

**NEWS**

**wbmgc**

West Blackdown Model Gliding Club

Volume 6, Issue 3

July 2008

# Smeatharpe & North Hill



# Double the Fun!



I'm sorry that this issue is late again. Pressing domestic tasks have pushed newsletter editing to the bottom of the pile, I'm afraid, but here it is at last. Lack of contributions have again resulted in yet more photos and less print. But it tells the story and you can see yourselves having a good time, which is what it's all about, I hear you say.....do I hear you say??? There have been fewer members around this quarter. I know the competition scene is in full swing so how about some feedback,....Steve C....Tim?? And what's happened to Big and Dangerous??? We miss you sir! Having said that there have been two well attended Fun Fly events and we always see different members at the flat field sessions. (Read about the Fun Fly events on page 4). It has been good to strengthen the links with the Smeatharpe club. They made us very welcome and I hope they felt the same at North Hill. There have been a number of ses-

sions at Bossington. Ted and I had it all to ourselves one Sunday afternoon in July and it was fantastic. If you haven't flown there yet you must give it a try when we get the next good North Westerly. When the wind is lighter there are likely to be Para-gliders and Hang-gliders around and as the landing area is not huge that may not be a good thing. While we were there a couple of full- size gliders came and soared the coastline. They were so close you could almost reach out and touch them. (I Lie!) We've certainly had some gusty winds and lots of rain recently and the Woodspring Wings weekend was no exception but at least they managed a show this year .....just. (see report on page 6). Lastly please take heed of Ted's message on page 3. Pete and I are already doubling up jobs so we need somebody to take on the Chairmanship. It can't be that difficult 'cause Ted's done it for about seventeen years! **The club's existence depends on it!**

### No news..... but here's some funnies.

On reaching his seat on the plane a man is surprised to see a parrot strapped in next to him. He asks the stewardess for coffee whereupon the parrot squawks, "And get me a whiskey you cow." The stewardess, flustered, brings back a whiskey for the parrot and forgets the coffee.

When this omission is pointed out to her, the parrot drains its glass and bawls, "And get me another whiskey you bitch." Quite upset, the girl comes back shaking with another whiskey but still no coffee.

Unaccustomed to such slackness, the man tries the parrot's approach. "I've asked you twice for coffee. Go and get it now, or I'll give you a slap."

Next moment, both he and the parrot have been wrenched up and thrown out of the emergency exit by two burly stewards. Plunging downwards the parrot turns to him and says, "For someone who can't fly, you're a cheeky bastard."



Power Model!



Smile Please!



Extreme Sport!

### Stop Press!..... For those Geeks and Anoraks among us, interested in facts and figures!

I just had to include this excellent picture, sent in By Dave Cooper, of the scale model of the **Airspeed Queen Bee** that he flew at Woodspring Wings this year.

The original was designed under the direction of A Hessel Tiltman at Portsmouth, the Airspeed Queen Wasp originated to the requirements of Specification Q.32/35 for a radio-controlled target aircraft to be operated as a landplane or a seaplane for live ground-to-air gunnery practice. First of two prototypes (K8887), powered by a 350 hp Cheetah IX engine, flown on June 11, 1937, as a landplane and second (K8888) on October 19, 1937, as a seaplane. Fitted with R1127 radio-control equipment plus provision for a safety pilot. Contract for 65 production Airspeed Queen Wasps with Cheetah XII's placed in 1939 but reduced to 12 in 1940 and only five of these completed and delivered, the first (P5441) being flown on March 29, 1940; a second contract for 258 also cancelled. Projected AS.38 communications variant and AS.50 trainer to specification T.24/40 were unbuilt derivatives.

Max speed, 172 mph (277 km/h) at 8,000 ft (2,400 m). Gross weight, landplane, 3,500 lb (1,588 kg), seaplane, 3,800 lb (1,724 kg). Span, 31 ft 0 in (9.46 m). Length, landplane, 24ft 4 in (7.42 m), seaplane, 29ft 1 in (8.86 m).



# Chairman's Chatter



I will definitely be retiring as chairman at this years AGM and to that end I would like you all to consider nominating yourself or some other worthy member to this most prestigious post! As you all know **NO COMMITTEE = NO CLUB**. I think we have a very good membership of skilled and helpful people and I for one would not like this come to an end. Incidentally next year is the club's 20th anniversary so what better time for someone new to take the reins. I will be available to help the new chairman in any way possible although with Pete and Colin on the committee I doubt I will be needed.

