

GLIDEPATH



The Journal of Wessex Soaring Association. April 2021
BMFA Club No 2759

From the Editor

Bit of a lightweight Glidepath this month I am afraid; perhaps everybody is too busy getting their models ready for the return to the skies in April. There is though important news from Pete Carpenter in Slopeside about changes to the access to some of our sites. Like many people I had heard about dynamic soaring but did not understand how it worked, so I have produced a short article describing it. It is very interesting but I do not think I will be attempting it with my Gentle Lady.

From the Chair

Good news. It looks like a return to flying can begin from March 29th. This was copied this from the BMFA advice page....

"Outdoor sportsgrounds and facilities (which includes model flying club sites) remain in the list of business/services that must remain closed until March 29th, and will not be subject to the gatherings limits, but should be compliant with guidance issued by national governing bodies, see <https://clubsupport.bmfa.uk/6-steps-to-covid-secure>"

So, basically as far as I can see we are allowed to resume normal activities from the 29th as long as we follow the COVID secure guidance which I think we are all familiar with.

More good news, it seems that the track has been extensively refurbished up the hill to Horses/ Barbara's field. As yet I have not been to have a look. When I do, I am planning on checking the other end, to see if the bomb holes have also been filled.

I have been updated on the situation regarding the 'Picnic Site', and I am told things are still under negotiation/organisation. I hope to advise more next month.

Even more "good" news, I am now the proud "owner" of a 12 digit number for my CAA License which I need to attach to all of my planes. Well at least it will give me something to do up to the 29th.

I have put some dates in our calendar for the WSA E soaring events, hopefully the weather and any future Covid regs will play ball! The competition format will be the same as last year, let us see if we can remember how to do it !

Slopeside by Pete Carpenter

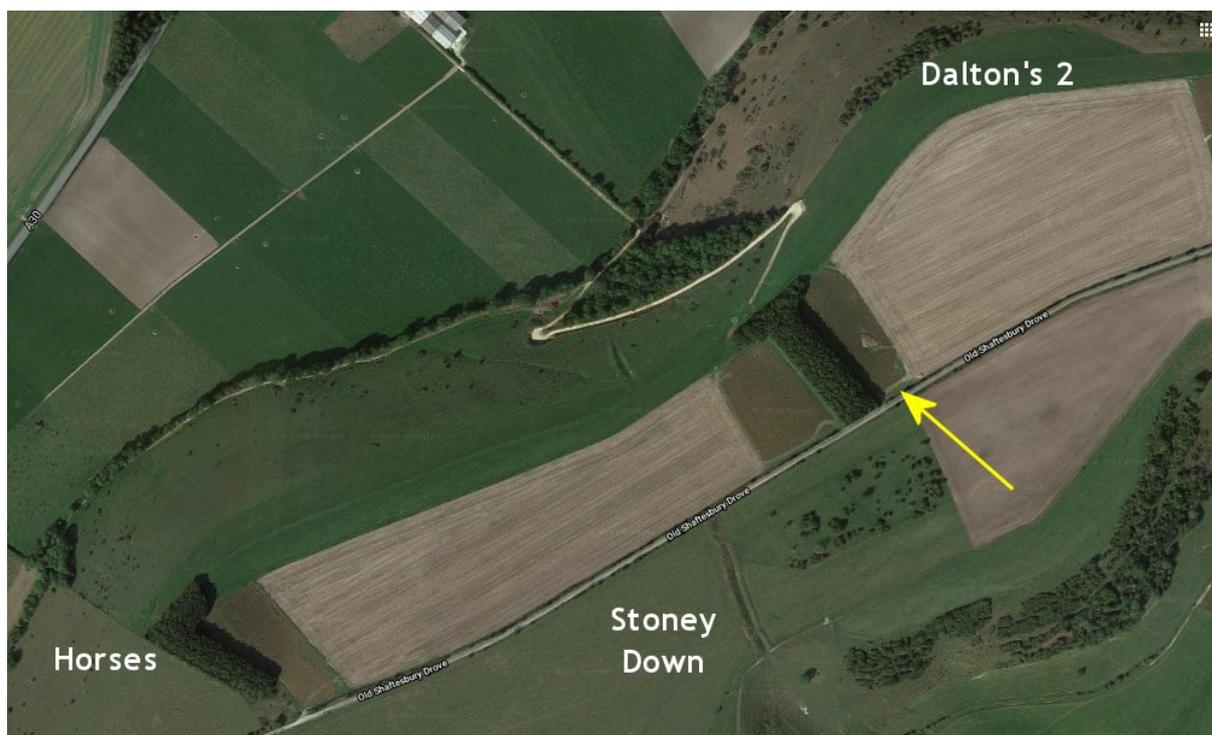
For those of you who may have missed my email a couple of weeks ago, there is some news about us flying at Oxo, Swallowcliffe and potentially Stoney Down.

I have recently spoken with Perin Dinely who confirmed that some changes are in the wind. He did not tell me exactly what the plans are, but for now our access to Oxo and Swallowcliffe is limited to the point that we should not try and fly there for the time being. Perin is not at all against the club using his land, but the changes being made at OXO mean that cars should not be taken across the small field and down the track. Also, the gate at the top of the slope has a new combination lock on it, and he was reluctant to let me know the combination. I did ask if we could drive across and park in the main Oxo field, as we do at Stoney Down, but his initial reaction was that we would be driving over an ancient burial site. I did not know about the site but agreed with him that cars should not be taken over it. Perin was all very nice about the issue, and told me to leave it with him and call him again in a month or so to see what the situation is. He was sure that we could still be accommodated on his land, he just had to have a think about what will work best for everyone.

