

News

wbmgc

West Blackdown Model Gliding Club

Volume 7, Issue 1

April 2009



Anyone seen him lately?

Steve's reply on page 5



Thanks to the efforts of several club members I've at last managed to produce the first Newsletter for 2009. You will see from the credits on the articles who was brave enough to bite the bullet and have a go. There is a little more club news than usual because of missing the January issue. The AGM and build and fly competition are pictured on page 3 where Gareth also gets off the mark with his first Chairman's Chatter. The Easter bank holiday weekend proved productive for flying, see reports on pages 4 and 5.

Next follows a joint effort about a lost model that I am really pleased about and I would again like to thank the three guys that produced it. Gareth did a piece on Bossington with a bit of photographic help from me and Pete Guyan produced a couple of useful gap fillers, the kind of anecdotes that I'm sure many of you have hidden away amongst the "cobwebs of your minds". They get trotted out when we are on the slope so why not share them here. Here's hoping for a great flying year. See you up there.....?

Club news

AGM

The AGM was held at Sampford Peverell Village hall on Friday 12 December and there were 18 members present. The issue of doing the A and B certificate tests was raised yet again by Wayne as there had been no movement on this. The committee is going to pursue this once more.

Reports

To summarise: Ted announced his retirement from the position of Chairman and had nothing further to say this year. Pete Guyan, our Treasurer and Membership Secretary, said that at point in time we had 33 paid up members. As in previous years the major expenses were for social events and good will-gifts with smaller sums on stamps and stationery. The Club Shop made a small profit. Pete suggested that club fees remain at £10. BMFA fees remain at £28.00 this year. The 2008 accounts balance sheet was presented to the membership and it was accepted. Steve Alford, our Safety Officer, reported that we have had many blustery days of late causing planes to be blown back or to the side on launching. He warned that extra care needs to be taken in these conditions as this could endanger other members of the public using the slope. Frequency control is generally very good and there have been no reported incidents. Discipline in combat sessions is good. It has been agreed that combat should cease and planes should be taken to a safe altitude or landed when observers are aware of members of the public approaching the combat area.

Election of Officers

Proposals were invited for a new Chairman. Gareth Davis stood un-opposed. All other officers agreed to stand again. The following members were elected:

Chairman.....Gareth Davis
Treasurer/Membership Sec..... Pete Guyan
Secretary.....Colin Wavell
Child Welfare.....Ted Williams
Safety Officer.....Steve Alford

Chris Rimmer proposed a vote of thanks from the floor to Ted for his years of service to the club.

Arthur Withers Award

This year the trophy was awarded to Ted Williams for his long service to the club.

A.O.B.

There was a discussion about BMFA insurance. Questions were asked about cover and exactly where members will be insured. Also details of the personal accident cover were requested. *(There have been email communications on this matter)*

The AGM finished at 8.25 PM. There then followed the fish and chip supper and the build and fly competition. The meeting ended at around 10.30 PM

Members Meeting 23 February

The meeting was held at the Sportsman's Arms in Wellington. This was a small and select group as the meeting consisted of the committee and just three members.

The Chairman prompted a discussion on what equipment the club actually owned. Currently we have several bungees, an extending fishing pole for retrieving models from trees, a pair of Walkie-Talkies *(These items are at Ted's in Wellington at the moment)*. There is a winch that needs work which John Hacker has offered to take on...parts and a battery may need to be purchased. Colin has a band saw, a pillar drill and a bench grinder that were Arthur's that can be borrowed by club members.

A Cert. Tests

Gareth has spoken to Geoff Bell, Area chief Examiner and has also contacted Dave Martin about this and proposed the idea that because it is so difficult to organise an event like this on our home slopes on a specific day, those wishing to undertake these tests could make a day of it at White Sheet where all wind directions are flyable. *(More on this soon)* The B Test is even more difficult to organise as two examiners are required.

Gareth also suggested that we organise some 'Away-Days' this year and thought the Bwlch in Wales and St Agnes Head in Cornwall would be suitable venues.

The date for the **Fun fly at North Hill is Monday 22nd of June** with a back up date of the 29th.

Ted reported that the Flat Field site at Nynehead is available as usual this year. First club session will be Sunday May 31st. You can fly there any time if you contact the farmer first to ascertain which field to use.

Chairman's Chatter



Hopefully you'll all join me in thanking Ted for his 19 years of service to the club as Chairman.

We have a date for North hill this year (22nd June), the gliding club doesn't have a course lined up for that week so with a bit of luck we'll be able to get a fair bit of flying in. The BBQ this year will be run by yours truly as I've not really got the hang of the whole flat field thing. Continuing on from previous years there is a standing open invite to the wider community, but in a change from previous years there will a non-members donation box by the BBQ.

