

Newsletter



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Editor Nick Neve.

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BARCS RADIOGLIDE & E-SOARING. During the Spring Bank Holiday I drove over to near Bicester to take a look at BARCS Radio Glide. This is the flagship national event for BARCS and I have entered on many occasions in the past. Nowadays there are only two events spread over three days, the first being new, titled 'Multi-launch', and the second a F3J event, which started after lunch on the Sunday. In both seven rounds were scheduled. The multi-launch event attempts to allow hand-launch, electric and thermal soarers all to complete together with a handicapping system in operation. This replaces separate events for these classes. The organisers admitted that some adjustments were still needed to the rules as the thermal soarers seemed to take most of the top places. The entry was disappointing, both for multi-task and F3J with under 40 entries in each event. The standard of flying seemed somewhat low to me as well; I watched a round in which two models flew away in free-flight downwind, another landed in a tree, two suffered from a mid-air and two were damaged in spear or cartwheel landings. Considering that an airframe can set you back £1,000 these days and moulded models are not easy to repair, this was an expensive round. OK the wind was breezy, gusts maybe to 18 knots and thus there was quite a considerable windshear close to the ground, however the skills necessary to counter these conditions seemed lacking.

There was much talk of recent developments in electric soaring taking over from F3J, I had a long chat with Chris Foss, who told me that this would probably be his last thermal season and from now on he saw the way ahead was electric with height limited launches. A look at the BARCS calendar confirms the growing popularity of this new event, which has come about largely because of the availability of simple height/time limiting motor switches.

Following on from the talk given to us last winter, it has been suggested that we hold some electric thermal events at Fish Meadow later in the year. Currently we have nine members building electric models. These range from 2 metre rudder, elevator, flapped models to full house models of spans greater than 2 m.

Any model can enter the comps with any motor/ battery combination. The only extra item of equipment which you would need to purchase is the CAM altimeter which will cut the motor either after 30 seconds from switch on or at the altitude pre-set in the unit. The CAM has selectable cutoff altitudes of 50m, 100m and 200m, and does not require a computer to program or use. You can easily change the cutoff right at the field. With the CAM you can make multiple climbs to cutoff without having to land. Having emailed Randy of Soaring Circuits he will add 150 m. to the pre-set heights. These units can be bought from Soaring Circuits at a cost of \$49 plus \$15 postage. If you join forces with a friend you can split the postage. For those that can build their own or purchase other commercial units these will be acceptable providing they will cut the motor at the appropriate heights set on the day.

The suggested rules for the MSA comps will be as follows:-

1. Any electric powered model of any wing span with any motor/ battery configuration.
2. A CAM altimeter device has to be installed in the model or another similar unit which can provide a similar functionality.
3. Prior to the competition starting the competition Manager will decide on the height that the CAM will be set to; this is dependant upon the conditions on the day.
4. A 12 minute maximum slot period will be allowed, in which to produce a flight time of no more

than 10 minutes, using only 1 motor run. With a max motor run of 30secs or on reaching the pre-set altitude where the motor will shut down whichever comes first.

5. If motor restarts during the flight, that flight is void and the competitor must land and re-launch.
6. Spot landing circles will be used with 50 seconds added as a bonus to the flight time for all of the model inside circle or 25 seconds with any part of the model in the circle.
7. % scoring will be the same as BARCS rules.
8. Six events to be run and worst two discarded.

To enable competitors to produce their models it is proposed to start the events in August and run them on Sunday afternoons. The chosen dates are:-

1st August; 8th August; 12th Sept; 26th Sept; 3rd Oct; 17th Oct

CHAIRMAN'S CHALLENGE. The challenge was to fly the BMFA Gyminie cricket design in an indoor duration event, the best of as many flights as you like counting. Steve Hannon achieved 3:44 with a modified model conforming to the GC plan form but with lighter construction [3.4 gm], 5 micron covering and a solid balsa prop; Malcolm White achieved 1:15 with a standard GK with kit plastic prop but different weight of rubber motor. Malcolm won a cherry cake, baked to the MSA website recipe by Judy, his wife. Thank you Judy for the cake, it looked delicious.

