

Newsletter



February 2008

Editor Nick Neve.

Number 73

2008 AUCTION

This will be held on **13th March** in Colwall Village Hall. It would be appreciated if those sellers with a number of entries could contact Nick Neve [01684 561160] beforehand or email him at nickneve@clara.co.uk with a descriptive list of items.

DAVE STEADE's Europa.



MSA member Dave Steade is now well into the build of his third microlight aircraft. Whilst he is still flying his Kit Fox from Defford, in his Kempsey garage his new venture - an Europa is taking shape. Dave gave MSA members a most interesting talk whilst we stood around it in his garage. Its innovative design in both aerodynamics and composite structures enables the Europa to offer a list of features that have never been available in one aircraft before. It can cruise at speeds up to 200 mph; has a 1150 miles range. It uses advanced composite structures giving it strength and low maintenance. Its economy figures are up to 50 mpg / 18 km/litre on Avgas or unleaded auto fuel. Plenty of

baggage space for touring; comfort for two in a 44" / 112 cm wide cockpit with good visibility. It rigs / de-rigs in under 5 minutes; has good modern looks, can be stored at home on its own trailer, and has the ability to operate from unprepared grass strips. It has a wing span 27.17 feet, an aspect ratio: 7.00, an overall length 19.17 feet and a wing area of 102.00 sq. ft. We were very appreciative of Dave's talk and for a most enjoyable evening.

SUBSCRIPTIONS. These are now due for 2008. The MSA rates remain at £10.00 seniors, free for Juniors (18 and under). The BMFA rate, including insurance, is up by £1 to £28.00, making a total of £38.00. **If you have not yet paid then you are not insured.** If you are already a member of the BMFA via your membership of another BMFA affiliated club or as a Country Member and wish to apply for MSA membership only, then please enclose a photocopy of your current valid BMFA membership card. If you just wish to be a non-flying member of the MSA, then only enclose the MSA fee. You may attend all MSA events as a 'social' member and you will receive newsletters but you will not be a member of the BMFA, you will not be insured to fly, nor will you receive copies of the "BMFA News" All applications should include the correct fee as follows:

Seniors (aged 18+): BMFA £28.00, MSA £10.00, total £38.00.

Juniors (under 18 on 1 Jan): BMFA £15.00, MSA free, total £15.00.

Family (First Senior): BMFA £28.00, MSA £10.00, total £38.00.

Family (Partner): BMFA £18.00, MSA free, total £18.00.

Family (Juniors): BMFA £ 11.00, MSA free, total £ 11.00.

Non-Flying member of the MSA £10.00.

Include your MSA membership card if you are renewing an existing membership, plus a stamped self-addressed envelope. Cheques should be made payable to: "**Malvern Soaring Association**". Please remember that if you do not renew, then this is the last MSA Newsletter you will receive, no further reminders will be sent out.

Send your renewal to:
 Tony Wright,
 29 Jasmine Road,
 Malvern Wells, Worcs, WR14 4XD.
 Tel: 01684 566192.

2006/2007 WINTER SERIES. A table of the results so far are below. It all depends on the fourth round and three of the top four can still win. Final round is scheduled for Sunday February 3rd on Table Hill at 10:30 am. Don't miss it.

Place	Name	Round 1	Round 2	Round 3	Round 4	Total best 3 from 4
1	Steve Pearse	90	100	90		280
2	John Freeman	55	80	100		235
3	Mike Grantham	70	90	65		225
4	Steve Hannon	100		80		180
5	Barry O'Hara	80	45	50		175
6	Malcolm White	55	55	60		170
7	Dave Toye		60	55		115
8=	Trevor Hughes			70		70
8=	Dave Steade		70			70
10	Mike Hurley		65			65
11=	Geoff Carter	55				55
11=	Bob Hutton	55				55
11=	Vincent	55				55
14=	Tony Wright		50			40
14=	Jonathan Price	40				40

2008 Programme of Events. This is enclosed as a separate sheet with this newsletter. With the increase of winter indoor flying meetings, it is suggested that the October meeting in the Colwall Village hall is cancelled. If you think that the meeting should take place please get in touch, and perhaps suggest a suitable topic.

