

NEWS

wbmgc

West Blackdown Model Gliding Club

Volume 5, Issue 4

October 2007

On the cover at last!



Bossington Hill Visitsee page 4



It seems to have been a rather disjointed year. This has been a product of the worst and most unpredictable weather since I've been in the club. Several events that usually get reported on here, such as Woodspring Wings, and some of the regular competitions have been cancelled. Heavy rain is really the only thing that stops us flying. Slope Soarers probably fly more than any other branch of our sport because we make use of the high winds in the winter that hinder other types of flying. We fly all year and do not have a flying season.

I'm looking forward to the winter!

When the leaves are off the trees in the valley and when the bracken on the slopes at the Beacon has died down, flying conditions are usually better than in the summer.

To be honest I have found getting the newsletter together this year a bit of a chore. Increased family com-

mitments in the form of aging and infirm parents and some health issues for me have taken a lot of attention. It's five years now since I started this newsletter and that has been the period of time that interests and careers have lasted throughout my life. I don't want to give it up completely but feel I need to take a break next year. Is anyone interested in taking it on with my help? One suggestion has been that I continue to collect copy and photos and produce a newsletter when I have enough to fill it. This is not a bad idea as it would remove the stress of working to a deadline. However, I think deadlines are important in this kind of task because without them things just never get done.... We'll see! I'll think on it some more...the next one is not due out until the end of January after all. I hope you enjoy what I have managed to cobble together in this issue. I'm sorry it's so late. See you all at the AGM.

Club News

Club Shop

For those of you who still use real tree wood to build models, the club shop is well stocked with balsa sheet from 1/16" to 1/2", some spruce spar material and ply sheet. It's cheaper than model shop prices so come and get it! (*The shop is at Ted's house in Wellington so give him a ring on 01823 663754 if you need building materials.... Ed.*)

AGM

The AGM will be held on Monday 26th November at Sampford Peverell Village Hall Starting at 7.30 PM. We will be enjoying the now traditional Free Fish and Chips Supper so please come along if only for that. Don't forget to bring along some modelling tools for the build and fly competition. We supply each competitor with an 18" x 3" x 1/16" sheet of balsa, CA and nose-weight material and the builder who gets the longest total time in the air over three rounds wins. Remember big is not always beautiful! Put your mind to selecting a recipient for the Arthur Withers Award. Two likely candidates in my book are Steve Clarke for his competition successes and Tim Prevett for his excellent work on developing the 'Sniper'. Ted (*Chairman*) and David (*Secretary*) are stepping down so is there anyone out there prepared to take on these offices? These must be filled or we will not have a club!

WBMGC Web Site

Those of you who use the internet will be aware that the website has been down for some time. The domain registration taken out by a former club member had expired causing the site to become unavailable. In order to re-register it in Colin's name we had to wait for a period of 90 days after the expiry date of the previous registration for www.wbmgc.org.uk to become available again. Hopefully by the time you receive this the site will be up and running again. Be assured that several boffins behind the scenes are working to make this happen

Flat Field flying

We have had an excellent Flat Field season this year with only one session being cancelled due to poor conditions. While Ted was unable to get up the slopes he and Colin also fitted in a few extra sessions. These are excellent opportunities for less mobile members to fly with the club and remember electric power is allowed for height gain if the winch and bungees don't suit you.

Competitions

Congratulations must go to Steve Clark for his excellent achievements in competitions this year. His triumphs include third place overall in the EPP60 league and taking first place at the last Pylon Race meeting of the year at Long Mynd. He also took third place at the WMSA Autumn Cross Country at Crook Peak XC. (*If any other members are getting results in competitions please let me know-Ed.*)

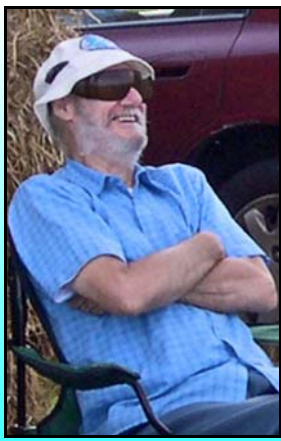
BMFA News

The BMFA now has in the region of 36,000 members – in 1997 it was 27,023 so the sport has grown. Currently there are 780 affiliated clubs. Total income in the last financial year amounted to around £900,000 which is spent on such things as members' public liability and personal accident insurance, staff costs and the BMFA news.