He also mentioned that access to the Stoney Down slope may be restricted in the near future, due to upcoming changes there, but that is all he said. For now, Stoney Down still remains accessible and useable to the club.

In place of Oxo and Swallowcliffe, I believe Dalton's 2 and Winklebury Hill are about our only choice for a northerly slope. I have been in email contact with George Dalton this last week, who happily welcomes us on his land. The slope itself is nice but the landing area is limited to the top of the slope. Although we can in theory land in the large field at the top, it is not the best option. I questioned whether we could access the slope via the Horwood Farm track, but he said that he would prefer that track was kept private. Access to Dalton's 2 would have to be via the Drove track, further along from Horses.

Below is a photo of the slope, the yellow arrow marks the access to the slope. Admittedly, there is a slight walk involved. Winklebury is the other option, but I think that slope is best kept for the drier months, as access involves driving across a potentially muddy field. I will update as soon as I know more myself, but that is the situation as it stands.



Death Valley is now available until early summer, although we do not have an exact date. Thanks to Rob Newbury for bringing that one to my attention.

The situation regarding the other slopes is shown below. 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) - **Not Available**.
- 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) - **Not 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 until early summer
- 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.**

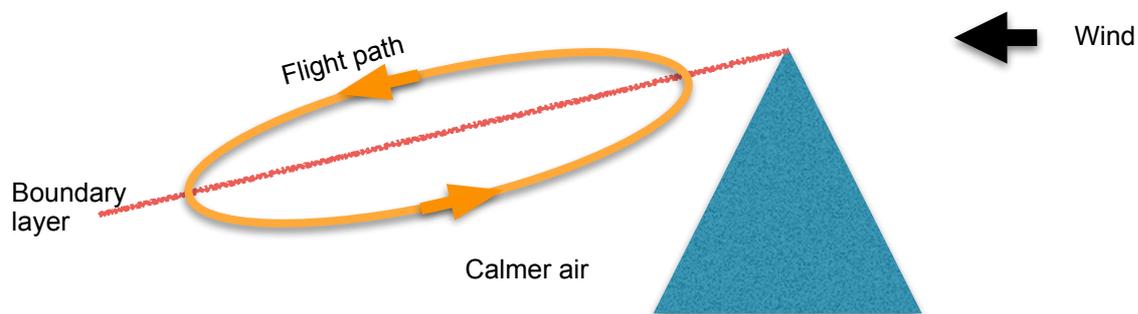
Fly SAFELY at all times. Especially launching and landing. Do not launch over cars and do not approach a landing over other flyers, fly a proper circuit.

Report any problems to the flat field rep, Doug Bowmann.

Dynamic Soaring by Roger Crickmore

As some members maybe aware a new speed record for a radio controlled glider was set earlier this year at an amazing 548 mph using a technique called dynamic soaring. This is something I have heard of but never really understand so I thought I would find out a bit more about.

On the lee side of a hill with a wind blowing over it , there is a region higher up where the air is moving quickly and one lower down where the air is much calmer, the two regions being separated by a turbulent boundary layer



Dynamic soaring works by flying a repeated circuits around a loop in which the model goes downwind in the fast moving air then crosses the boundary layer before returning in the calmer air. The difference in wind speed on the two halves of the loop enables the model to some energy on each circuit and thus enabling great speeds to be obtained. To maximise the effect you need; a very large hill (or preferably mountain), a strong wind and for obvious safety reasons an otherwise deserted area. The current record was set on the 1259m high Parker Mountain in California in a wind that was gusting to 65 mph.

Obviously to operate at such speeds you can not use a standard glider, as it has to survive a sustained acceleration of 60-80g with peaks of 120g as it does the tight turns at the ends of the loop. The model that set the record was a [3.3-m DSKinetic Transonic DP](#), a taper-winged, heavily reinforced carbon beast with a design honed over many years to fly as fast as possible in dynamic soaring patterns whilst avoiding unwanted effect such as wing flutter (or folding). Clearly such flying is not for the fainted hearted and in an interview the pilot was asked what happens if you crash at those speeds, to which his answer was 'you collect all the pieces you can find in a bin bag and build a new plane'.

A video of the record breaking flight can be seen at https://www.youtube.com/watch?v=4eFD_Wj6dhk . Anyone fancy having a go ?

For Sale

The following items are being sold by Jonathan Harris who is a friend of Pete Carpenter and a member of Whitesheet.

Flair KA8, at the covering stage. Asking price £180



Shooting Star mini mouldie with 1.45m span. It can be ballasted and is currently carrying a lot so good in strong winds. It comes with deluxe wing, fuselage and V tail bags but will fit in most cars complete. It will probably need a new battery. Asking price £110



If interested text, email or ring Jonathan Harris at [07785 558258](tel:07785558258) / jaharris888@aol.com . He lives about 5 minutes from White Sheet

Calendar

Sun 18th April Chalbury Fly-in (no comp)
Sun 16th May E soaring round 1
Sun 20th June E soaring round 2
Sun 18th July E soaring round 3
Sun 15th Aug E soaring round 4
Sun 19th Sept E soaring round 5
Sun 17th Oct Multitask
(Each following Sunday will be the fallback date)

Contacts

The committee members for 2021 are;

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