

GLIDEPATH



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

From the Editor

As I write this the weather has definitely gone into autumnal mode and my garden seems to be turning in to a lake, which has got me wondering whether anybody has ever developed a glider that is designed to take off and land on water. I suppose the extra drag generated by the required floats would not do the glide angle much good. I did though see a program the other night about the 10 most unlikely aircraft that people have developed (or tried to!) and that included a supersonic fighter that launched and landed on the ocean. Unfortunately they found that it could only do so in virtually flat calm conditions and even then the sea water plume thrown up, did not do the jet engines much good. At least that is one problem a seaborne glider would not have.

Anyway I digress somewhat, so I will just let you get on reading the rest of Glidepath.

From the Chair

October has seen a bit of flying activity and I managed to successfully run an E Soaring event following the guidelines from the BMFA with help from Roger. Unfortunately the weather looks a bit challenging at the moment so back to the workshop.

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, and 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. I have had no complaints or comments to date, so I assume that everyone is OK with this approach. Please note that all the Christmas gratuities etc will happen as usual, and there will be a special AGM edition of Glidepath which will contain the following

WSA 'AGM' Glidepath Edition
December 2020

Contents

Minutes of last AGM

Matters arising

Chairman's Report for the Year

Treasurer's Report

Memberships Fees for 2021

Glidepath Report

Event Reports

Competition Winners

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 Round 4 by Martin Burr

On Sunday 18th October I took the opportunity of a good forecast and asked around to see who was free. One of the significant benefits of e-mail is the ability to rapidly contact lots of people en masse.

I went through the BMFA risk assessment form and the online validation of the event, to keep us legal within the current guidelines. Many thanks to Roger for volunteering to measure every landing, thereby avoiding the need for lots of different people to handle the landing tapes.

The weather did not let us down and we were treated to almost flat calm conditions at Chalbury.

4m Class

After his troubles in the previous round, Ian Duff was back on form and once again showed us how it should be done. The rest though were not far behind with Ian Wettstein even stealing a round win for against the master. Social distancing meant that the traditional photo of everybody holding their models in a group could not be taken so they were all lined in along the hedge instead (*My Gentle Lady was very pleased it had been allowed to join in with the big boys, Ed*).



Position	Name	Score	%	Rnd 1	Rnd 2	Rnd 3	Rnd 4
1	Duff, Ian	3,922.6	100	1000	1000	1000	922.6
2	Burr, Martin	3,816.2	97.29	1000	1000	915.1	901.1
3	Wettstein, Ian	3,544.3	90.36	803.4	754.3	986.6	1000
4	Bumpass, Darren	3,266.3	83.27	766.3	759.3	1000	740.7
5	Bowman, Doug	2,956.2	75.36	574.8	571	850.9	959.5
6	Bennett, Nigel	2,441.8	62.25	947.3	494.5	0	1000
7	Bush, Alex	2,016.9	51.42	370.8	588.4	548.8	508.9
8	Crickmore, Roger	1,736.5	44.27	489.1	638.9	608.5	0

2.3m class

This took place in the morning when there was very little, if any thermal activity so it really was an interesting test of glide-angle, trim and model design. This showed a clear win for Nigel who gained maximum points in each round with Doug close behind in second. They were both using the same design of wing, namely a Sapphire from Hyperflight. Roger probably achieved the most landing points he ever has with a score on most arrivals.

Position	Name	Score	%	Rnd 1	Rnd 2	Rnd 3	Rnd 4
1	Bennett, Nigel	4000	100	1000	1000	1000	1000
2	Bowman, Doug	3,930.9	98.27	1000	1000	930.9	1000
3	Burr, Martin	3,143.1	78.58	865.5	793.2	650.7	833.7
4	Bush, Alex	3,093.1	77.33	588.2	755.5	1000	749.4
5	Wettstein, Ian	2,922.5	73.06	636.4	808.9	606.4	870.8
6	Collins, Geoff	2,135.7	53.39	430.7	505.3	618.8	580.9
7	Crickmore, Roger	1669	41.73	511.1	552	0	605.9
8	Bumpass, Darren	1,251.1	31.28	359.6	0	891.5	0

Overall positions for the year

Dropping the worst score from four rounds, saw a very well deserved win for Doug "thermal god" Bowman in the small class.