If you fancy a trip to their AGM, it is being held on the 24th November at the Holiday Inn in Coventry.

More information about the BMFA can be found on their web site <http://bmfa.org>.

David Baker (Hon Secretary)



Chairman's Chatter

As you all know, I had a knee replacement operation earlier this year and things are progressing slightly slower than I would have liked but I am now driving and, more importantly, model flying again. Thanks go to Colin for driving me to the flat field and slopes including South Wales for the combat competition.

On Sunday the 21st of October Colin and I went to the Beacon where we were joined by Steve Clarke. We had a good afternoon with some booming thermals and a reasonable SSE wind. It was good to be back on my local slope but where was everyone else? You all missed a good day.

The AGM is on the 26th of November so if any of you have aspirations to be committee members this is the time to do it. Both David Baker (*Secretary*) and I (*Chairman*) are looking to stand down this year.

I am currently building a 'Guppy' from 'Leading Edge Gliders' of the good old US of A. This is an in your face aerobatic model of only 48" span and by the time you read this it should be flying.

Hope to see you all at the AGM. Remember.... It's a free supper!

Tip of the Month

Always use flat handled craft knives or scalpels. Round handled ones can roll of the workbench and stick in your foot. Don't ask me how I know!

How big is Yours?(fleet of models silly)

Continuing our occasional feature on members' model collections. Club Treasurer Pete Guyan sent in this picture of his model collection.

My current collection!

1. An **SAS Venom** The obligatory flying wing, only this one doesn't!
2. A superb true scale **Hawker Hunter** which needs a bit of a blow to get it moving
3. A 4.5 metre **Ventus** with nine channels of which I use about three. It had a bit of a heavy landing on the last outing and broke the pilot's head off. (*Bit of a bugger as it's kinda inaccessible*).
4. The good old **Nebula** which flies in the lightest air.
5. A **Star Jet** (SAS) that does all sorts of strange things.
6. The '73 **Kema** with a re-designed fuz, flies quite well for a plane that was designed probably forty years ago.
7. The 4 metre **Kirby Prefect** that I have had for about twelve years, it has been down the bottom of various slopes and has had to be knocked down from trees but still brings a smile to the face of all who fly her, of which there have been many, a real slope tart.
8. Lastly a foray into electricravery with a **Super Sixty**, a bit underpowered at the moment but will be fixed over the winter (yeah right).





Some New Models and a New Flying Site.

Words by Colin Wavell, Photos by Elaine Mendoza.

The smooth lift generated by the long flat run in across the sea before the wind hits the coastal slope or cliff just has to be experienced to be appreciated. There is always some degree of turbulence on our frequently flown inland slopes so I jumped at the chance to fly on the not too distant coastal site at Bossington Hillan ideal spot to try out new planes.

Drive to Minehead and head up North Hill from the centre of town and just keep driving for about three miles until you reach a car park and can go no further. Get out of the car and stretch, take a few deep breaths and survey the magnificent scenery. A path leads, from the car park, off to the right, that will take you to Bossington hill (WNW). It's a bit of a trek if you're carrying lots of models but it's worth it to get to one of the great coastal sites in this area. It is possi-



Magnificent Coastal Scenery

The carbon Sniper flew straight away from the first launch which started well back in case of miss-haps. After much tweaking of control throws and subsequent increases in performance the beaming smile on Steve's face showed that he was well pleased with his new acquisition. We were then entertained by Steve and Tim enjoying the kind of F3F and man-on-man flying for which these planes were designed. Steve has promised an article on the EPP version when his work commitments allow.

