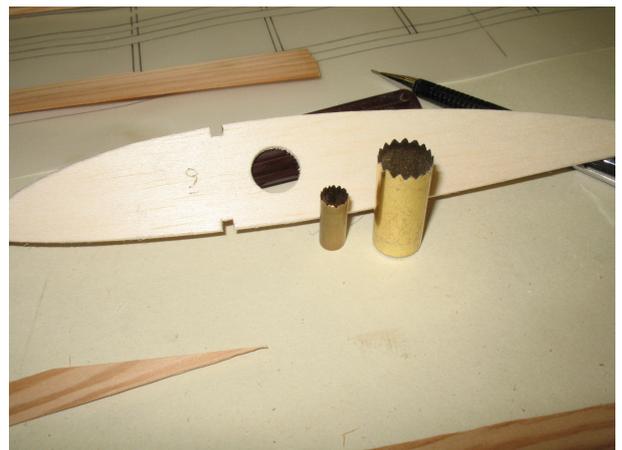
Planes and chisels were not something I would have considered using for modelling until I really learned how to get a razor sharp edge on them. I just used a David razor plane and various disposable XActo knife blades. Since I discovered Hermes abrasive film and bought a honing guide though I find that I can use chisels to shape balsa where only a chisel can reach and I can also use a small Record hand router (pictured right) to take down material to a lower level, parallel to a surface, such as trimming rib tops to allow depth for spoilers.



Hermes abrasive film is a plastic backed abrasive film which has adhesive on the back. You stick a piece to a sheet of plate glass and use it like an oilstone. The advantage is that you can use it with water and not oil and it remains perfectly flat. It wears out of course so needs changing periodically but I find that using 800 grit, 1200 grit and then 2500 grit, followed by stropping on leather with a compound, gives a mirror-finish edge that makes using a plane on hardwood a real pleasure.

So with such a sharp plane it is very handy to trim spruce trailing edges or shape ply planking with a block plane holding the piece in the hand. A compass plane is rather a specialist item but can be used to put a circular curve on the edge of ply strips for planking around a double curvature; it does work but is rather heavy for the job. A small metal cutting gauge is very useful for marking parallel strips of ply and for scoring them in preparation for planking.

Not a woodworking tool but a dodge that I find very useful is to use tubes for making clean holes in balsa. I hoard all sorts of wood and metal and have a collection of pieces of thin-walled tube. If this is filed a little on the inside edge and teeth cut roughly into the edge it can cut beautifully clean holes, just rotated in the hand. However these cutters need to be guided as otherwise they will wander, so practice cutting a slightly ragged hole in a piece of 1.5mm soft balsa and use this as a template to position the hole you need



and keep the tool from wandering. I have found that an excellent source of thin tubing is old telescopic radio aerals, perhaps recovered from that time you stood on your transmitter! The picture shows some larger cutters – one made out of an old lipstick case from the time when they used to be made of steel.

I also use a small metal lathe for making odds and ends plus a bandsaw with a fine toothed blade for cutting ply and aluminium but that is getting a bit beyond the scope of this article.

Xplorer 3.8m for Sale by Nigel Bennett

I have for sale V-tailed Xplorer 3.8 m thermal soarer. It is complete and ready to fly, once you have installed your receiver. It has a mass of 1.8kg and is in excellent condition. It comes with a spare pair of tails, wing and tail bags and a 1300 mAh 3s Lipo.

There is also an additional fuselage with X tail and tail servos for the same wings and motor.

Further photos and details can be obtained from nigelcbennett@gmail.com. Reasonable offers only please.



September Slope Fly-In by Pete Carpenter

The September slope bash went ahead on the scheduled weekend (Saturday 5th) at Horses, with a promising forecast for the day showing a healthy WNW blow. I was first to arrive at the slope and to my amazement I found that some repairs had been made to the track. Material from the verges had been used to fill the worst of the gullies and soften the drainage humps on the lower half of the track.

A subsequent email to Mark Jeffery, the owner of Horses, confirmed that he and his workers had made the repairs to facilitate the movement of their harvesting vehicles. I thanked him on behalf of the club for making our life a bit easier too, although we both agreed that the repairs are not going to last long. Indeed this weekend has seen Storm Alex roll in and smother our area with rain, and I will be very surprised if any of the repairs are still in place now after the ridiculous amount of rain that has fallen in the last 48 hours.

Back at the slope, the wind did indeed look very favourable and I threw my little Valentino off to test conditions. I enjoyed a pleasurable few minutes, enhanced by a hobby (falcon) chasing it for a while. This was the first time I have seen a hobby there, and it was a joy to watch. It was also a reminder that I must keep a pair of binoculars in the car for just such moments!

Ian W and Alex B arrived shortly after and the 3 of us made up the entire team for the event. I was surprised to see so few of us there, given the favourable forecast leading up to the weekend. But on the flip side, we had a lot of sky to ourselves! The wind was slightly stronger than forecast, gusting into the high teens mph I would guess. I had a great time with my Luna and the generous amounts of lift, and my Lunak also got the cobwebs blown off.

Ian and Alex had some excellent flights too, although the day was marred slightly by Ian having a mishap with his Alpina. Ian had the sky to himself and was wringing out the Alpina very nicely, when suddenly it turned in to the hillside just out of view. Fortunately it just clipped a small tree which must have taken some of the momentum out of its dive. Damage was mainly to the nose, but it could have been a lot worse I think. Hopefully it will be flying again soon.

Conditions remained very favourable all the time we were there and it was a real joy to spend a few hours enjoying the airtime and company. Perhaps it was the last decent day of the season, the recent weather has certainly been a stark reminder that the better flying opportunities are probably behind us for a while.

Calendar

0/1 Nov **Slope Fly in**
5/6 Dec **Slope Fly in**

Contacts

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