

# GLIDEPATH



The Journal of Wessex Soaring Association. September 2022

## From the Editor

Unfortunately I had to cancel my first attempt at holding the annual Limbo Competition because conditions were just going to be too hot, but I will make another on 11th September. Fortunately the mercury had fallen by the following weekend and the second round of the e-soaring series went ahead; details of which are given later in Glidepath. There are also articles from Nigel Bennett about building his new F5 RES model and from David Camp about various new models he has seen advertised in Europe. There is also a list of items for sale by Jon Ward.

## From the Chair

Hi all, hope you are keeping well. Sadly this month I have to report of the passing of Rod Lowe, he had not been well for quite some time. I did not know him for all that long and met him only on a few occasions. One of the things that surprised me was that he told me he used to race as part of a sidecar outfit; he was the passenger. If you have ever seen this type of motorbike racing it is pretty extreme, with the 'passenger' climbing from one side of the sidecar to the other to help keep the balance and therefore increase cornering speeds.

I attended the funeral on behalf of our club. He was the last of the founder members and on his coffin was one of his glider fuselages with flowers on it. The WSA also made a donation to Air Ambulance, as that was his preferred charity.

## AGM 6th Dec

The AGM is booked for 6th Dec at Horton Village hall. In a bid to make better use of the space, and give an incentive for more attendees, we have decided to also do a sale or auction event. The WSA will not take any commission, so if you are thinking of thinning the herd.....

## Slopeside by Pete Carpenter

**I have made a couple of changes to the slope conditions, everything is below and the those that have changed are shown in bold.** 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 main track until further notice.
  - 5) Quarry (W to WNW wind) - Available. **Access to the original quarry slope is from the main westerly slope by hopping over the fence and walking to the 'quarry corner'. 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 airspace for models and paragliders.**
  - 6) Oxo (WNW to NW wind) - Available but have to park on main 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) - Available to 15th August
  - 11) Stony Down (ESE to SE wind) - Available. Please do not overfly the parked cars on your landing approach at Stony Down, try and land from the right hand side. Code on gate padlock is 5823.
  - 11) Berwick St John (SW wind) - Available. Code on gate padlock is 5823 .
  - 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.
- NB At Berwick and Quarry there is a new(ish) fence line that splits the main field and restricts the landing area to approximately 50m wide, as opposed to the whole field. Parking may also be different to before, subject to sheep being in a new fenced area. If in doubt, park before the main field and walk to the slope.**

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.

## **E Soaring Event Round 2, Aug 21st** by Martin Burr

Due to injuries and operations there was a reduced field of entrants for the comp, but on the day five chaps turned out to do battle. Due to people's other commitments there was only enough time to run the small models competition and we got things underway around 11am.

We were in field 5, which is through the farm and along the track on the left. The field had recently been cut so was just covered with stubble and after all the dry weather was very hard so heavy landings were to be avoided. The landing area was also on a slope which mean that judging the right altitude for the final approach was tricky and a slight error could cause a major over/under shoot of the spot.

Following his cataract operations it was nice to see Brian Adkins making a return after a few years flying a Sprite, Geoff Collins campaigning an Apollo, Doug Bowman flew his trusty Sapphire, and guess what Roger Crickmore flew..... yep, one of his ladies ! I flew my AndREaS which was very happy in the conditions and flew the best it ever has.

The conditions were pretty pleasant, not too windy and not mega hot, with the promise of some thermal activity. On one occasion a large thermal was marked by at least 10 birds circulating in it who were joined by three gliders which made for some quite congested air space.

Doug was having some problems during the climb as his motor would cut out and he would have to restart it, though still managed some decent launches. He initially thought this might be due to a low battery but putting in a fully charged one did not solve the problem. Geoff's motor also cut out on the last climb but that was caused by a flat battery.

Position	Name	Score	Rnd 1	Rnd 2	Rnd 3	Rnd 4
1	Burr, Martin	4000	1000	1000	1000	1000
2	Bowman, Doug	3786	900	933.8	952.2	1000
3	Crickmore, Roger	3404.2	1000	702	1000	702.2
4	Collins, Geoff	3287	860.2	1000	824.9	601.9
5	Adkins, Brian	3280.1	902.9	787.1	696.2	893.9

The scores speak for themselves, I was pretty lucky with the flights but managed to get good landing scores each time which really helped. I was closely chased home by Doug and Roger, who rather oddly only scored either 1000 or 702 points in each round The battle for the last two places was VERY close with two points in it !