The Corrado and The Fazer

Mark brought along two large models of a very different type. He has a liking for large composite models and likes nothing better than getting as high as possible on the available lift be it on the slope or flat field. This site, with initially light winds proved an interesting challenge for Mark. The **Fazer**, designed by Lubos Pazderka from the Czech Republic and produced by F3J models is a world class 3 metre sailplane with excellent handling characteristics. This was maiden for Mark by Shane Biddlecombe at the Bwlch earlier in the year but I think I remember Mark saying this



Glass, Carbon and EPP Snipers in that order

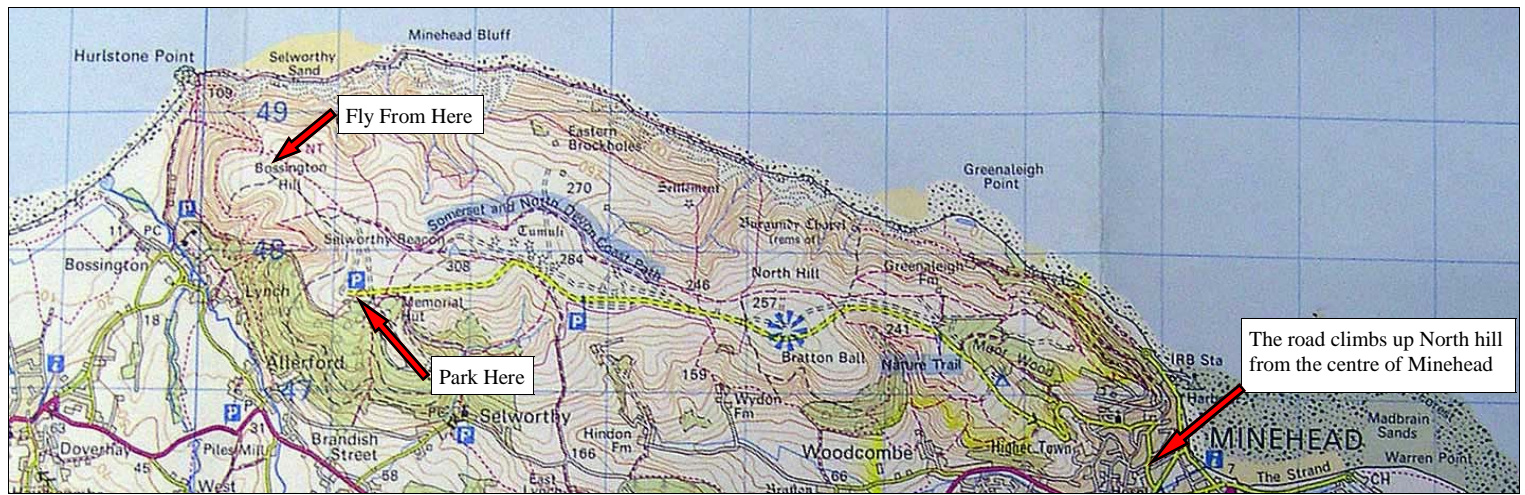
ble to fly from other sites nearby when the wind is more northerly but I've yet to have that pleasure. Mark, Steve Clarke, Tim and I met up for a great afternoons flying one Sunday in August. It was a first for many reasons. First time on a coastal site, several maiden or just post maiden flights and Elaine, my partner accompanied me for the first time. She took most of the pictures here which is why unusually there is one of me and why I made pin up on the front cover.

Three Snipers

In the April issue Tim Prevett gave us the story of building his composite flying wing, the Sniper. Since then he has been very industrious and has built a full carbon version for Steve Clarke and between them they have made several EPP versions. The smooth coastal lift was the ideal proving ground for these models seen in the picture above. The Sniper is a well behaved model in all versions. It's fast, smooth and exciting to fly. At high speed it generates a sound that can only be described as a moan that has to be heard to be believed.