Pos	Name	Best 3 Scores	12-07-20	31-08-20	13-09-20	18-10-20
1	Doug Bowman	3000	1000	1000	1000	982.73
2	Nigel Bennett	2,740.22	788.12	788.63	951.59	1000
3	Martin Burr	2,449.82	822.08	793	834.74	785.78
4	Geoff Collins	2,411.17	889.7	700.35	821.12	533.92
5	Ian Wettstein	2,315.6	787.69	797.28	712.09	730.63
6	Darren Bumpass	2,040.15	888.23	839.15	0	312.77
7	Roger Crickmore	1,828.73	0	708.5	702.98	417.25
8	Alex Bush	1,820.58	588.56	0	458.74	773.28
9	John Couldridge	884.65	884.65	0	0	0
10	Bob Corfield	794.93	794.93	0	0	0

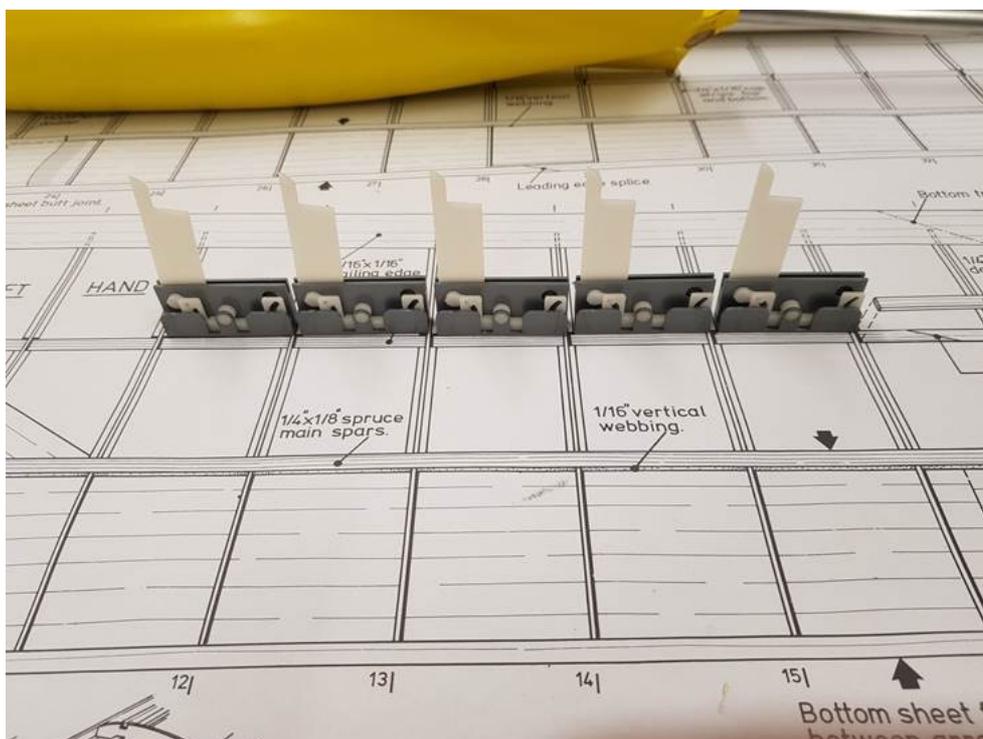
Ian Duff took his rightful place at the top in the big class.

Pos	Name	Best 3 Scores	12-07-20	31-08-20	13-09-20	18-10-20
1	Ian Duff	3000	1000	1000	546.17	1000
2	Martin Burr	2,889.89	917.01	896.88	1000	972.88
3	Ian Wettstein	2,540.23	810.18	826.49	765.16	903.56
4	Nigel Bennett	2,294.26	749.04	645.85	899.37	622.5
5	Doug Bowman	2,133.36	226.84	542.83	836.9	753.63
6	Darren Bumpass	1,977.92	685.79	459.44	0	832.69
7	Geoff Collins	1,587.68	603.39	984.29	0	0
8	Terry Antell	1,294.85	230.71	774.96	289.18	0
9	Roger Crickmore	1,113.87	0	0	671.18	442.69
10	Alex Bush	726.44	123.46	0	88.81	514.17
11	Bob Corfield	681.87	681.87	0	0	0
12	John Couldridge	445.26	445.26	0	0	0

Many thanks to all that joined in and supported the series throughout the year. Hopefully next year will be a bit easier to cope with, but at least we got to play with our toys for most of the summer.