On a personal note I am now flying my recently built Dynaflyte Talon which is an all balsa lightweight aerobatic model of 50" span. I think it's pretty well sorted now and it will fly in light air in the company of Elans, Sonatas and similar. We have had some very good flying on our South and West slopes recently and it would be great to see more members out there. That's it for now so I'll wish you Happy Landings.  
Ted

## Flat Field flying

A couple of sessions at Nynehead and the two Fun Fly events has meant that the floaters have had more of an outing lately. Here are some pictures from Nynehead taken in July.



Chilled or what?



The Williams Brothers



It keeps the sun off !



What do I do now?



Bungee Walla Phil



Go Jeremy!



Phil charges his electric soarer



# Smeatharpe Glider Evening

By Colin Wavell

**This year we had double the fun!**

Last year some of the members of the Blackdown Radio control Model Club were guests at our North Hill Fun Fly event so it was a great gesture when they invited WBMGC to a similar event at their flying site on the old wartime airfield at Smeatharpe. As it happened it was an un-seasonal evening for July. It was quite chilly and windy and considering the conditions we managed quite a good turnout. Pete Guyan and I were there representing the committee, Dave Cooper was there as a tug pilot and other members included John Hacker, Steve Thorne, Wayne Morgan, Terry Jones and brothers Simon and Gary Lancaster.

Despite the difficult conditions tug pilots Felix Marten and Dave Cooper and our two club bungees meant that gliders of all shapes and sizes were continuously taking to the air. Flights were short as penetration in the strong wind was difficult and anything resembling a thermal was completely un-



1/6 Scale Grunau Baby 2b belonging to Terry Jones



Smeatharpe club member helps a young pilot with his first bungee launch.

detectable. However there was excitement enough to impress even the most dyed in the wool power flyer. I was concentrating on my own flying and helping Smeatharpe club members that were new to the bungee experience so my report is a bit sketchy but I will enjoy the memory of the jaws drop-

ping as the gliders rocket skywards. I was aware of lots of aero-towing going on. Steve Thorne and Wayne Morgan put on a good display showing that glider and tug do not have to be huge to do this. On the larger size was John Hacker's K-8 pulled aloft by Felix's Ugly Bug.

One very nice model that stayed on the ground because of the rough conditions was, what I think was, an 89" span 1/6 scale Grunau Baby 2b belonging to Terry Jones. I did so much rushing about that I didn't get the details, however, I did see it take to the air at North Hill. Is this from the German Krick Modell kit, Terry, how about an article on it for a future newsletter?

I flew my Elan and had fun with Dave Cooper aero-towing my Predator Bee combat wing. The other wing that took to the air was electric...li-polys and brushless motor ...flown by Simon. Boy was that thing ballistic and did it scream! Silent flight it was not!

It is amazing what comes out of the attic at these events..... I saw at least one Veron Impala (30 years old!) and a couple of Middle Phases that did well in the strong wind.

**Our thanks go to the organisers of the evening and here's hoping we can do it again next year.**



Helped by Pete Guyan, John Hacker gets ready to launch his Flaire K-8



# North Hill Fun-Fly

## Impressive Flight Line

### An earlier start and the weather was kinder at North hill

As there was no full-size gliding course being held this year, the event was able to start a little earlier than usual. I arrived (*after a tiring day at work sob, sob, violins, violins*) at about 6.30 PM to find the flight line building up nicely, the bungees were out thanks to John Hacker, the grass strip was mown courtesy of Keith Channing and Steve Alford (*see picture on back page*) and the BBQ was under way thanks to Lyn and Tim.

It was a mild, clear evening with a constant gentle breeze ideal for flat field flying. Dave Cooper was ready to aero-tow and Felix Marten was expected later. Everything was set for a great event. Then the wind swung through 180 degs. and everything had to be reset. It happens frequently at flat field events. However, after the pilots briefing the wind settled and the evening went smoothly. There were never less than three or four gliders in the air, sometimes many more.