WINDSOCK. A new windsock has been bought and put up at Fish Meadow. We plan to take it down each winter from now on so that it will last longer. Fish Meadow will be used for other purposes on three occasions this year at which times flying is not allowed, they are:

23 - 27 June: Upton Jazz Festival, 10 - 11 July: National Triathlon, 28 - 30 August: Music Festival.

MEMBERSHIP MATTERS by David Toye, Membership Secretary and Treasurer.

Just a quick update on membership points. Our total paid up membership has now slowly climbed to 61, just 3 less than last year's total as at 31 May 2009. We really need to get up to around the 70 mark, so make sure you have a chat to that new chap on the slope and, if he (or she?) is interested, point them my way.

Everybody who has paid their BMFA subscriptions through MSA should have received their insurance certificate by now from me, except David Williamson, whose certificate I expect shortly. Any problems just see me. Association finances are broadly satisfactory, helped by a good auction evening in April.

The retired gang and others enjoy mid-week flyins at Upton when the weather and height of grass allow [... it has now been cut - Ed.]. We tried a club-wide e-mail for the last one and no less than 9 flyers turned up at less than 24 hours notice. The message is - remember to check your e-mail screens after the grass has been cut!

We welcome just two new members this time - Julian and Joshua Salter, a father and son team from Upton who are interested in electric flying at Upton I believe. Enjoy your flying with us. Alan Alderwick, who joined in February, has started the build of a Bubble Dancer, but this has been put on hold as the result of an impending stay in hospital. We all wish you well and a speedy return to the fold, Alan.

ELMS SCHOOL The headmaster of the Elms School, Clive Ashby, is retiring at the end of the summer term and a new head will be in place in September. We will be suggesting to him that we can carry on with our indoor meetings as before once he has settled in and have asked Clive to put in a good word for us during his handover.

SCSA. Better known as the South Cotswold Soaring Association will be our guests at Fish Meadow on Sunday August 15th, for an inter-club match [%rules, four man teams] with the usual start time of 10:30 am. Our team will be announced later. The new series stands at one match all at the present. We are the hosts this time and all are welcome to attend.

AUCTION The annual auction took place at the end of March. The most outstanding lot to be sold was a 1/4 scale model of the Kassel Hercules built by the late Roger Reffell in near ready-to-fly condition and being sold on behalf of club funds. It made a three figure sum and is now in the proud possession of Malcolm White who is preparing it for its maiden flight, maybe later this summer. The auction was well attended including quite a few from other local clubs and all lots were sold. As a result MSA funds benefitted to the extent of just under £200 which put a smile of relief on the face of the Treasurer, David Toye.



COMPETITIONS The current standings in our annual club competitions are:

OVERALL TABLE

Place	Name	TOTAL	S1	S2	S3	S4	S5	S6	T1	T2	T3	T4	T5	T6	4 * S	4 * T	
1	Hannon S	485.0	90.0	95.0	100.0				100.0	100.0					5	285.00	200.00
2	Grantham M	422.5	100.0	67.5	75.0				90.0	90.0					5	242.50	180.00
3	Carter G	355.0	65.0	55.0	75.0				80.0	80.0					5	195.00	160.00
4	Freeman J	335.0	80.0	95.0	90.0				70.0						4	265.00	70.00
5	White M	312.5	55.0	67.5	60.0				60.0	70.0					5	182.50	130.00
6	Wright A	155.0	50.0						40.0	65.0					3	50.00	105.00
7	Neve N	152.5	42.5		65.0				45.0						3	107.50	45.00
8	O'Hara B	130.0	70.0	60.0											2	130.00	0.00
9	Keisslinger D	100.0		50.0					50.0						2	50.00	50.00
10	Pearse S	97.5	42.5		55.0										2	97.50	0.00
11	Hutton B	80.0		80.0											1	80.00	0.00
12	Aslett K	65.0							65.0						1	0.00	65.00
13	Toye D	60.0	60.0												1	60.00	0.00
14	Hurley M	55.0							55.0						1	0.00	55.00
14	Knight R	45.0		45.0											1	45.00	0.00

