

GLIDEPATH



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

From the Editor

Welcome to the special AGM edition of Glidepath which is hopefully a one off occurrence. It is strange but I seem to recall that I stood down as Glidepath Editor at the last AGM, but here I still am; however given the other events of this year that seems like a relatively minor bit of strangeness. All the reports that would normally be presented at the AGM are included in this Glidepath. Perhaps the most important to note is that memberships fees for 2021 are now due, details of how and how much to pay are given in the Treasurer's report

There are also a few 'normal' articles at the end of this edition, including a response to my ponderings of last month about whether anybody had developed a sea launched glider.

There has been much encouraging news lately about the development of the Covid vaccines so hopefully these will start to make an impact on its spread in the new year. I suppose one advantage of many WSA members being of more mature age is that you are nearer the top of the queue for the vaccines. On a related subject although my distance vision, which is obviously the more important aspect for model flying, seems as good as ever, the minimum distance at which I can focus without glasses is getting noticeably longer. I mentioned this to the optician during a recent visit who said, 'The problem is Mr Crickmore is not that you are getting older , it's just your date of birth is getting further in the past'

From the Chair

Well folks what can I say, that has not been said already. It has been an "unusual" year, if 2020 is supposed to imply clarity, I am not sure this one qualifies.

However a long time ago, in a month far, far away, the only thing I had to worry about was how many people would turn up on January 15th for the auction of Ian Godfrey's modelling items, and how many of the items would be sold. As it turned out I needed not have worried because everything was sold, including in some cases the boxes the kit had come in. Sincere heartfelt thank-you to all that came along and made it an excellent evening; at the final count we raised an amazing £2379.50. When I told Ian's family how much we raised, they were amazed and very grateful; they insisted that we take some commission from the sale to go to WSA club funds. Initially they suggested 25%, but we felt this was far too much and eventually settled on £279.50 as a gift to the club, giving the family £2100.

On then to the Winter Warmer on the 2nd Feb, this was attended by 19 chaps, some with their other halves as well, which was nice to see. The food seemed to go down well and the large room gave us some breathing space to mingle and chat. I hope to organise a repeat as soon as it is possible. The start of the year also saw Nigel Bennett hold a few rounds of a new event, the happy landings challenge, in which the only points on offer were determined by how close you could get to the landing spot.

The early part of 2020 featured seemingly incessant wind and rain, so we were all looking forward to getting out and about, little did we know what was coming. In many cases, including mine, what came was the opportunity to revisit the building board and all those half started projects. I gained 3 planes

during the lockdown including a proper “built from a kit” plane, so it was not all bad. Frank Bayes deserves a special mention, during this period he kept us updated with things to watch and even some drawing classes to attend. I spent a few happy hours watching various lectures, and live streams of motor racing from Goodwood, thanks for making the effort Frank and keeping us informed.

As the lockdown was ending, I had some sad news. I was informed by his son Nigel, that Ian Godfrey our past Chairman had passed away peacefully. As you will remember he has been suffering from multiple health issues for some while. I sent our best regards to his family. He was our Chairman for many years steering the club through some major changes including the introduction of e-soaring. I always appreciated his calm level headed approach to issues and I know he really enjoyed his gliding, both full size and model.

The annual slope tour finally went ahead on Sunday 5th July. Seven chaps met 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.

As restrictions were eased we tried to get as many of the usual events running. Pete organised the Slope fly-ins, I organised the Flat Field events, and Roger did his best to run the limbo though the weather did not cooperate. Well on to next year, I am hoping as are we all, for a much more normal 2021. I would like to thank all your committee for their work helping our club along, and also for agreeing to stand again for 2021.

Minutes of AGM 2019 Tuesday 3rd Dec 2019

Apologies

Phil Ford, John Kerley, Keith Wanklyn, Chris Williams

Present at meeting

Pete Carpenter, Jon Coulridge, Doug Bowman, Nigel Bennett, Ian Duff, Rod Lowe, Alan Butterworth, Ian Wettstein, Geoff Crew, Roger Crickmore, Martin Burr, Geoff Collins, Bill Ebdon, John Bannister, Frank Bayes, Alex Bush, Terry Antell, Brian Adkins, Bill Parkin, Mike Sims, Colin Hewlett

Minutes of last AGM

Accepted: Proposed TA, Seconded BA

Matters arising

None

Chairman's Report for the Year

Martin summed up the highlights and issues of the year including:

- Successfully negotiating a memorandum of understanding with Compton Abbas airfield permitting us to continue flying at Win Green and Death Valley;
- The requirements of CAA registration;
- The 40 year anniversary skittles evening which went very well;
- A slope tour attended by four members;
- It was noted that the track up to Horses getting worse but it is concluded that a proper repair is not really possible for the club;

- Thanks were extended to PC who has organised slope days this year whenever the weather has obliged, to DB for looking after Mr Caines at Chalbury, RC for running the Limbo, TA for running the Rosebowl and GC for distributing the gratuities for the public slopes.
- The Winter Warmer went very well, attendance was so good that seating was a little tight for the venue ,considering the Horton Inn for the next one;
- Martin was contacted by Ian Godfrey's family to assist with disposing of Ian's collection of planes as he is sadly now suffering from dementia; a list will be included in Glidepath and an auction is to be organised;
- It was agreed that the club would offer slopes to Chris Williams to hold his Scale event if weather conditions required (not required this year), if this does happen in 2020 club members will be able to use the slopes but are asked to fly something scale orientated;
- The Google group has been used more this year – Doug was thanked for setting it up;
- Thanks were extended to the committee and it was noted that changes were required for next year.

Treasurer's Report

A full treasurer's report was included in Glidepath. AB reported that the clubs financial position continues to look healthy with the high levels of membership and retention. The bank balance has decreased very slightly during the year due to reduced membership. The club now has 68 members. 12 people did not renew last year and there are 9 new members. AB drew attention to the relatively large PC (petty cash) and miscellaneous items in the accounts which relate to the skittles evening.

It was noted that the BMFA fees for 2020 remain at £38. AB stated that the club will collect and pass on to the BMFA the CAA Operator Registration payment of £9 if members wish to pay it that way. However the club will not verify whether members have paid this, it is up to members to pay it as they see fit.

Proposed ID, Seconded NB, Accepted

Fees for 2020

AB stated that there was a small deficit of £31.01 for 2019 and that the committee recommended that the fees should remain at £25 for 2020. It was agreed by all of the members at the meeting that the fees for 2020 should be set at £25.

Proposed IW, Seconded DB, Accepted

Glidepath Report

RC reported that all was going well. Only one member is not receiving Glidepath electronically. RC is standing down from the role of Glidepath editor after ten years in the role and invited others to volunteer to take over. The Chairman thanked Roger for all the work done in producing Glidepath.

Event Reports

PC reported that there have been a reasonable number of slope events this year taking account of wind directions and strength. The state of the track to Horses is getting worse due to heavy rain but there is little prospect of getting the council or farmer to improve it for our purposes.

It was suggested by NB that some work by members with shovels could distribute some stone and lessen the unevenness but it was recognised that heavy rain would displace this again. It was agreed that this was worth a try.

DG reported nothing much to report but is increasing the fee to the Caine's to £300 per quarter.

MB thanked RC for organising the limbo event.

MB reported on a good year despite having to re-schedule a lot of the e-soaring events. The results summary is as follows:

2.3m class – this had 12 entrants and was won by Ian Wettstein, Martin Burr came second with Doug Bowman third;

4m class – this had 11 entrants and was won by Martin Burr followed by Ian Wettstein and Geoff Collins;

2.3m in 4m class - this was won by Alex Bush.

The Multi-Task event was not run due to poor weather.

Winter Warmer

The Winter Warmer was very popular last time and will be repeated in February 2020. MB will solicit interest and consider a suitable venue.

WSA contribution to farmers on public slope sites

It was agreed that the club will continue to contribute £55 to provide gratuities to the farmers whose land we may walk on to retrieve our models on public sites. GC who manages this stated that he would like to pass this task on to another person more connected with these slopes. MB will ask for assistance from Christchurch club. RC volunteered to do the southern slopes.

Presentation of Trophies

4m E-soaring	Martin Burr
2.3m E-soaring	Ian Wettstein
Best 2.3m in 4m class	Alex Bush
A&H cup for Limbo	Mike Seale
Wood Chippers	Richard Docketty for Eagle model
Chairman's Award	Mark Deverall for most contributions to Glidepath

Membership Secretary and Treasurer Report for Year Ending 30th Nov 2020

It has been a challenging year, to say the least. Covid-19 was just on the ascendancy at the turn of the year, but we only had an inkling of the radical changes in store. There was, and is as I write, a ban on flying model aircraft despite, as was shown after the first lockdown the ease with which social distancing could be achieved. I just hope that something like normality will happen in 2021 once the promised vaccines do their stuff. Fortunately, the imposition of the CAA's Operator Licence did not have the negative effect that some predicted and membership remains at a high level. We did lose 10 members, sadly including the death of a previous chairman, Ian Godfrey. However, we welcomed 4 new members and welcomed back 2 lapsed members who re-joined, making a total of 65.

