

# GLIDEPATH



The Journal of Wessex Soaring Association. January 2022

## **From the Editor**

Welcome to the first Glidepath of 2022 and I hope Santa Claus brought you all the modelling goodies that you wanted for Christmas. As always this is a rather quiet time of year flying-wise so if there is anything about your new acquisitions you think other members would be interested in, please consider writing an article about them for a future Glidepath edition. The longest article this month is from Bill Ebdon on learning to do silver soldering, which sounds very useful but involves gas torches and red hot metal. I have always been a bit on the clumsy side and since I manage to burn myself over Christmas just getting the bread out of the breadmaker, maybe this a technique I will choose to give a miss!

## **From the Chair**

Well another year passes by and we have had various problems, mainly due to the ongoing Covid situation, but it must be said that the weather seemed particularly unhelpful at times.

Back in January we had the new concern of whether article 16 would allow our gliding fun to continue, but this seems to have largely gone quiet and we are just getting on with flying as usual; without this exemption we would be limited to 400ft.

In February, it was looking like the M.O.D. may grant access to the Creech Hill "Picnic site" for slope flying. However despite great efforts from the CDMFC Chairman, Jon Goddard this has proven fruitless. The M.O.D. do not seem to want to communicate, so we cannot pursue that anymore.

On March 29<sup>th</sup> the Covid restrictions were lifted allowing us to return to the skies, also a surprise bonus was found at the Horses track; it had been redone really well allowing ready access for our new found freedom.

April brought news that OXO was not going to be as easy to use as in the past. So I went to Daltons to have a fly and found it is rather good, with a similar landing area to Win Green front slope, but a little walk to get there.

Not much to report in May so onto June which featured Roger's limbo comp and also the annual Slope tour hosted by Pete Carpenter and myself; though I seem to remember I picked the day with the least wind all year !!

The rest of the summer did not live up to the description, except for one event when we decided by mid afternoon that it was too hot to fly. After trying to reschedule E soaring events several times I finally gave in.

During September I was told the sad news that Neil Bradbury of Spire Models, had passed away. I never had the opportunity to go to his shop, but I am told it was an excellent Aladdin's Cave of goodies. I am sure he will be fondly remembered by those that knew him and sadly missed.

So that all brings us to where we are now, and also the unhelpful news that the Horses track has deteriorated once more, it seems that care is required in long low cars. Hopefully the elves that did it last time will make a return visit this year.

Next year I hope to run the E Soaring series and the multitask event as usual, and guide the slope tour as well. I also hope to run some sort of "Winter Warmer" style get-together if things are looking favourable Covid wise.

The AGM went ahead as planned, at a new and very nice venue, the Horton and Chalbury Village Hall. Thanks to Alan for organising this though sadly the attendance was low, which I am hoping that was just due to the ongoing worries about Covid. It was suggested that maybe we could combine the AGM with another event such as an auction to increase attendance, any thoughts?

### **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](mailto: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) - Available but have to park on track
- 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) - Available but have to park on track
- 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) - **Not Available**.
- 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**

1. The field number to be used is determined by the farmer to suit his activities and is liable to change periodically.
2. The current chosen field is shown by the number on the hook located on the front of the club (green) cupboard in the yard opposite the Farm House. **Leave this where it is.** NB, after a period of strong winds the number may be blown off its hook and might then be found nearby on the ground.
3. The location of the fields is shown on the numbered map to be found in the club cupboard.
4. If you are the first to arrive, take out the red sign from inside the cupboard which reads (WSA ON SITE) and slip this into the grooved slot on the front of the club cupboard.
5. On competition days take out the required equipment; tapes, cones etc. and take to the flying field.
6. After the flying is finished return any used equipment to the club cupboard and remove the "WSA ON SITE" red notice and put back in the cupboard.

**Ensure that the field number remains where it is, hooked to the front of the club cupboard.**

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.

**Membership Fees** by Alan Butterworth

For those who have not yet paid I would like to remind you that the WSA membership fees for 2022 are now due and the good news is that they remain at £25.00. The BMFA's subscription has increased slightly to £40 (£18 for Juniors) and the CAA Operator's Licence remains at £9.00

Most importantly we have switched our Bank Account from HSBC to NatWest as HSBC planned to charge for the account and for every cheque and cash that was presented. This is especially important for members who pay by Bank Transfer (BACS) as they need to know the new Account Details:

**Account name is Wessex Soaring Association, Sort Code 53-81-22, Account no 83678948**

I would obviously prefer BACS payments if possible. Please email me to alert me to your payment ([ajbutterworth16@gmail.com](mailto:ajbutterworth16@gmail.com)). Otherwise send cheques made out to Wessex Soaring Association (not "WSA") to Alan Butterworth, 1 Stopples Lane, Hordle, LYMINGTON, Hampshire SO41 0GJ. If you enclose your membership card, please include a SAE. If you want to include your BMFA subs and/or CAA fees, that is fine but I would remind all that you can renew direct using the BMFA's easy-to-use membership portal.

**2022 Slope Thoughts** by Pete Carpenter

As WSA slope rep I do feel disappointed that no official slope fly-ins went ahead in 2021. On a personal note I only managed to get to the slopes a few times, and I still have a glider that I finished building in about September and has yet to be maiden; such was my level of flying activity last year!