One of the first things I would like to get done this year is to arrange 'A' badge exams for those that want them. I've been in touch with the White Sheet Club and they are keen to join up and arrange a day using their slope. Current problem is that the examiner I've been in contact with is ill and is unavailable for a while. Will keep you all posted.

Thank you to everybody for electing me the new Chairman, a scary idea indeed.

AGM and Build and Fly



Retiring Chairman
Ted Williams



Serious Business AGMs



Mass Lunch Launch



Tim Prevett the Winner



The flight Line!



New Chairman Gareth



Competition Tension



Chris's Indoor Heli



Bring and Buy

With the business out of the way and the fish and chips devoured the fun can begin. Each player gets one 18"x 3"x16" sheet of balsa and about 30 minutes to build and test fly their creation. There are then three rounds when flight times are recorded and whoever has the highest total score wins the Tenner prize. The competition is light hearted but can get serious at times and it's surprising what a variety of chuckies are produced and quite amazing what will actually fly.

Easter Sunday

Broomfield at its Baddest and Boomiest!

By Colin Wavell

Easter Sunday was yet another occasion when Broomfield Hill lived up to its reputation of unpredictability. In a couple of hours it changed from the practically un-flyable to booming thermals that were a joy to behold. The weather forecast gave light north wind and balmy temperature for the time of year which should be the perfect combination for this site. When Ted and I arrived there was definitely something not right as we walked up the hill. At the top we discovered that the wind was gusty and blowing due East across the slope. We were soon joined by new member Stuart Gray and Ted's brother Dave Williams.

I made several launches with my 60" Monarch (*this was a feebie given to me by someone moving house and giving up the hobby*) but



60" Monarch: An almost vintage HLG

all I could achieve were single circuits punctuated by anxiety provoking wobbles caused by the turbulence. Occasionally the wind did veer towards North which encouraged a flurry of launches but the intermittent lift and sink typical of this site at its worst soon



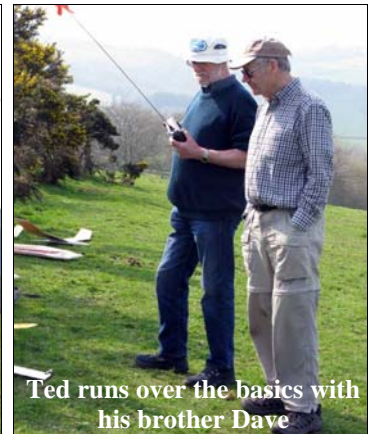
Dave



Stuart



John Hills launching his Elan



Ted runs over the basics with his brother Dave

brought the planes down, often needing quite a walk for retrieval. I began to have a little more success with the Monarch, launching if the wind swung North for a bit and then being able to stay up if the wind moved back East again because of the lightness and responsiveness of this little plane. Still not great for the heavier planes until John Hills arrived with his Elan and everything changed. The wind moved on the slope and stayed there. It dropped a bit and smoothed out and before you could say "Thermalize" we all had planes in the air, the lift was booming and we could stay well up with very little effort. It stayed like that for the rest of the afternoon and we flew all the planes we took... combat wings and 2 metre and 100 inch floaters all able to make use of the thermal activity. It was perfect conditions for Dave to regain his confidence with his Serenade and he had an hour and more of unassisted relaxed flying which is just what he needed after the flyaway described elsewhere in this issue. Towards the end of the session Phil Ackland turned up and gave his Zagi a whirl. It was a great session and a good introduction for Dave and Stuart to Broomfield at its very worst and very best.



Stuart's de-propellered electric Easy Glider

Bank holiday Monday

South Slope at the Beacon

Words and Photos By Gareth Davis

I managed to get up there by about 1 PM. It was a lovely looking day with a surprisingly stiff southerly. Steve and Wayne were already up there and seemed to be having fun with the beast. (*Gareth's name for the 1/4 scale Kirby Perfect...Ed.*) I had a rather nice hour or so flying the Mini X-Blade and the Spirit Elite. Ted arrived at around 2 PM and came up with his usual armoury of Aggressor, Prairie Dog, Mutant Gumpy ? plus a new tiny model he calls 'red' see photo. Could do with a caption... need to think about it but "Well didn't mean to put it in the wash" or something!



New guy Stuart popped up with an easy glider and a star gazer looking all shiny and new, managed to get a picture of him with it.. shame his eyes are closed.



Steve does a preflight



Showing a few battle scars



That's one big model!



Up ...Up...andaway!

LOST.....BUT NOT FOR LONG!