The year's accounts are shown below. The bottom line showed a small surplus of £87.00, but this a little deceiving as the income included a generous donation from the sale of Ian Godfrey's models. However, the Committee are proposing that subscriptions remain at £25.00. The BMFA's subscription is also frozen at £38 for seniors and £17 for juniors. The CAA's Operator's licence fee will remain at £9.

I am sure that you are all eager to pay your subscriptions in the anticipation of a fabulous flying year in 2021, but with there not being an AGM it will have to be done by post or by bank transfer (BACS). I would obviously prefer the latter if possible but please email me to alert me to your payment (ajbutterworth16@gmail.com). Bank details are Sort Code 40-21-21, Account 51167197. Otherwise send cheques made out to WSA or Wessex Soaring Assn to Alan Butterworth, 1 Stopples Lane, Hordle, Lymington, Hampshire SO41 0GJ. If you enclose your membership card, please include a SAE). If you want to include your BMFA subs and/or CAA fees, that is fine but I would remind all that you can renew direct using the BMFA's easy-to-use membership portal. If you have any queries on the report, please email me.

Income	2020	2019	Balances	2020	2019
Club stickers	0.00	0.00			
PC+Miscellaneous	10.00	207.78	Current	2993.67	2896.67
Membership fees	1624.00	1733.00	Deposit	0.00	0.00
BMFA Subs In	705.00	589.00	Cash	11.92	21.92
Donations	279.50	20.00	Total	3005.59	2918.59
Total	2618.50	2549.78	I/E for 2020	87.00	-31.01

Expenditure

Engraving / Prizes	0.00	32.00
Equipment	0.00	0.00
Glidepath	0.00	58.00
Gratuities	566.50	506.75
Room Hire	50.00	60.00
PC+Miscellaneous	10.00	255.04
BMFA Fees	705.00	589.00
Flying site	1200.00	1080.00
Total	2531.50	2403.58

2020 E Soaring Series Roundup by Martin Burr

After a slow start we managed to get 4 rounds in, often arranged at short notice made possible by the electronic communication methods now available. Firstly, thanks to all who supported the series this year, it has been a bit difficult at times, but we got there in the end. Also thanks to Doug, Nigel and Roger for helping with landing spots and organisation.

2.3m Class

Anyone following this year's scores will have seen a new "thermal god" taking flight in the shape of Doug Bowman, who showed us all the way. A richly deserved win for him with 3 wins from 4 rounds. He was chased by Nigel Bennett in second, and myself in third. Ten chaps entered through the year.

2.3m in 4m

This was a bit more difficult to sort, as one or two of the usual 2.3m only chaps had big toys for some of the rounds and disqualified themselves from this category. The only consistent proponent was Roger Crickmore with one variety of Gentle Lady or another, so he takes the win.

4m

The big class saw an entry of 12 people over the series, with a well-deserved win going to Ian Duff. I chased him in second and Ian Wettstein in third. Coming second to the mighty Mr Duff is like first place for mortals, so I was pleased. A few round wins going against the master gave some of us a glimmer of hope before Ian crushed the opposition with his usual calm aplomb.

Overall the time spent flying was a VERY welcome escape from the news and current issues, and was an excellent time spent with excellent company. I hope to run the series again next year, here's hoping things allow us to resume our fun. I hear tell of many new planes, so the chase may be even closer in 2021.

Trophy Winners

Unfortunately we are not able to do the presentations in person this year but congratulations to the following winners

<u>Trophy</u>	<u>Recipient</u>
Multi Task	Not run
4m E – Soaring	Ian Duff
Best 2.3m in 4m	Roger Crickmore
2.3m E – Soaring	Doug Bowman
Chuckie	Not run
A&H Cup for Limbo	Not run due to weather
Woodchipper's award	Not awarded
Chairman's Trophy	Frank Bayes

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.

Gliding Magazines and FREESKY by Nigel Bennett

FREESKY binding problems.

If anyone is still having problems with Freesky Taranis binding difficulties, I can put you in touch with a friend of mine who has written a comprehensive piece on how he eventually solved this seemingly common problem.