SLOPE

	Name	Slalom 21 Mar	Limbo 12 Apr	Loops 6 Jun	Speed 4 Jul	X-Country 22 Aug	Speed 10 Oct	Comps	Best 4
1	Hannon S	90.0	95.0	100.0				3	285.00
2	Freeman J	80.0	95.0	90.0				3	265.00
3	Grantham M	100.0	67.5	75.0				3	242.50
4	Carter G	65.0	55.0	75.0				3	195.00
5	White M	55.0	67.5	60.0				3	182.50
6	O'Hara B	70.0	60.0					2	130.00
7	Neve N	42.5		65.0				2	107.50
8	Pearse S	42.5		55.0				2	97.50
9	Hutton B		80.0					1	80.00
10	Toye D	60.0						1	60.00
11	Wright T	50.0						1	50.00
12	Keisslinger D		50.0					1	50.00
13	Knight R		45.0					1	45.00

THERMAL

	Name	Pr.Dur 18 Apr	3 Ft Agg 9 May	Prog Time 18 Jul	RES 1 Aug	Reg Time 12 Sep	BARCS 26 Sep	Comps	Best 4
1	Hannon S	100.0	100.0					2	200.00
2	Grantham M	90.0	90.0					2	180.00
3	Carter G	80.0	80.0					2	160.00
4	White M	60.0	70.0					2	130.00
5	Wright A	40.0	65.0					2	105.00
6	Freeman J	70.0						1	70.00
7	Aslett K	65.0						1	65.00
8	Hurley M	55.0						1	55.00
9	Keisslinger D	50.0						1	50.00
10	Neve N	45.0						1	45.00

Please let me know if there are any errors.

VINTAGE FLY IN. We plan on holding a vintage fly-in on the hills on Sunday July 25th. No events as such but just an opportunity to dig out and refurbish those Middle Phases and Impalas, in fact anything you have tucked away in the attic that dates you as a 60s or 70s aeromodeller.

MAGAZINE SECTION.

A Redneck cowboy from Sweetwater, Texas, walked into a bank in New York City and asked for the loan officer. He told the loan officer that he was going to Paris for an International Redneck Festival and would be gone for two weeks. He needed to borrow \$5,000 but he was not a depositor in that bank. The bank officer told him that the bank would need some form of security for the loan, so the Redneck handed over the keys to a new Ferrari. The car was parked on the street in front of the bank. He produced the title and everything checked out. The loan officer agreed to hold the car as collateral for the loan and apologized for having to charge 12% interest.

Later, the bank's president and its officers all enjoyed a good laugh at the Redneck from Texas for using a \$250,000 Ferrari as collateral for a \$5,000 loan. An employee of the bank then drove the Ferrari into the bank's private underground garage and parked it. Two weeks later, the Redneck returned, repaid the \$5,000 and the interest of \$23.07. The loan officer said, "Sir, we are very happy to have had your business, and this transaction has worked out very nicely, but we are a little puzzled. While you were away, we checked you out on Dun & Bradstreet and found that you are a highly successful investor and multimillionaire with real estate and financial interests all over the world. Your investments include a large number of wind turbines around Sweetwater, Texas. What puzzles us is, why would you bother to borrow \$5,000?" The good ol' Texas boy replied, "Where else in New York City can I park my car for two weeks for only \$23.07 and expect it to be here when I return?"



MAKING AIRCRAFT - THE BOEING WAY.

I was rather shocked on my visit to Cape Kennedy earlier in the year by the morals of space shuttles. I realise that what happens behind closed doors between consenting aircraft is their own business, but to witness this sort of thing going on in full public view whilst strolling down a main runway just indicates how low the standards of moral turpitude have sunk in 21st century Florida aerospace circles.

PUNS.

A man's home is his castle, in a manor of speaking. Those who jump from a bridge in Paris are in Seine. Dijon vu - the same mustard as before. Shotgun wedding - A case of wife or death. A man needs a mistress just to break the monogamy. A hangover is the wrath of grapes. Reading while sunbathing makes you well red. When two egotists meet, it is an I for an I. A bicycle can't stand on its own because it is two tired. What is the definition of a will? (It is a dead give away.) Time flies like an arrow; fruit flies like a banana. In democracy your vote counts; in feudalism your count votes. A chicken crossing the road is poultry in motion. If you don't pay your exorcist, you will get repossessed. With her marriage, she got a new name and a dress. The man who fell into an upholstery machine is fully recovered. You feel stuck with your debt if you can't budge it. Every calendar's days are numbered. Once you have seen one shopping center, you've seen a mall. Acupuncture is a jab well done.

That's all for now, please fly considerately and safely at all times ...

Nick Neve.