Dave Lost it!

Dave Wrote

I found myself in a catch 22 situation with my Serenade over the south slope at Culmstock Beacon.



I and other members were high in a thermal. I tried to go lower but failed until Ted (brother) told me to spin. By this time the model was getting a long way downwind and I was becoming very disoriented. John Hacker took control but it was too late and the model flew out of sight. After spending quite a long time looking for it without success I went home gutted. Later on in the evening Colin phoned up to tell me that Stuart had found it. I have made some good friends in this club. Thank you, I am as happy as a lark now.

John Wrote

It was one of those great flying days, big lift and occasionally big sink. We were all flying at the time, when the cry went up for help! Dave's model had now reached such a height, that even the Buzzards were donning oxygen masks. Being a crazy pilot, I decided to land and see if I could be of some assistance. However, despite a rapid decent and perfect landing, sufficient time had elapsed for Dave's model to drift down wind to the point



John Tried To Rescue it!

where it was almost invisible. Dave thrust the transmitter into my hands. I now had no choice, but to show, that I was the greatest pilot in the world and work a miracle to fly it back. Where the devil was it? I moved the stick to the spin position, low and behold, I could now see a feint blue object dancing about the sky. Now I've found it can I fly it back? Every time I stopped spinning it the little model just disappeared. By now Ted had joined me and despite his impeccable eyesight he was having the same problem of locating it, once I stopped spinning it. I tried to bring it into a different part of the sky (Blue model against blue sky..... big problem). But once again it just disappeared. At this point it dawned on me, that this was probably the last we were ever going to see of Dave's model and that terra firma beckoned. It's moments like this, that the heart sinks, and one feels really gutted, that you were not able to perform the impossible and make that magical flight. So confronted with the inevitable, as it disappeared over the back of the Beacon, I handed the Transmitter back to Dave with knowledge that I had failed to beat the odds. However, I said to Dave don't give up, and told the story of how a friend's Jantar on a similar fly away was found by a member of the SAS 15 miles away in one piece 3 months later.



Stuart Found It!

Stuart Wrote

After packing up for the day I decided to go for a walk further along the common to see if I could find Dave's missing glider. It was such a lovely evening anyway there was nothing to lose. Once I reached the open area near the bowl I realised how much vegetation there was and thought it might be a bit of a challenge! I had also forgotten to bring my binoculars from the car as they would have helped with model spotting. I trudged on reaching the pond and decided to continue left to Sampford Point. On reaching the end I took in the surroundings. It was then I noticed something white in the distance down in the bowl. I thought there was a chance it could be the model so walked straight towards it across the grass which got ever boggier as I got lower.

As I got nearer I could see it was a model and so continued on, my feet getting wetter as I went. I took a picture as I approached and then another as I stood over it.



It looked to be intact. It took a good pull to get out of the ground and sure enough everything came out in one piece. All it needed was a good clean up and some drying of the radio gear. I thought it was well worth the wet shoes as the recovery was so successful!



Dave "Happy As A Lark Now"



Another Bitza! By Pete Guyan

Some years ago, probably a lot more than I think, I bought a Kema 73 from Ian Mitchell. I guess the give away is the 73, probably designed thirty five years ago, so it didn't fly like a modern machine. Anyway after a few flights it was relegated to the garage roof until it was rediscovered covered in dust and cobwebs. I stripped off the red and yellow covering which was a bleeding sight more difficult than getting the cobwebs off, built a new slim line fuselage, rearranged the aileron operating mechanism and re-covered it. The first test flights were interesting and after a bit of fiddling it flew quite well, not very fast, but that was going to be sorted out in due course. Unfortunately this never came about as halfway up to the Beacon one afternoon I caught my foot in a length of bramble and finished up falling on the wing, breaking about a foot off of the end. No problem, it's a built-up wing I thought I'll cut the wing up, determine the profile, and build a new one. Yeah right ! The wing is tapered so out of the thirty ribs there are only going to be pairs of identical ones and after my method of cutting them there wasn't even that, so that idea was shelved. Being a parsimonious sort of bloke (yep, I had to look it

up because my wife's always calling me ★ that) I thought that I couldn't let a good fuselage go to waste so I set about getting a new wing. Sixty six inch, semi-symmetrical with about an eight inch root chord, what else but a Phase 6 wing, which Chris Foss duly supplied. The old wing was fully-symmetrical so I had to mess about with the decalage (that's like the angle difference between the wing and the tail plane, innit). I gave the new wing a couple of degrees of up, had to cut a slot out of the trailing edge to get it to fit, had a guess at the balance point and that was it.

