

GLIDEPATH



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

From the Editor

I am pleased to say that this is a much fuller edition of Glidepath this month so thanks to all the contributors. Ian Duff has produced a long article on BARCS Radioglide event. Congratulations to Ian for coming third in this and so qualifying for the British team next year. There is also an article from Chris Williams on his latest scale model and reports about the Limbo event and slope tour.

From the Chair

Hi, hope you are all keeping well, not so much flying this month due to the rather unfavourable conditions

With regards E Soaring well, what can I say, played 2 lost two! The weather last Sunday looked rather iffy, in the end the morning was rubbish but the afternoon turned out quite nice. You can never second guess the forecast ! I am keeping an eye out to see if I can re schedule, so keep a look in your email inbox.

Fortunately the limbo competition did go ahead. Many thanks to Roger for setting this up and organising the event on a lovely sunny day. A full report is given latter in Glidepath

Picnic Site

The latest update on this site is that CDMFC (Christchurch and District MFC) are taking on the licence from the M.O.D. The ministry will only deal with one club and wish to ensure that anyone flying on their land is insured via the BMFA.

The annual licence fee is £180, which CDMFC will pay. Anyone flying at this site must become a member of CDMFC (£15) and of the BMFA. CDMFC usually charge a joining fee but this will be waived.

If you wish to join CDMFC, or if you have any questions, email Alan Butterworth or myself.

Slope Tour

This went ahead as planned on Sunday 6th June and thanks to Pete Carpenter for his help guiding the mission. Unfortunately it turned out to be the least windy day of the year so far ! Full report from Pete elsewhere in this edition.

Slopeside by Pete Carpenter

As far as I am aware there is no change regarding the Oxo/Swallowcliffe situation. There is also still no change with Stoney Down so for the time being we can continue there as we have done. 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.

Slope Tour by Pete Carpenter

The annual slope tour, arranged by Martin, went ahead on Sunday 6th June. As usual we met in the Win Green car park, under a grey sky, a few drops of rain and a very light breeze. When I arrived there was a family parked up and I could not help noticing a couple of gliders leant against the car. Assuming he was a new, or potential, WSA member I approached him and asked if he was here for the tour. He gave me a blank look, just as I realised that the gliders were in fact his kids' foamie chuck gliders that they had brought out to play with! Still, we had a bit of a natter and it was not long before the actual WSA guys started arriving.

The head count was 7 - Martin and myself, Alex Bush, Nelson Drew, new member Gary Blandford-Hull, re-joined member Pablo O-Kerwin and potential (now joined) member Martin Delaney. We headed out in convoy, although Pablo did hitch a ride with Nelson. Our first stop was Horses and we were relieved to see the track in good order still, having survived the very wet May. Alex, the man living in the caravan, was there and we had a friendly chat. Stoney Down was next on the tour, then Quarry/Berwick. It has been a while since I have been to that slope and some changes have been made. There is a new gate and fence just before the gate we go through before parking up and the newly fenced in area was full of sheep. I erred on the side of caution and parked before the gates, not wanting to risk seeing Perin's flock of sheep escape! We walked over to the Quarry slope to find another new fence approximately 50m from the existing fence line, along which we usually park, running back perpendicular to the slope. The new fence effectively makes the landing area much smaller, so we will have to work on our final approach path accuracy in the future!

After leaving Quarry we drove round to Dalton's. Parking for the 5 cars was a bit tight but we did manage it. We walked round the edge of the field to the slope, but did not bother walking along to where the ridge turns to its northerly facing section. Donkey Valley and Oxo/Swallowcliffe were next. Because of the current vehicular restriction at Oxo, we parked in the track layby and walked to the slopes. The main Oxo field had long grass, presumably this will be cut for hay soon. The fence along the track where we used to park has been removed but other than that we could not see any other changes. I am hoping to speak to Perin again soon to see if we can at least park our cars in the first field off the track. It would mean a little walk to the slope, but as Perin told me not so long ago, we have been too spoilt for too long! He did say it in good humour, but as some of you know, Perin is the one landowner I do not want to push or bother too much!

From Oxo I left the tour and headed home to Salisbury, while Martin and the gang headed off to Death Valley. Martin told me afterwards that some stick time was achieved at DV, albeit in very light conditions. All in all it was a very successful tour. Thanks to Martin for arranging it again, and welcome to our new members.