Mr Clarke tweaks his new toy!



was the first opportunity he had had to fly it solo. Soon after launch (*always an anxious moment with a new plane*) it was crawling around the sky without any signs of stalling in the light lift. After getting accustomed to the feel of it and with sufficient height gain Mark was able to put the nose down and we were treated to the glorious composite glider scream as it rocketed above our heads accompanied by the shout of “Coming Through”. A short while later its generous flaps allowed for a very precise landing across the front of the slope. A successful flight. The Fazer is said to handle so benignly that even a novice can expect a great flying experience and Mark, generous as usual, was keen for us all to have a go.

The second arrow in Mark’s quiver, that day, was his **Corrado**. This plane is another F3J competition model equally at home flying cross country events and general sport flying. It’s a large stable model spanning 3.45m and is a dream to fly. Its large wing area

Mark assembles his new Fazer



‘predator’ style (*banner picture page 4*) The kit as supplied from the manufacturer contains moulded rather than hot wire cut wing cores. With the Predator modifications of buried rather than external push rods and a carbon ribbon spar on the top and bottom surface it makes up into a very rigid airframe. Further strengthening is achieved without adding too much weight by the application of cross weave tape in strategic areas and an all over coating of Goop. (*Goop could be the subject of a future article*) A final covering with Profilm further increases the strength and rigidity. They both flew extremely well in the smooth lift on this slope. We didn’t get to try combat but managed to race up and down a bit. A true test will be how they perform in combat competitions next year. Light wind performance was excellent and it looks like it will perform well in a range of wind speeds without the addition of ballast. It was a great afternoon. I hope the map above will help any interested members find the site.



Mark’s Corrado gets the old heave-ho.

will allow it to ‘fly on a sheep’s fart’ as we say in the vernacular. Mark can be seen launching it in the photo below. The wing tips and wing plan form make it unmistakable in the air which, as far as I’m concerned, is an added bonus as most large composite models look very similar. This could be a life-saver when flying in a bunch at great distance in a cross-country event.

The X-it and the Predator Bee

The third type of gliders flown were a couple of chevron wings, known by a number of different names, belonging to Steve and myself. I bought mine while on holiday in America. Produced by the Windrider company of Hong Kong it is known as the Bee. (*bottom picture this page*) But...and it’s a big but.....I bought it from a chap in Colorado known as the Predator. He sells the kit with instructions and parts to turn what is really a bog-standard and rather unimpressive plane into a lean, mean, super fast fighting machine. In the UK the same Windrider Bee is marketed now by Ripmax and is called the X-it. Steve has modified his X-it



Four happy guys in their element!

Enthusiastic Pilots waiting on the weather.



SWSA OCTOBER F3F & COMBAT WEEKEND

Sometimes it's worth telling it like it is even when its bad!

Words and pictures by Colin Wavell, Steve Clark and others.

The weather features highly in our activities. It determines where we fly, what we fly and at times if we fly at all! It is disappointing to make a two hundred mile round trip (*more for some*) only to spend two days on a damp and misty hillside with thick fog but reasonable lift on the first day and hardly any wind, even though the fog cleared at times, on the second day. The result was no competitions and very sporadic sport flying. Occasionally it happens and it just has to be accepted as part of the sport. However, there are always opportunities to meet up with friends from all over the British Isles, to share stories, to look at new models and to enjoy the humour.