AGM. This took place on December 7th in Colwall Village Hall. It was agreed to give Peter and Annie Surman a bottle of scotch and some chocolates in appreciation of our use of Fish Meadow. These were delivered in person by the Chairman before Christmas. A new gate code will be introduced for 2008 as soon as the floods abate and the tunnel becomes accessible. As before the code will be given only by calling 01684 561160. It was agreed that Fish Meadow could be used by the BMFA on the weekend of 17/18 May for F3B and F3J events. Contest Directors would be provided with a written safety brief. It was proposed that the South Cotswold Club be approached to see if they would be interested in taking part in a 4-man team thermal soaring event during the summer. The use of email by anyone requiring help with tuition or trimming before scheduled fly-ins was suggested so that the more experienced can help the less experienced pilots. It was also suggested that a system of 'pairing' be tried out in some club events so that more newcomers are encouraged to take part. A Black peg is to be introduced for those flying on 2.4 GHz. All the committee were re-elected and Dave Toye was appointed as auditor. The Club remains solvent with a balance of £1,086.20 (last year £1,170.04). The annual prize giving took place with Steve Hannon again retaining the Autogroom Club Championship trophy. Mike Grantham, Jeff carter, John Freeman and Malcolm White filled the other slope and thermal podium places. The annual draw was won by Malcolm White, who received

a all-moulded 2 metre "Alex" soarer

Quiz night. To be held in Colwall Village hall on Thursday 7 Feb 2008. Teams of two, some questions may have an aeronautical flavour, some may not. Fabulous prizes, just a bit of fun really, cUthere?

Chairman's Challenge. Indoor Challenge 2007/8, to take place on the last indoor evening. This year it's a multi- task event.

1. Speed/distance: Simultaneous launch. Model attempt to fly the full length of the hall. Those arriving at the end are ordered on speed and place first, the rest are ordered on distance flown.
2. Duration: (Simultaneous launch to avoid time keeping)
3. Precision landing: Models fly length of hall and aim to land at spot near end Ordered purely on distance from spot.

The model: Not exactly a one design contest. A suggested starting design is shown in the photos with some dimensions.

Rules for constructors: See photographs. The only rules are the max span, max wing chord and length of the balsa stick for the fuselage. All Balsa, no carbon or foam, solid sheet construction.

Rubber motor: your choice of length and section. Rubber supplied with prop is OK for a heavy model,

Propeller: Plastic prop assembly. Prop pitch may be changed if you wish (heat gun, take care). No more props from Malcolm White.

Wing: 75 mm max root chord, max span 350 mm can be cambered with ribs to hold camber;

Fuselage: (stick only) Maximum length 400 mm (Ignore the 330 written on my model);

Trim: may be changed between events but same model with same prop must be flown.

Suggestions: Motor stick 10mm x 5mm medium, last 100mm tapered. Harden nose and wing band area with thin cyano. Wing mount fixed to wing, slides on stick to change CG.(1.5 mm cheeks allowing positioning on stick). "Angle of attack" 9 mm under LE 7 mm under TE.(approx).



EASTNOR. New organisers will be in charge of the model and boat show at Eastnor Castle's Deer Park this year. For several years the show has been organised by Traplet but now it has been taken on by the Wrekin Model Flying Club. They already have extensive experience of running a show at Weston Park, near Telford. The event will take place on August 16/17. Further details are available at www.eastnorcastlemodelairshow.co.uk .



PILOTED ELECTRIC FLIGHT. A group of French engineers has for the first time ever successfully test-flown an electric powered light aircraft. The first flight of the appropriately named Electra electric-powered aircraft took place on Sunday, Dec. 23, at the Aspres sur Buech airfield, Hautes Alpes, France. The braced-shoulder-wing tail dragger flew a closed circuit lasting for 48 minutes powered by lithium polymer batteries, flying a distance of 50 km. around the southern Alps. The group used a Souricette kit aircraft with an unmanned weight of 155 kg and a wingspan measuring 9 metres. A quick look at the aircraft suggests the airframe itself was chosen more for

expedience than for its high-performance characteristics. It was piloted by test engineer Christian Vandamme. The aircraft was equipped with a 25 HP British-made electric motor of a type that powers golf carts. Now the concept is proven, there is clearly room for development of aircraft for recreational light aviation.