As the number of pilots attending from far and wide increases each year (*after several contacts on RCGroups it was good to meet Phil Taylor in the flesh*) frequency control becomes ever more important and I'm happy to report that due to the 'peg off' frequency board and excellent pilots briefing from Steve Alford there were no incidents..... Well there was one..... but that wasn't caused by frequency controls! It has become traditional to attempt to reach Felix's record of ten foamie wings towed aloft with all the associated risks. On the first attempt we achieved a successful tow with seven planes and I achieved the honour of being last man down. However, the second tow involving only five planes was a different story. The start of the ascent wasn't bad until one of the wings began barrel rolling wildly around the others tying everyone up together. Felix aborted the tow and left us to sort it out. Four of us, still tangled together, drifted uncontrollably and landed in the trees to the left of the flying area. My and Steve Clarke's wings were easy to find because they had lost model alarms fitted. Both were at low level and responded to poking and tugging. Ted's was spotted high in a tree and retrieved by a brave climb by Keith Channing. Ian Mitchell's, however, proved much harder to find and was eventually spotted very high in a tree. Did you get it back Ian? Rumour has it that Ian was threatening to use a chainsaw! Darren Web, the fifth pilot, broke free and landed safely.... I think??. It's always great to see the larger scale gliders at these events and Chris Podbury's 1/4 Salto was a beauty. This and Steve Clarke's smaller version (*see the video of Steve's Salto on the website*) entertained with some aerobatic flights off the aero-tow. John Hacker's K-8 was also doing it's stuff. There were many excellent flights off the bungees. Pete Guyan had a cracker early on in the evening with his newly built Cambrian Elan. He was able to get out into the lift over the west slope which resulted in an extended flight. This was a maiden off the bungee. I think Pete had only had a couple of flights off the slope previously. Keith Channing flew his Spirit Elite and Terry Jones got the Grunau Baby airborne by bungee or aero-tow, I'm not sure which. Phil Taylor had some excellent flights and models and pilots from the Blackdown R/C club had a successful evening. The banner picture above show several of their number enjoying the rather erratic flight of a small electric powered micro-light-hang-glider type model. In the background you can see David Cooper preparing for another aero-tow even though it was nearly dark! .....**Another fine event you got me into Oli!**



Keith Channing surveying the pits



Thanks again to Lyn for excellent BBQ



Pete Guyan with his Cambrian Elan



Chris Podbury with 1/4 Scale Salto

Photos by Steve Clarke & Colin Wavell



# Woodspring Wings



By Colin Wavell

## You can't win 'em all but you can have a bl\*\*dy good try!

Looking back through previous reports of this event it looks like almost every other year is adversely affected by the glorious British summer weather. With this in mind and after last years cancellation, due to flooding, Ted, Dave, John and I were looking forward to an entertaining day at the now very familiar Woodspring Wings Club Air-strip. As you can see from the banner picture above the weather could have been kinder. There were showers.... but much more of a problem were the strong gusty winds blowing across the landing strip. A big disappointment was the fact that yet again the Battle of Britain Memorial Flight were unable to attend because of the high winds and rain. The only consolation is the realisation that when you do get to see

of the sound of a Merlin engine as we were entertained by a magnificent P51D. (See banner picture opposite). The Titch Racer, although not much bigger than some of the larger models, completed the full sized element of the display with many impressive high speed low level passes. It was great but but it did not have the same spirit raising effect as the Mustang.

The number of display pilots wishing to risk their models in these conditions was small and special congratulations must go



to WBMGC member, Dave Cooper, for some magnificent flying of a large scale model of an AIRSPEED QUEEN WASP belonging to a fellow Chesil model flying Club Member. What an interesting subject that is! The original was designed to the requirements of Specification Q.32/35 for a radio-controlled target aircraft to be operated as a landplane or a seaplane for live ground-to-air gunnery practice. First prototype flew on June 11 1937. (*isn't the internet wonderful!*)

It was good to see many other large scale-models on display. One of the more unusual was the Short SB.6 Seamew. This is a curious-looking British aircraft designed in 1951 as a lightweight anti-submarine platform. It first flew on 23 August 1953, but, due to poor performance coupled with shifting defence doctrine, it never reached service and only nineteen were built before the project was cancelled. This very realistic model, like the original, was powered by a turbo prop engine.

them they are even more impressive and that Yeovilton Air Day was also denied a visit from the fantastic Lancaster, Hurricane and Spitfire. However, we were not deprived of what has now become an annual fix



Titch Racer



P51D Mustang



Warbirds remain as popular as ever and they were well represented here, particularly the German variety! I was very interested to see the Blohm & Voss BV 141. This was a World War II German tactical reconnaissance aircraft prototype that first flew in 1938. It is best remembered as the most asymmetrical aircraft to have ever flown. The Brits were not represented by the usual crop of Lancasters and Wellingtons ...perhaps the weather put them off too! However, there was a Spitfire or two and what I think was a nice twin engined Avro Anson. (*Experts can correct me if I'm wrong ....Ted???*). There was also a very nice 'Tiggy' that you can see at the bottom of the page.