Model gliding magazines clear out

I have a number of gliding magazines I wish to get rid of. There are some dating from the 1990's including Silent Flight, Quiet Flight International and Quiet and Electric Flight. Also Full Size Sailplane and Gliding and American Soaring magazines dating from the 70's. All free except perhaps a small donation to club funds. If interested please contact me at nigelcbennett@gmail.com

The SeeAdler (Sea Eagle) by Roger Crickmore

In my editors section of the November Glidepath I asked whether anybody, despite the obvious difficulties, had ever designed a glider for operation off of water. Barry Cole got in contact to let me know that the SeeAdler was such an aircraft developed in Germany just before WW2. The following details of it have been obtained from <https://scalesoaring.co.uk/1935-dfs-see-adler-docs/>

Several successful attempts were made in Italy as well as Britain for the production of gliders for operation on water, but were generally designed for calmer waters of inland lakes or close inshore. It had been observed for some time that Cumulus high lift clouds formed offshore and this lead to the idea of building an amphibious glider to experiment with such conditions, but to operate in more severe water environment than had previously been attempted. It fell to the German designer Hans Jacobs to take on this challenge

Following results from the flying boats, the glider would need a strong broad hull to help keep it level in the water, but this was contrary to the requirements of a performance glider which needed low drag



rudder, coupled to the main rudder, was fixed below the fuselage and proved to be very effective at low speeds up to 15 to 20 km/h. The underside of the fuselage was covered with a heavy cloth, fixed with adhesive and painted with multiple layers of dope.

The wings would be very vulnerable to any wave action and to overcome this they needed to be held high, achieved by the use of a gull wing. The inner panels had to be very steep to accommodate the floats which were mounted at the gull break. Jacobs decided to adopt the proven wing from the "Rhön Adler" and modify it to suit the "Seeadler". The nose was in single bulkheads and watertight to provide the greatest possible buoyancy in any crash. The cockpit was enclosed by a split wood canopy and left open so that if water sprayed over the windshield, a good view could still be seen to the side. Easy evacuation was also another design factor.

The glider was conceived for mixed operations whereby the floats could be easily removed and a skid attached below the fuselage for normal land operations. For flying from a slope, the glider could use the skid for take off, but with floats attached could glide to a lake or river for landing.

The maiden land-based flight took place at Darmstadt in the summer of 1935, piloted throughout by Hanna Reitsch. It was found that no significant loss of performance was caused by the steep gull angle of the inner wings and overall general performance was quite acceptable. Later that year in September, water trials were carried out on a busy waterway but was proved unsuitable as, like a runway, there were only two possible landing directions. For this reason the trials moved to the more accommodating Lake Chiem in Bavaria.

A racing speed boat was initially used to try and launch the glider, but it was only able to reach around 40 km/h. whereas it needed to reach 58 km/h to succeed. One of the problems was the extra weight and drag caused by the long waterlogged tow rope, which sank down deep due to its own weight causing the "Seeadler" to dive down when launching. Balsa blocks were added as floats to the line and the rope shortened, but still there was insufficient speed. The crew gave up with the tests after only proving the glider was waterproof.

Trials resumed in November 1935 on Lake Constance, but this time using a more powerful Maybach speedboat. Tests were carried out by reducing further the rope length and using a smaller diameter tow-rope. The speedboat finally reached the magical speed of 58 km/h, but was only able to carry out an airborne tow across the lake, restricted by the short length of the rope.

A true flight was only achieved when a Dornier Do12 "Libelle" flying boat was used to finally pull the glider off the water. A bonus was the smooth surface of water in the wake of the flying boat. Testing continued through various weather conditions with satisfactory results, but the "Seeadler" was only ever to be used in the Summer of 1938 by the sand dunes of Rossitten and was aero towed behind a Klemm L26c motor glider.

A number of scale models have been made including one by Vince Cockett in Guernsey who posted an [in flight video](#) of it on YouTube.

from a narrow fuselage. A compromise was reached whereby the hull width was able to be reduced by employing large volume (80 litre) floats positioned close in to the fuselage suspended on streamlined tubing. These floats were designed to supply a certain amount of dynamic lift once airborne. All this ran contrary to other amphibians which generally used small volume floats positioned towards the wing tips. The wide "Seeadler" floats, in combination with the fuselage, effectively increased the central footprint thereby improving the gliders stability on the water.

Separation from the water when towing for take-off was aided by the means of a stepped hull. A removable water

Calendar

5/6 Dec Slope Fly in

Contacts

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