I think everyone had a good event with no damage. Thanks to Ian Duff for coming along and helping with the timekeeping.

## **Magic 2 Build** by Nigel Bennett

Following return from holiday in Cornwall with my right foot in an orthopaedic boot ( Achilles tendon rupture) I looked for a kit build to keep me occupied through a ten week recovery .

F3 RES are 2 m gliders which can compete in European comps for bungee launching. The only control surfaces allowed are rudder, elevator and spoilers, The model must be mainly made of wood though limited use of carbon is allowed in a few areas such as wing spars. There is also a similar class for electric launch called F5 RES.

Hyperflight sell several F3 RES models and I was attracted to the Magic 2 with its elliptical wing plan form and because it has an excellent set of build photos and some build instructions published by an English builder. It seems to have won several comps in Europe and uses Drela AG 24/25/26 aerofoils intended for lightly loaded thermal soarers.

In converting mine to E power, I shortened the long and very narrow nose pod and hollowed out the 3 mm balsa pod sides to at least 24 mm diameter to allow for the 23 mm diameter outrunner and the 3s 450 mAh LiPo I intended to use. I then added 3 mm balsa cheeks to the vertical sides, and rounded it all off to streamline the nose and allow the folded prop blades to blend in better. The glider design has 3 servos in line forward of the wing, and needing more space for electrics I made a new servo tray and used 2 tiny KST 06 servos for rudder and elevator. The original design used 3 fuselage servos to operate the spoilers via pull cords, but I intended to use separate servos in the wing for each spoiler.

I made things much more complicated by increasing the span to nearer 2.3 m in the expectation of some extra performance. The wing being elliptical in plan with curved leading and trailing edges, meant a bit of fudging and some extra rib cutting.

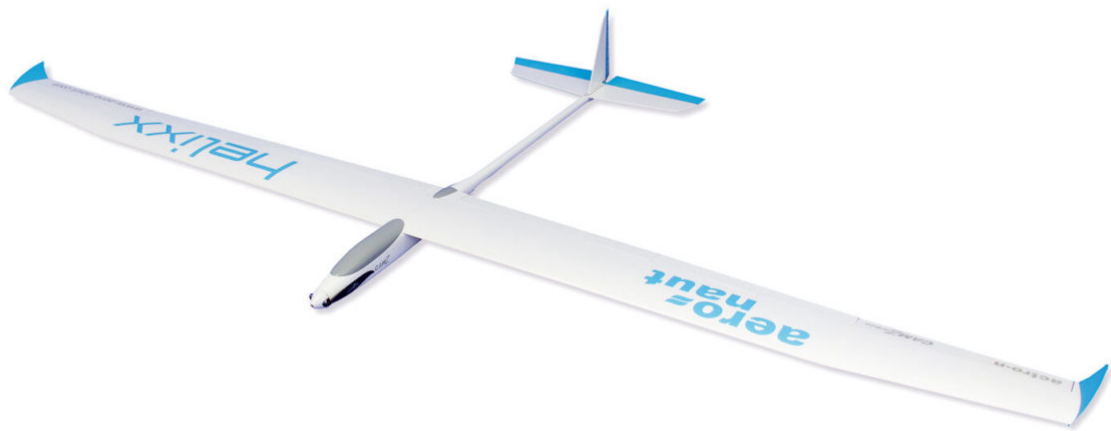
The Magic 2 is a very well engineered design and the kit is of excellent quality with full size plans with every part labelled. Parts press out easily from ply sheets and three thicknesses of good quality balsa; apart from glues and covering film, everything needed is provided. Hopefully by the time my foot is back to normal, I will be able to report on the Magic 2 flying qualities.