I am looking forward to a more active 2022 season, and I will be attempting to hold the monthly fly-ins once again, covid permitting of course. I will also advertise them in RCM&E and the BMFA mag again, something else that did not happen in 2021.

There does still seem to be a little confusion over the Oxo / Swallowcliffe site. I have attempted to speak with Perin Dinely about it but have only been able to leave messages on his phone. Obviously we are not a priority in his farming schedule so I never expect a return call. I will keep trying though periodically. I did get to chat with Francis Dinely (Perin's dad) when I did the Christmas gratuities run last week and explained the situation to him. Unfortunately he could not pin-point where I meant, despite my best efforts, so he asked me to post him a drawing and simple map. I will not be doing that as I feel that by doing so I would be going over Perin's head, and of course Perin is the active farmer now, not his dad.

The current situation is that we are welcome to fly there, but vehicles need to be left on the main track, or in the lay-by back towards the road. I feel that if we leave our cars on the verge of the main track, or the secondary track close to the gate through which we used to drive, perhaps we should leave a "Wessex Soaring Association" note on our dashboard, so if Perin does appear he will know we are still active on his land. Just a thought.

I know of no other changes on any of the other sites. I saw about half of the land owners' wives at Christmas and they were all very happy for us to continue using the slopes.

Best wishes to you all for 2022, hopefully I will see you on the slopes sometimes!

### **Silver Soldering for the Uninitiated** by Bill Ebdon

Until quite recently the methods of joining metal together I have used have been restricted to threads, epoxy or soft soldering. I did once try stick welding with little success and lots of burnt spots on my scalp. This would probably have been the end of my explorations until I dropped a cherished rebate plane, left to me by my grandfather who was once a pattern-maker.

This plane has a blade clamp/handle made out of cast iron which broke in half when it hit the floor, much to my annoyance. I glued it back together with a special "simulated metal" epoxy and it broke again when I was using it and cut my hand. I glued it again and reinforced under the break with some shaped Tufnol but I never had the confidence to use it in earnest after that. A tool which cannot be used as it should be is an irritant to me, like a bit of grit in your shoe, and I kept on trying to think how I might fix it properly. Silver soldering or brazing seemed to be the ideal method, strong without risking deforming the metal.

So after chewing on this problem for a couple of decades I leapt into action and invested in some silver soldering kit; a Rothenberger MAPP gas torch and an excellent firebrick hearth plus silver solder, flux powder and instructions from Cupalloys see <https://www.cupalloys.co.uk/store/Vermiculite-Brazing-Hearth-Laser-Cut-Metal-Frame-p276411644> .

To experiment I tried silver soldering the thumb screw for an old Stanley 45 combination plane, a depth stop and a couple of thumb screws in steel. They each used joints formed from small tenons inserted into bored holes.

The process is actually very simple, it relies on you cleaning the parts thoroughly and having a very small gap between the mating parts for the solder to flow into by capillary action. You mix flux powder into a paste with water and spread this where you want the solder to flow; this stops the surface oxidising when it is heated. A torch is used to heat the parts as evenly as possible and, as the flux dries in the heat and then turns to a transparent liquid, touch the solder wire to the red hot joint (don't melt the solder with the torch flame). The solder should rapidly flow into the joint and the job is done. No extra solder is needed to build up a fillet as that does not add to the joint's strength.

For my first attempts the solder flowed just where intended and the results , as shown in the photos below, looked very neat and have held up to being used.





Next, on to the main act, the rebate plane. First I had to get the epoxy joint apart and clean off all the residue. This turned out to be quite easy, I just burnt the epoxy until it mostly melted away and then wire brushed the cast iron surface bright clean. Next was the challenge of holding the parts in their required position whilst heating the assembly to red hot. Fortunately the part has a female screw thread to receive the blade clamp screw and I was able to bolt a steel strip to this and from that wrap iron wire in such a way as to hold the two broken pieces together in alignment. My first try did not work as the solder would not be drawn into the joint, so I took it apart, re-cleaned it and filed a small chamfer to the outside edge of the broken surfaces. On the next try the solder flowed in nicely and the joint was made pretty neatly, I was delighted and have been enjoying using the plane ever since. I do not think about the fact that I could have replaced the whole plane for a lot less than the cost of the silver soldering gear (*but where would the fun be in that ? Ed*)



Having got the equipment I now tend to use silver soldering where I can for modelling joints in steel or brass because it is stronger than soft soldering and the joints end up a lot neater than any I ever made with soft solder. However for modelling jobs the pieces are small enough to be soldered with an ordinary Propane torch so the investment in a MAPP gas torch is not required. It does help though to make sure you place the items in a hearth of some sort. Holding them in a vice would draw so much of the heat away that you might never get to the required temperature. The moral of this story is of course “ you can never have too many tools”.

## **Calendar**

TBD

## **Contacts**

The committee members for 2022 have been;

**Chairman-** Martin Burr, 01202 773144, [martinburr9@gmail.com](mailto:martinburr9@gmail.com)

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**Treasurer and Member Secretary-** Alan Butterworth, 07905 765634, [ajbutterworth16@gmail.com](mailto:ajbutterworth16@gmail.com)

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