A couple of months ago the good lady said that she fancied a week in Cornwall so being a helpful sort of bloke I suggested that St. Agnes Head was lovely at this time of the year, good walks, good views etc so off we went (with the new bitza in the boot). So about two weeks ago I found myself standing on the South-West slope of St. Agnes Head, in a good breeze, with about fifty foot of grass in front of me and then about a five hundred foot drop into the sea, wondering if this really was the best place for the maiden flight of a glider that may not even fly. Anyway, "a mans gotta do what a mans gotta do" as I believe Gary Cooper once said, or was it John Wayne, no matter, the plane was hurled at the horizon and much to my surprise, and a couple of seagulls, the only other witnesses, the plane went straight out and up with virtually no input from me at all (probably best). Did some loops and funny rolls and a few speed runs across the grass, about the limit of my repertoire, and for the next hour I had a great time. I have to say that St. Agnes Head is a fantastic site, it will fly from North around to South-West with loads of soft heather to land on. So that's it, an original thirty five year old glider, except for the fuselage and wing, flying like a good'un.

★ (For those who can't be bothered to look up Parsimonious..... it means excessively unwilling to spend; Parsimony is a 'less is better' concept of frugality, economy, stinginess or caution in arriving at a hypothesis or course of action... Ed)

Bossington - 22nd February 2009



It's a good 20-30 minute walk from the car park but well worth the effort

By Gareth Davis

Back in late February the weather gods gave us a golden chance to fly at what is fast becoming the best hill we, as a club, have access to..... Bossington. A good strong 20-25 MPH north westerly, clear skies and most importantly for me a pass for half a day. I arrived at the car park just as Ted and Colin were making their way to the slope, Steve and Paul Bradshaw (*a mate of Steve's and now a new member- Ed*) were still unpacking and waited for me to sort my life out before starting off to the slope.

At the end of the thirty minute hike to the slope there is a clear 220m (720 ft) slope with nothing between it and the Welsh shore line nearly 20 miles away, almost perfect. The wind was pretty much bang onto the north westerly side of the hill which seems to be its best. If the wind veers more to the north a bit of rotor comes off the hill just to your right (if you're facing the sea). I have in fact flown this hill in 3-5 mph westerly and it worked just great, in theory it should be possible to fly in a north easterly from further along the slope.

Colin, I know, had some fun with his Mustang and Steve carved up some serious sky with the carbon sniper.



A Quiver of Snipers

Both Steve and myself faced another problem with Bossington, and that's landing. On the map it looks just fine, there are no trees and the hill is covered with soft brush and grass.....so what's the problem? Well the gentle slope makes landing anything without flaps or brakes (a sniper or my mini x-blade) a bit scary. It took me 10 or so attempts to actually get my model on the ground and then it was a 'positive' landing.



Gary and Simon Hard at it!

As we arrived at the slope Simon and Gary Lancaster were already set-up and flying and Colin and Ted were just about to commit to aviation. It wasn't long before Gary found out that a 20 mph wind feels like 40 mph actually on the slope and that makes flying a 'Zaggi' kind of interesting. I'm afraid Ted and I watched helplessly as Gary's plane got blown well back behind the hill. Thankfully Gary managed to find the model, but I think he had a bit of walk. Flying Bossington is basically as easy as it gets, even an inexperienced pilot like myself can look good and trust me that is saying something.



Steve Clarke



Who's flying that hand?

Paul Bradshaw



Different Hat?

Steve

Ted

Gareth

Colin's Mustang Comes Alive At Bossington



If any of you haven't been to Bossington, all I can say is that it is a real treat that is really worth the effort.

Grunau Baby IIB By Terry Jones



The model is of one of the Grunau Baby's flown at the advanced glider school at Darmstadt, Germany in 1937.

Built from the plan that originated as a Krick Kit, the model was built in the early 1990's, some members may remember it, but that model was sold to a Japanese chap in 1997. The original was flown frequently at the flat field days at the club, and was the same colour scheme as the one that I completed last year. One of the beauties of Krick Kits is that the plans are available, with all the information required, to build subsequent models.

Both models were built to one sixth scale, which gives a 89" wing span. This scale is good for flat field flying from a bungee.

Bigger 1/4 scale models need a winch or aerotow. Both of these models are excellent on the slope and for thermal soaring from the flat field. They both use coupled aileron/rudder.

From cutting the first piece of wood to the first flight took 14 weeks to the day. Penny's (*Terry's partner-Ed*) needlework skills were press-ganged into the 'sewing' required to secure some of the metal fittings and the model is covered in Linen Solartex. The AUWt is 3lb 8oz.