Limbo Event by Roger Crickmore

After three failed attempts in 2020 I was very pleased that the weather for this year's Limbo event was just about perfect with a largely blue sky and very little breeze. Unfortunately only four people could be tempted out to play and pit their flying skills against the limbo poles. The aim of the event is to fly for as close as possible to ten minutes and hopefully hit the landing spot, but to score at all the entire model must pass between the two limbo poles before landing. The high pressure conditions meant that lift was rather scare during the morning but on his first flight Martin Burr managed to find so much he had to use his airbrakes to prevent overflying the ten minute target. He nearly though managed to waste it all, as on his first attempt to pass through the poles he was too high going over the top of them, but fortunately had enough height to come round for a second attempt which was successful. His time of 9.46 but with no landing bonus was a challenging but potentially beatable target.

I went next and found some lift but not enough and was back down in just over six minutes. However it did not count anyway as I misjudged the approach and landed short of the poles; despite 20 years of flying it I sometimes still forgot how bad the Gentle Lady is penetrating against even a gentle wind. Alan Butterworth's first attempt reached the poles but he then flew straight into one of the causing his Multiplex Heron to shred both of the wings and the canopy (see photos below). Apparently though the model is meant to do this in the event of a heavy landing in order to minimise damage and so he was able to reassemble the model for more flights.



Doug Bowman had also opted for a foamie (which tend to bounce off more if they do hit the poles), though in his case a Radian Pro. His first flight did make it through the poles but the time was nothing to write home about. On my second attempt I did get through the poles but only just as I landed after the rear of the plane had only gone a few cm past them; the time though was only 4.21. Alan also made it though the poles on his second attempt but another heavy landing again caused the model to separate into four pieces. This time however he also managed to dislodge an aileron and so had to retire. Despite the strong level of solar heating, the conditions seem to get worse during the morning with sink being a lot easier to find than lift and nobody came close to challenging the Martin's first flight, so he was crowned Limbo Champion 2021.

BARCS Radioglide 2021 – F5j by Ian Duff



Every year, 2020 excepted, BARCS arranges a series of soaring competitions at the end of May, generally over the Bank Holiday period. This year, BARCS chose to run a 2 single day, F5j competitions, the overall winner being the pilot who does best in the two competitions and these 2 competitions would also form the BMFA F5j GBR team trials. BARCS also catered for the F3k, F5k and GPS triangle racing, hosting these events alongside the F5j competitions. It was interesting to note that the e-soaring competition format did not feature on the programme this year to accommodate the team trial.

The F5j format I compete in is based around a 10 minute working time and a precision landing, much as e-soaring but in place of a 30 second motor run and fixed height launch the pilot is left to decide the start height, albeit limited to a 30 second motor run. The launch height is recorded and the pilot is deducted a half second (from their flight time) for each metre gained on launch up to 200m. For anything over 200m, the pilot is additionally deducted 3 seconds per metre (over the 200m) on launch. The format rewards the pilot who is able to best judge the conditions, the location of lift and launch to the least height capable of achieving a 10 minute flight.

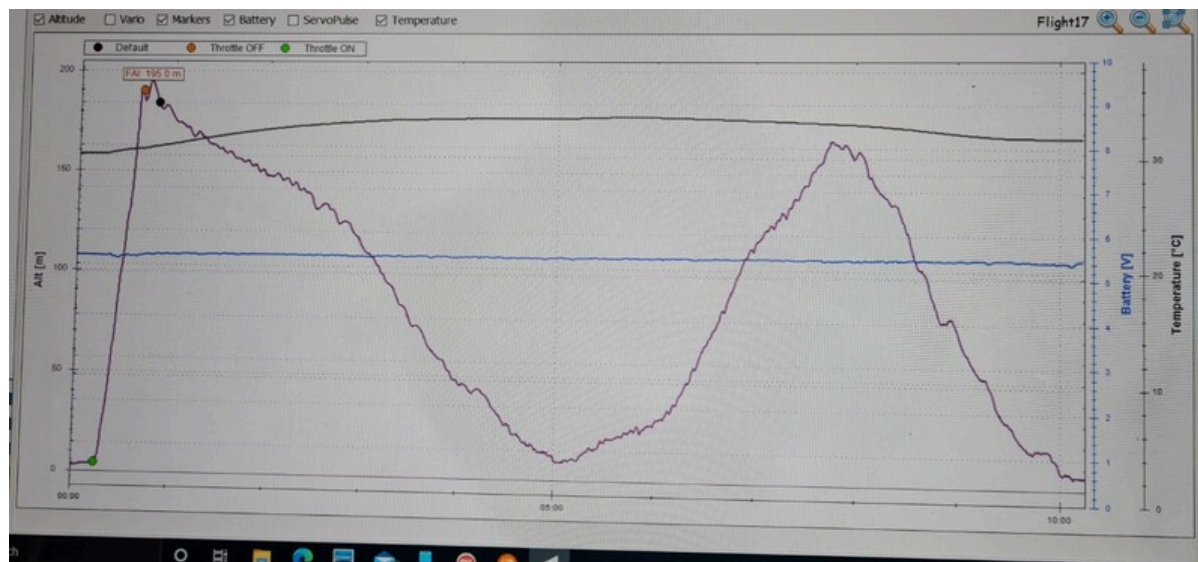
For the 2021 Radioglide, BARCS laid on fantastic weather all weekend. Pilots from across the UK (even from north of the border) travelled to the BMFA's National Flying Centre between Melton