The display also included turbine powered jets and crowd pleasing model rockets. It was also good to see more electric power. Puffin Models showed off a large, lightweight, fairly vintage-looking, electric model with a delightful elliptical wing. It handled the gusty winds effectively and was surprisingly aerobatic. There were the usual ARTF 3D models and Helicopters demonstrating prop-hanging, and the like, and electric power is even making in-roads here. Of particular note were the Oxford Panic Display Team who were performing their crazy approximation of a WWI dogfight with new, lighter aircraft this year. Each plane has a streamer attached to its tail and the team all weave and dive around the sky to try and cut the streamers with their propeller. The last one with any streamer left wins. How they fly eight or ten identical models at great speed in a combat scenario in normal conditions is astounding but in the wind and rain .....well it was miraculous...and I think they all survived!

Gliders were well represented. Felix Marten was there with his 'Ugly Bug'! He and another Tug pilot with a 'Titan' hauled several (*well at least two*) 1/4 scale models into the air until they were mere specs. The crowd were entertained with several minutes of glider aerobatics with each tow. I'm sure I recognised Chris Podbury and his 1/4 scale Salto and several other familiar models and pilots that I find difficult to name. You would think after several years of seeing this kind of thing the commentators would stop expressing their surprise that this can be achieved without engines!

**Although the display was frequently interrupted by squally showers and the reduced number of willing pilots meant that there was not the flow and variety of previous years, the organisers, pilots and commentators are to be congratulated for giving us a show at all. A 100% improvement on last year!**





# Contacts and Dates

## Paid Up Members List

## Club Dates For your Diary

### Club Meetings

Club meetings will now be held at the Blue Ball Inn as the Beambridge Hotel have decided to charge for the use of a room!

**Monday Sept 15..... topic will be announced**

**Friday Dec 12 ..... AGM... Including build and fly competition  
Venue to be announced**

### Slope Soaring

As a club we meet all year round (weather permitting) on Sunday afternoons from about 2 P.M. If it looks like bad weather on Sunday but good on Saturday we will fly on Saturday. We also try to get out on Wednesdays or Thursdays. From late April to September, we meet in the evening from about 5 PM and during the winter months from about 11 AM.

Regular Flying information emails are sent out to members or contact Ted on **01823 663754** to confirm times and which site will be used.

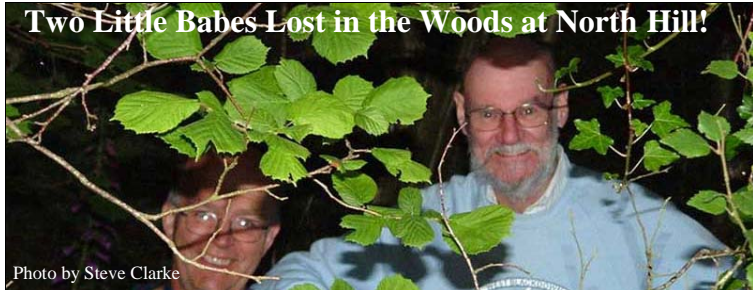
### Flat Field Flying

Flat field site is at Nynehead near Wellington. Ring Ted on the above number on the Saturday or Sunday morning for information and directions. Flying starts at 2.00 PM

**Sunday August 31    Sunday September 28**



**Keith Channing and Steve Alford mowing the air strip at the North Hill Fun Fly** Photo by Steve Clarke



**Two Little Babes Lost in the Woods at North Hill!**

Photo by Steve Clarke

## Officers of the Club

<b>Chairman</b>	<b>Ted Williams</b> zen63441@zen.co.uk	17 Wardleworth Way Wellington TA21 0BA	<b>01823 663754</b>
<b>Treasurer &amp; Membership Secretary</b>	<b>Pete Guyan</b> JOYGUYAN@BTINTERNET.COM	1 Virginia Cottages Downend Crescent Bridgwater TA6 4TH	<b>01278 686915</b>
<b>Secretary &amp; PR Officer Newsletter &amp; Website</b>	<b>Colin Wavell</b> colin@wavell.net	52 Addison Grove Taunton Somerset TA2 6JH	<b>01823 327205</b>
<b>Safety Officer &amp; Competition Secretary</b>	<b>Steve Alford</b> s.alford05@tiscali.co.uk	Kirkdale Stoneyford Cullompton Devon EX15 1NU	<b>01884 32121</b>