Airbrake Info Wanted by Richard Docketty

Has anyone come across these airbrakes? I believe they are of German origin and at least 20 years old. As you can see they have five separate sections that fit between the ribs and attached to the sheer webbing. They are operated by a servo connected to a spring loaded wire which runs through the base of each section and rib. The spring ensures a positive closure of the blades back into the wing when not deployed. They will fit perfectly in the wings of my next project, a Miri 120, as they match the rib spacing and depth just about perfectly. Any info gratefully received, but do not worry if not as you may well see them in operation by the spring, if not before (lol).



Model Programming System by Bill Eddon

This article is something of a confession of my own lack of a system and therefore should perhaps be kept a secret to avoid embarrassment. However it could be that I am not the only one and maybe there are others out there who have developed a good system which they can share with us.

My radio system is pretty basic and only has 10 model memories and 6 channels but, even though I have had it for a long time, I have only just got around to building a model that uses all of the functions at once. In setting that model up I needed to put spoilers on the throttle channel which is new for me; previously I had used the flap function on a switch to lift the ailerons up for landing.

I looked at the programming of the other models in memory to try to not depart from my previous approaches. I realised how haphazard my programming has been over the years with dual rates and differential used fairly randomly and mixes assigned to different switches. What this has meant is that I get to the field, switch on the radio and struggle to remember what the programming is and I rarely tweak it based on flight experience to improve the behaviour of the plane.

So, having more time on my hands than usual I told myself to "get a grip". I prepared a table of all the essential programming data and filled in the values for all of my models to compare the settings, with the intention of taking these to the field, using them to set the switches where they should be and marking them up with any required changes after a session. I am sure some of you are much more organised than this, especially the competitive types or those with many more channels to play with. I would be interested to hear your suggestions of how best to manage this.

October Slope Fly-In by Pete Carpenter

Saturday 10th October saw the slope fly-in go ahead at Horses, with the forecast wind looking good for some more slopeside fun. After the joy of seeing the track repairs the previous month, it was disappointing, but not unexpected, to see those repairs had already largely washed away, and the track back to its former bumpy self. Still, a steady 1st gear crawl up the hill will get you up there.

As with the September fly-in, the attendance was small with just four of us present; myself, Ian W, Alex B and Tony H. I arrived at about 10am and the wind was already blowing at around 20+mph, with plenty of blue sky and fluffy white clouds around; all the right ingredients. I tested the conditions with my little Valentino and it was immediately apparent that the lift was strong. After a couple of minutes I landed and did not hesitate in getting the Luna together with full ballast. A lovely flight followed and I was still the only one there, so made full use of the empty sky.

Ian, Alex and Tony soon arrived, by which time the wind was on the increase. Alex commented that his choice of gliders was not the best for the conditions, but his WingBat was perfectly suitable and it flew well throughout the day. Alex had the pleasure of the red kites' company for one flight; at one point there were three following his glider around the sky, great to watch.

I had another flight with my Valentino, but something odd happened to one of the ailerons and I could not bring it in for a good landing. It cartwheeled a bit and snapped the fuselage halfway between the wing and tail. Not the first time it has gone there, and I am sure it will fly again. It was good to see Ian's Alpina repaired and flying again after last month's mishap, and it did not have any problems handling the wind strength, which by lunchtime was gusting to nearly 30mph. I launched it for Ian and it was practically pulled out of my hand! Tony had a bit of trouble getting his Wildthing away, due to the gusts, but after a few attempts was successful and had a good flight.

I had what was probably my best ever flight with my Luna, still fully ballasted. Ian, Alex and Tony decided to spectate for a bit, I wondered where they had all gone in such good conditions, so I hogged as much sky as I could and flew to my limits. The combination of such good lift and that ballast really did show, and I would say that it was the first time I have realised the full potential of the Luna and seen just what a lovely glider it is to fly and have a lot of fun with. I have to admit to having considered selling it in the past, but after that flight it is definitely remaining in my hanger.

Myself, Alex and Tony decided to call it a day at about 2pm, leaving Ian to enjoy the same great lift and empty sky with his Alpina. From what I saw, he was having as much fun as I did.

Calendar

7/8 Nov	Slope Fly in
1 Dec	WSX AGM Glidepath
5/6 Dec	Slope Fly in

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