Mowbray and Grantham. It was great to see everyone again after nearly 18 months or so and some 32 pilots alone had entered to compete in the F5j format. Although warm and dry the conditions for both competitions on Saturday and Sunday were difficult, tricky and differed markedly between the two days. Saturday was blessed with very light winds and good thermal conditions, if only you could divine their location. The counter to this was the sink !! Saturday's conditions led to pilots flying off at all angles and distances across the site based on their reading of the conditions and where they thought the thermals sat. As is always the case, some with more success than others ! A particular difficulty on the Saturday, aside from the sink, was the precision landing. The launch and landing area was closely mown grass, almost like a bowling green, and with the light winds not offering much in the way of drag, models were sliding through the landing spots. I suffered along with many as my model kept bouncing on landing and gliding on through. I just could not bring myself to dink the nose into the grass. I use the word "dink" to describe a "nose-in" landing but some of the landings were brutal with the whole airframe visibly vibrating, but they did not slide through the spot



Whereas Saturday's conditions were almost perfect, but not easy, Sunday was a warm and dry day as well but noticeably windier. The changed conditions led to significantly more cautious (i.e. higher) launches and with less models racing off great distances to different parts of the sky, especially downwind as it was more difficult to divine where the moving thermals could be lurking. Common to both days was that all pilots suffered at least once or twice when circling in great lift to high altitude only to have the thermal totally evaporate on them and then quickly replaced by strong windy sink. In

one particular group on Sunday we watched about 5 models circling and climbing well together in clearly very good air a long way downwind when one by one they lost the thermal. It was then a case of moving away as quickly as possible whilst maintaining as much altitude as possible to get back and avoiding as much of the sink as possible. The wiser pilots were generally the ones who responded the quickest to the change and only 2 of them made it back to their landing spots. Interestingly, only one of them actually managed to fly the slot out. We also got to see some tremendous escapes with models down to 10m and less after 4 to 5 minutes, hooking the bottom of a passing thermal and then climbing away to fly out the remaining slot time. I even managed this from about 3m on Sunday (see altitude plot below)



Sunday was by far the more challenging day. With the prevailing wind direction and strength of the sea breeze coming off The Wash (North Sea) was having quite a large influence at times with clear cycling of the lift conditions. Models were ballasted, pilots spent a lot of time cogitating the sky before their slots and stroking their chins....., hmmm. Whilst one slot would be a killer, the next slot could bring with it an easy thermal ride to huge altitudes. We even saw a couple of slots with big wave lift despite the predominantly flat rural landscape. In a sense the varied conditions were needed to test the pilots and planes and spread the results over the 12 rounds and 2 days. However, the wind did also provide higher drag on landing and I managed to keep my landing scores between 40 and 45 all day (50 is the max), alongside with scoring in the high 9 mins 50 seconds in all flights on the Sunday. I subsequently got to speak with a local full size glider pilot who flew both days close to the Radioglide site and confirmed that the influence of The Wash on the Sunday massively affected their flying as well.

As is always the case, new models were spotted about and dutifully mulled over. Charitable offers to take a number off the hands of current owners to save embarrassment were declined. A broad range of commercial cruciform and V tail moulded models abounded with a small number of self (home built) moulded models, including a lovely looking T tail elevator model. I still think that the V tail Infinity Evo is the best looking. Most of the heavy models weighed between 1500 -1600g with the equivalent light weights coming in around 1100-1300g. The results of the top 11 shows a significant concentration of Samba Prestige 2PK with 2 in the top 3 and 6 in the top 11. I must admit bias here, as I fly a Prestige.

As to the results, Steve Haley (aka northern soaring god) won by 2 points after 12 rounds. My former F3j team mate Peter Allen ran him close and I scraped third, and so the 3 of us qualify again for the GBR team next year. However, no European or world F5j championships have been organised as yet for 2022 following the cancellation of the 2021 Europeans, for obvious reasons, but we at least have a team of pilots if and when they do.