The first Grunau model completed, in my ownership, some 28 hours flying in approximately 140 flights, the last flight I sent it on was some 12,000 miles from Heathrow to Japan! Hopefully it is still flying and giving plenty of enjoyment for its current owner, hopefully he has not used the Kamakazi approach to landing.

Another Lost and Found Story By Pete Guyan



The Way In!

Over the Easter holiday my step son, Dick, his partner and baby came to stay for a few days. On the Sunday there was a good Southerly breeze and the slope just up the road beckoned. Being confined to quarters because of our quests there was going to have to be some serious negotiating, with 'she who must be obeyed', for us to get out. Wasn't as hard as I thought it would be and ten minutes later Dick and I were up on the slope with Arthur Wither's recovered Venom ready to go. Dick is an experienced skydiver so he knows how to fly a ram air parachute so a simple wing wasn't going to prove to difficult for him to fly. This was the case and we had a very enjoyable half hour flying before Dick over cooked it and came down out past the bottom of the slope. I should say that at the bottom of this slope there is the King's Sedgemore Drain, a canal type thing about two hundred feet wide that drains the water from the Somerset levels. Dick said that the wing was in the drain but I thought it wasn't that far out, but then I do have a dodgy eye! Anyway we trudged down to the bottom of the slope and checked out the brambles, trees and bushes to no avail so it looked like Dick was right and it was in the water. So, over the barbed wire fence and about a hundred feet of grass to the edge of

the drain. Not quite the edge as the bank drops down at about forty five degrees for 7-8 feet before levelling out for another 7-8 feet before reaching the waters edge. This whole area is then covered with a blanket of brambles about six feet thick. We finally located the plane by the noise of the servos but we couldn't see it. Luckily there was a bloke on the opposite bank who could see it and he said that it was caught in the brambles that were growing out over the water and hanging nose down just in the water.

No problem, we get a canoe, paddle up the drain and retrieve it. It's amazing, is it not, that when you want a canoe nobody has one! OK, plan B. I should point out that these were not my plans, I would have been quite happy to just go down the pub and sulk. Right says Dick, we go home, get a couple of pairs of gardening gloves, a pair of branch cutters and the petrol hedge cutter and tunnel our way through fifteen feet of brambles to the waters edge, how hard can it be! For me, pretty easy, I just followed Dick in and trimmed up all the hanging bits that would snag us on the way out. It took us an hour to reach the plane and the next two days pulling bramble thorns from various parts of our anatomy!

Message in response to cover picture from Steve Alford

With just thirteen weeks to go until the baby comes along and working every hour that God sends to keep the wolf from the door (thankfully, it's getting a bit better now), I really have not had many free Sundays.

I've also diversified and have been flying helis (I can imagine you grimacing now!) and some power again for a while. However, every time the wind starts blowing a Southerly I do get itchy feet and I have had a couple of trips up to the Beacon for half an hour with the dog and a plane on Sunday mornings.

Anyway, hope that you are well and still flying regularly. Pass on my regards to everyone and I'm sure that I'll catch up again soon.

Steve

(Good luck with the baby.....you'll need it!Ed.)



Contacts and Dates

Paid Up Members List

Club Dates For your Diary

Slope Soaring

We meet all year round (weather permitting) on Saturday or Sunday afternoons from about 2 PM On Wednesdays or Thursdays we meet in the afternoon or evening. Usually members communicate by email before hand or telephone Colin for information on the day 01823 327205..

Flat Field Flying

This will restart on the last Sunday in May .

Club sessions will be as follows **May 31st, June 28th, July 26th, August 30th, September 27th**

Always weather permitting but check email and/or telephone one of the committee on or just before the day if you are unsure.

Club Events

Monday 22 June

BBQ and Fun-Fly at North Hill gliding Club

BBQ will be free to members but there will be a donation box for guests. Any guests you bring who want to fly must have BMFA insurance.

Other Events

★ **Saturday and Sunday 6th and 7th June** ★

Looks like there will be a combat weekend at the Bwlch.

Check out <http://www.rcgroups.com/forums/showthread.php?t=1029791> for information as it Breaks. I will email when I know more.

Saturday and Sunday 4th and 5th July

Woodspring Wings Model Show -This is the south west's premier model air show. It is held at the Woodspring Wings Model Airfield in Yatton, near Bristol. Continuous model flying throughout the day, from 10.00 am - 5.00 pm.

Saturday and Sunday 18th and 19th July

LMA Show Cosford - Some of these models are the largest to be seen anywhere in the world. The flying is scheduled to start at 9.30 am until approximately 5 pm. Over the weekend, for the first year at LMA Cosford, there will be some full-size participation thanks to the RAF.



Officers of the Club

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