## **New Items from Europe** by Dave Camp

I spotted Aeronaut 'Helixx' in the Sep/Oct 2022 issue of Aufwind and thought it may be of interest to anyone looking for a flat field soarer that is not in the higher price range of the fully moulded designs, so it does need some traditional building work. It is a 2.84m span design using a glass-fibre fuselage and built up wooden wings. I see it uses 3 large control surfaces per wing half, so a likely setup for landing being 90 degree down inner flap and 45 degrees or so upwards middle flap with the outer aileron surface still giving good roll control. It also allows a progressive camber change across the wing span. The recommended motor is a 35mm 790KV type running on 3S, with a 13x6.5" prop, 60A ESC and 3S 2.4Ah LiPo. All up weight in the region of 1.8kg.

If it was not that I have already got a spare glass fuselage with rough plans for a 3M own design wing then I could have been tempted by this. The photos are lifted from the Aeronaut web site. Price is given in the region of £269. Currently stocked by Hollein in Germany.

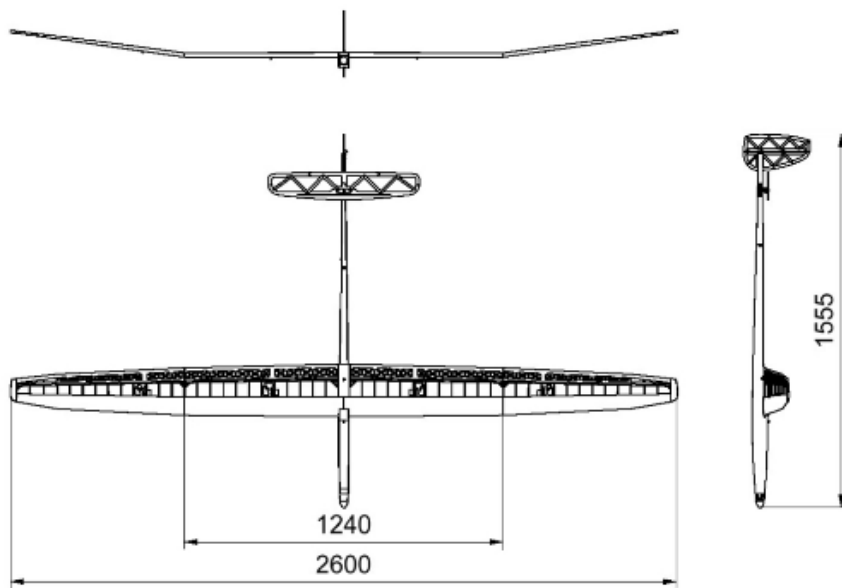


Helixx 133100 - [www.aero-naut.de](http://www.aero-naut.de)



Helixx 133100 - [www.aero-naut.de](http://www.aero-naut.de)

Also seen in Aufwind is a mainly laser cut wood design , somewhat bizarrely named 'Covid 19' ! This is a 2.6m span design from Switzerland, that is principally wood construction but with some carbon and glass fittings also included. It looks like the motor is a 28mm size with a 1.2AHr LiPo. All up weight about 945g, so quite a lightweight. The 3-view and photo below is taken from the web site [www.keiro.ch](http://www.keiro.ch), At about £300 it does though look a bit pricey.





## **Items for Sale** by Jon Ward

Unfortunately I no longer feel able to pursue further slope soaring activities so have the following list of items for sale. All the models apart from the Fox were constructed by me.

C Williams Wolf 1/7 scale 63"span	£100
C Williams Howzatt II 98" span ( vintage design )	£100
Phoenix Models Carera Mk 2 63" span	£80
Fox 98" span GRP fuselage , veneered wings inc brakes (thin wing section so needs a lot of lift )	£80
Spectrum DSX8 Tx , virtually as new and configured for Mode 1	£290

Please contact me on 01794 388 286 ( Nr Stockbridge Hants). I am sad to be selling these items but unfortunately we cannot stop the passing of the years and it would be nice to think they would give enjoyment to someone.

## **Calendar**

3<sup>rd</sup>/4<sup>th</sup> Sept Slope Fly-in  
Sun 11<sup>th</sup> Sept Limbo Event  
Sun 18<sup>th</sup> Sept E Soaring, Round 3  
Tues 6<sup>th</sup> Dec AGM

## **Contacts**

The committee members for 2022 are;

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