2021 Radioglide F5j Overall results pilots & models

Pos	Name	Model(s) used
1	Steve Haley	Prestige 2PK
2	Peter Allen	Osprey / Tragi
3	Ian Duff	Prestige 2PK
4	Neil Jones	Prestige 2PK / Infinity Evo
5=	Kevin Beale	Proglide (own design)
5=	Simon Haley	Explorer big flap
7	Graham Wicks	Infinity Evo / Vertigo
8	Alex Maxfield	Prestige 2PK
9	Cengiz Philcox	Pike Dynamic / Claymore
10	Brian Johnson	Prestige 2PK
11	Bob Dickenson	Prestige 2PK

Lilienthal Trophy winner Richard Harris

Optimus / Optimus Sport big flap

As to recent innovations and in response in large part to the COVID restrictions, this was the first event I have competed in where the flight times, landing points and launch height data are entered by the pilot/spotter using their smart phone. The CD creates an event list of the competitors on the "GliderScore E-scoring" programme and each competitor is given a link to the list and taps on their name. The competitor is then presented on their phone with their e-scoresheet for the competition. Times, landings and heights are entered by each pilot/helper on the phone after each slot and this data is automatically uploaded to the (internet) cloud via the phone App where they are duly recalculated and sorted so you as a competitor, can view your relative performance and position in that slot. Additionally, a hard copy record is kept by the pilot and handed in at the end so the CD can double check for score input errors. For the CD, this App is heaven sent. The App also keeps track of the overall positions as the competition progresses and presents the CD with slot, round by round analysis and with the final placings (including any discarded rounds, penalties etc). The future is here (though I am not sure really need it yet at WSA events, Ed).

If anyone is interested in seeing what F5j is about, the Midlands Soaring Association are running a number of events over the summer at Upton on Severn in Worcestershire. It is a fabulous flying site and the town (walking distance from the meadow) is blessed with great pubs, take aways and restaurants, so well worth the visit. The F5j league calendar can be found on the BARCS website. Their first F5j competition for 2021 took place on 13th June in almost perfect conditions, warm, light winds and thermals all over the place. If there was any criticism, it was that the blue sky that made spotting the models difficult at high altitudes. Modesty forbids me mentioning the winner.

Anyway, I digress and so back to Radioglide. Special thanks are due to Ian Nicholls, CD at Radioglide, for the use of the photos and Neil Jones for the top 11 pilot/model analysis. Finally, some photos of the pilots with their models.



Bergfalke IV Carbio by Chris Williams

My latest scale creation is a Bergfalke IV Carbio constructed at 1:4.7 scale, which has proved itself to be a very practically sized model and a smooth performer. As far as I know there are no other IVs in this configuration, although there seems to be a variety of Bergfalke 3's so modified. The unusual scale is due to the 1/4 scale version being scaled down to a size that suits existing stock material dimensions. Its vital statistics are span 3.7m, length 1.67m and mass 4.5kg (not including LiPos). It features a HQ35/12 wing section and 5 functions control for ailerons, rudder, elevator, air brakes and aerotow release. The last minute decision to hide a motor in the fuselage has proved well-founded as demonstrated during the [inaugural slope flights](#) in light wind conditions. Full details of the build are given in [on line posts](#).



Calendar

Sun 18th July E soaring round 1

Sun 15th Aug E soaring round 2

Sun 19th Sept E soaring round 3

Sun 17th Oct Multitask

(Each following Sunday will be the fallback date for the e-soaring events)

Contacts

The committee members for 2021 are;

Chairman- Martin Burr, 01202 773144, martinburr9@gmail.com

Secretary - Bill Ebdon, 01258 861612, bill.ebz@gmail.com

Treasurer and Member Secretary- Alan Butterworth, 07905 765634, ajbutterworth16@gmail.com

Glidepath Editor – Roger Crickmore, 01929 550680, roger.crickmore@btinternet.com

Flat Field Representative – Doug Bowman, 01202 416664, dougbowman@hotmail.co.uk

Slope Representative – Pete Carpenter, 01722 328728, pete.carpenter12@gmail.com

Slope Deputy– Mike Sims, 01722 326550, mike.sims1@sky.com

Flat Field Competition Director – Martin Burr, 01202 773144, martinburr9@gmail.com

Member without Portfolio - Nigel Bennett 01258 861863, nigelcbennett@googlemail.com