Saturday

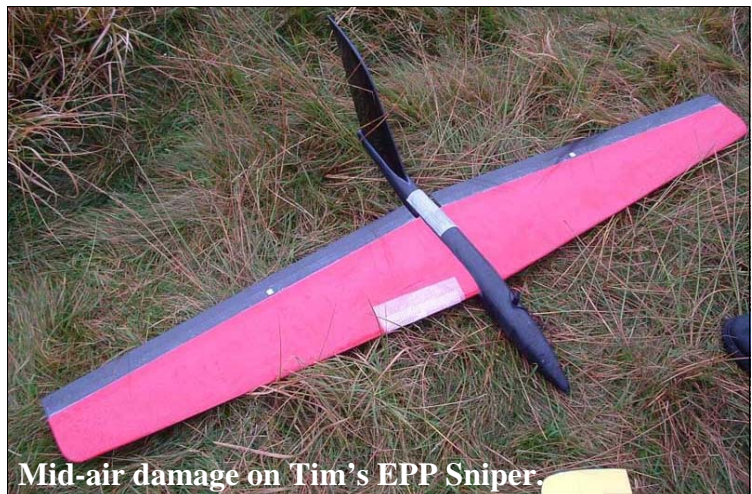
At the start of the day conditions were not very good for the expected F3F and EPP Pylon competitions. It was "pretty heavily clagged in" (*Foggy....Ed.*) - against the forecast. After an optimistic pilot's briefing expectations were high but unfortunately the F3F never got started as although there was enough lift to fly the visibility was appalling, an important consideration when landing a fast and expensive composite model. There was one round of EPP60 pylon before the fog thickened and eventually put paid to the day. It was a shame as the lift was good on the back of the Wrecker. Steve C and Tim had a chance to try the EPP Snipers but unfortunately they had a mid-air. Overheard quote of the day was "Oh look Team Sniper have taken each other out!" Tim's plane was repairable on the spot but unfortunately Steve's required major surgery. There was a lot of interest in the Multifun. This is a lightweight ready painted EPP aerobatic model made by Czech Republic manufacturer Telink imported by Steve Clutterbuck. The Multifun is in fact a 3 in 1 glider since you can build it as an aerobatic version, in its "sport" version by adding two winglets, or as a rudder elevator version by using the polyhedral wing that can be purchased as an extra. Nothing like bad weather to bring on a spending spree. I think Steve sold all he brought with him over the two days.

Sunday

When Ted and I left Taunton at 7 AM on Sunday morning it was clearing and promising to be a good day but the closer we got to our destination in Wales the more closed in the weather was looking. By the time we arrived at the Wrecker car park it was so foggy that nothing could be seen of the surrounding hills and valleys and there was not a breath of wind. By about 10 AM a wind sock erected by one of the punters began to stir and the valley below the road was coming into view. Forays were made to the 'Back of the Wrecker' and the consensus was that things would



The optimistic pilot's briefing on day 1.



Mid-air damage on Tim's EPP Sniper.



The Multifun: Three gliders in one.



Now and again the mist cleared. And we could fly.

improve and the competition could go ahead. The wind varied from nothing to about 5MPH with an average of about 2.5 MPH. Hardly combat conditions. There certainly wasn't enough lift to keep a stock built X-It afloat but my Predator Bee managed to fly ...just. Alas there was to be no competition but we were determined to get in some sport flying with the lightest planes. Dave Scole's very light SAS Venom stayed up when others couldn't..... but sadly you can't have a competition with only one com-



Dave Scole's collection of very light SAS wings.

petitor. While we waited for the conditions to improve in the hope that we could continue the competition a variety of, shall we say, odd craft cruised around entertaining the hopeful pilots. Ted's huge Albatross XXL was impressive in the murky conditions. Its ghostly shape loomed in and out of the mist making best use of what little lift there was. At the same time a diminutive Pixy-like glider flitted around executing balletic loops and rolls. Steve Clutterbuck was able to maiden one of the Multifuns he had been selling during the weekend. Even in these conditions you could see its potential as a 3D slope clown. Its light weight allowed it to fly when the Guppy and the Fish were grounded. With utmost concentration I was able to fly my Elan, scratching up and down the slope, close to the stall, unable to climb through what seemed like



The impressive view emerges from the mist.

an invisible ceiling.