MAGAZINE SECTION. Three MSA members comprising a GP, a priest and an engineer climbed to the top of Table Hill only to find there were a group of fliers never seen before occupying the slope. The engineer interrogated them and found they were using all the frequencies they normally used. 'They appear to be using some strange radio control gear' said the GP. 'Not to worry, lets sit it out for a while and meditate' said the priest. After 30 minutes the engineer was annoyed, meditation had never been his strong point so he went over to investigate. He returned fuming, ' Apparently they are scientists from QinetiQ together with some blind guys from St Dunstans trying out this telepathic radio gear wired into their brains so they visualise flying the planes in their minds. They said they are going to be flying for some time. 'Isn't technology wonderful these days' said the GP, 'I know an ophthalmic surgeon, I shall have to have a word with him to see if he can do anything for them. 'In the meantime' said the priest, ' I shall pray for their sight to be restored' . The engineer, who was just about to blow a gasket, responded 'Why the hell can't they ruddy well fly at night?'

Letter to his parents from their son away attending scout camp somewhere in Wales:

Dear Mother and Father, Our Scoutmaster told us to write to our parents in case you saw the flood on TV and are worried. We are all OK. Only one of our tents and two sleeping bags got washed away. Luckily, none of us got drowned because we were all up on the hills looking for Adam when it happened.

Oh by the way, please call Adam's mother and tell her he is OK. He can't write because of the cast. We never would have found Adam in the dark if it hadn't been for the lightning. Scoutmaster Keith got cross at Adam for going off alone without telling anyone. Adam said he did tell him, but it was during the fire so he probably didn't hear him. Did you know that if you put petrol on a fire, it will blow up? The wet wood didn't burn, but one of the tents did and also some of our clothes. Matthew is going to look weird until his hair grows back.

We will be home on Saturday if Keith gets the bus fixed. It wasn't his fault about the crash. The brakes worked okay when we started. Scoutmaster Keith said that with a bus that old you have to expect something to break down; that's probably why he can't get insurance any more. We think it's a really cool bus. He doesn't care if we get it dirty and if it's hot, sometimes he lets us ride on the roof. It gets pretty hot with 45 people in a bus made for 24. He did let us take turns riding in the trailer too until a policeman stopped us and talked to him. Keith is a great chap. Don't worry, he really is a good driver. In fact, he is teaching young David how to drive on the back roads where there isn't any traffic. All we ever see up there are the Forestry Commission logging trucks.

This morning most of us were diving off the rocks and swimming out to the rapids. Keith wouldn't let me because I can't swim and Adam was afraid he would sink because of his cast; it's concrete because we didn't have any plaster with us, so he let us take the canoe out instead. It was great. You can still see some of the trees under the water from the flood. Keith isn't fussy like some scoutmasters. He didn't even get mad about us not wearing life jackets.

He has to spend a lot of time working on the bus so we are trying not to cause him any hassle. Guess what? We have all passed the test for our first-aid badges. When Andrew dived into the lake and cut his arm, we got to see how a tourniquet works. Steve and I both threw up, but Keith said it probably was just food poisoning from the leftover chicken. He said they all used to get ill that way with the food they ate when he was inside. I'm so glad he got out and became our scoutmaster. He said he learnt quite a few new ways of not getting found out while he was doing time. By the way Dad, what sort of a tool is a pedal file?

I have to go now. We are going to town to post our letters and buy some more beer, pills and ammo. Don't worry about anything. We are all fine and tonight it's my turn to sleep in the warm of the Scoutmaster's tent. Love from your son, Jim.

Please fly safely at all times.

Nick Neve.