It was an extraordinary exhibition of the determination of a group of pilots to get into the air at all costs. We persevered until just before 3 o'clock we decided to call it a day. Our entry fees were returned and our pathetic band filed back across the mist soaked tussock grass to the car park. We said our goodbyes and headed for home hoping to meet up again next spring.

Thanks to Shane, Mike and Aldwyn for organising the event and to quote Shane "Thanks to all who attended, it shows commitment and support for our events to stand around for 2 days in fog and rain..... it was in Wales mind!"

Booming Broomfield

By Colin Wavell

Broomfield Hill is a slope that not many members fly. This is not surprising as most of the comments about Broomfield posted here are usually negative and would not inspire anyone to drive any distance to get there. But ...and it's a big but....when the conditions are perfect and you have the right model it is a wonderful place to fly. Ted and Pete and I have had a couple of really good sessions there recently. So what are these perfect conditions? The wind must be North which is dead on the slope. At a pinch you can fly when its NNW or NNE. The wind speed needs to be around 5-7MPH. It's best on a sunny, clear day between October and April. With these conditions you still have to work for the lift. It's a shallow slope so the slope lift on launching is not great but usually enough to be able to push out to hunt for thermals. The thermal activity can be quite unpredictable going from bumpy to absolutely smooth and booming within seconds. It's a site where luck plays a great part in how successful you are. One pilot can hook a thermal and speck out and others may chase towards him in the hopes of getting the lift only to find themselves scratching around hundreds of feet below. The thermals seem to detach themselves from the ground almost as soon as they form. So you need a thermal soarer and a two metre or 100 inch light-weight is best. 'Good old fashioned flying' you might say. Other attractions at this site are the Buzzards, who are great indicators of where to fly (*Its not unusual to see six at a time at this time of year*) and the beautiful, inquisitive, highland cattle who call this slope their home.



Broomfield residents watch the flying with interest!



Contacts and Dates

Paid Up Members List

Club Dates For your Diary



AGM

Fish & Chips Supper



This will be on Monday
26th November

at
Sampford Peverell Village Hall
Starting at 7.30 PM

There will be the usual club reports and, this year, the election of a new Chairman and Secretary. We will also be presenting, the Arthur Withers Trophy to the clubman of the year. This will be followed by a free fish and chips supper and an indoor build and fly competition. Have your cheque books (or cash) handy as the Membership Secretary will be collecting 2008 BMFA and WBMGC subscriptions. Please try and be there.

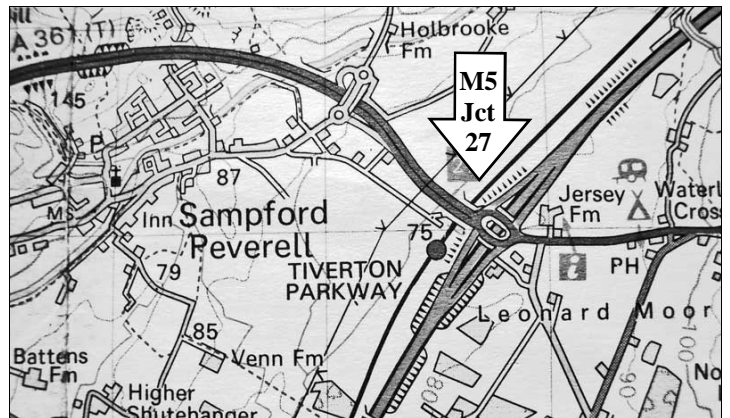
Slope Soaring

We meet all year round (weather permitting) on Sunday afternoons from about 2 p.m. On Wednesdays, during the winter months we meet from about 11 a.m.

Contact Ted on **01823 663754** to confirm times and which site will be used.

Flat Field Flying

This will restart on the last Sunday in May in 2008



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