

MSA Newsletter

<http://www.malvernsoaringassociation.co.uk>



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Number 99

CLUB TALK -FULL SIZE GLIDING.

Just a reminder that we have a guest speaker Mr Mike Rogers coming to give us a talk on full size gliding on Wednesday 5th November at Colwell Village Hall.

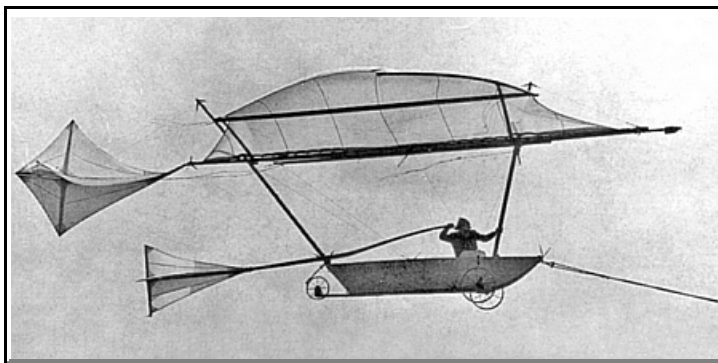
Mike is a full size gliding instructor and a member of the Malvern Soaring Association gliding club based at the Long Mynd.

Doors open at 7:30 pm. Let us have a good turnout for what is certain to be a very interesting talk



EDITORIAL - "THE BIRTHPLACE OF AVIATION".

I am writing this, the 99th newsletter in MSA history, once again from the USA. This time from Cleveland, Ohio; "The Birthplace of Aviation" as every car licence plate reminds me as I drive about. The villagers of Brompton-by-Sawdon, about 8 miles west of Scarborough, close to the North York Moors would dispute that claim. Under 'Brompton' on the roadside sign on entry to the village is also printed 'The Birthplace of Aviation'. This is because of it being the seat and the long term residence of pioneering aeronautical engineer Sir George Cayley.



Caley's Glider

Brompton has been the seat of the Cayley family since the Middle Ages. Sir George Cayley, 6th Baronet of Brompton (1773 – 1857) was a prolific English engineer and one of the most important people in the history of aeronautics. Many consider him the first true scientific aerial investigator and the first person to understand the underlying principles and forces of flight.

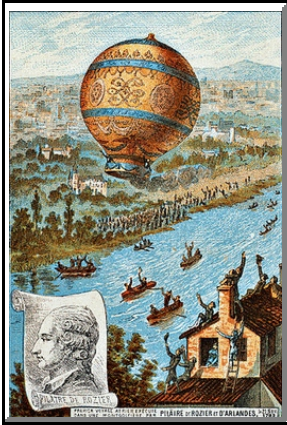
In 1799 he set forth the concept of the modern aeroplane as a fixed-wing flying machine with separate systems for lift, propulsion, and control. He was a pioneer of aeronautical engineering and is sometimes referred to as "the father of

aerodynamics." He was the designer of the first successful glider to carry a human being aloft having identified the four basic aerodynamic forces of flight namely: weight, lift, drag and thrust, which act on any flying vehicle.

He is credited with the first major breakthrough in heavier-than-air flight and he worked over half a century before the development of powered flight; his work even being acknowledged by the Wright brothers. He designed the first actual model of an aeroplane and also drew diagrams the elements of vertical flight. A replica of Cayley's glider was flown by Derek Piggott in 1973, the original being piloted by his reluctant coachman.

Ohio's claim is based on the achievements of the Wright brothers, who were influenced not only by Cayley but also by the non-powered gliders of Otto Lilienthal who flew more than 300 m in Germany in 1894. The Wright Brothers were the first to achieve the important conjunction of the

four criteria necessary for sustained flight. Their "Wright Flyer" aircraft was *manned, powered, heavier-than-air* and (to some degree) *controlled*. Orville and Wilbur Wright were based in Dayton, Ohio but made their first flights at the Kill Devil Hills, four miles south of the town of Kittyhawk in North Carolina on December 17, 1903. Kitty Hawk is usually credited as the site of the powered flights because it was the nearest named settlement at the time of the flight; the modern town of Kill Devil Hills did not exist until 50 years after the flights. The Wrights chose the area because its frequent winds and soft sandy surfaces were suitable for their glider experiments, which they conducted over a three-year period prior to making their first powered flights.



Other earlier pioneers set records by meeting some of the four criteria. Balloonists Jean-François Pilâtre de Rozier and François d'Arlandes were, in 1783, the first men to fly. And if they were as fashionably bewigged as the occasion demanded, their 9-km ride must also have been the first manned, 'powdered' flight. Henri Giffard's steam-powered airship covered 27 km on the first manned and powered flight in 1852.. In 1890 Clément Ader made the first manned, powered, heavier-than-air flight, of 50 m, in his bat-winged monoplane. The Zeppelins were powered as well, of course, but the first powered heavier-than-air flight took place in 1890. After the advent of relatively light combustion engines (such as were developed in Europe by Benz, Otto and Diesel). Other pioneers too pursued similar approaches, but no photographic evidence exists to substantiate the claims of Richard Pearse (New Zealand, March 1903) and Karl Jatho (August 1903) to have been the first.

Finally, as the Wrights needed headwinds or catapults to launch their aircraft, and so were not fully self-powered, credit for the first flight that was unaided by external forces and met all four criteria must go to the aircraft built by Brazil's pioneer Santos-Dumont was and thus in 1906, thus making it the first official airplane.

Thus I am willing to argue (but not here in Ohio!) that maybe we have all missed the mark as to the true birthplace of aviation. I suggest that it was not a bicycle shop in Ohio, not a wind swept dune at Kitty Hawk and not even on an estate near a Yorkshire village. I suggest it was established when the balloon built by the Montgolfier's was launched from the grounds of the Chateau de la Muette in France in 1783, that created the true birthplace of aviation.

PRUDENTIAL RIDE LONDON – SURREY 100.

Our Membership Secretary and Treasurer David Toye accompanied by his son Matthew successfully completed this challenging long distance cycle ride in just over 6 hours and thus raised a significant sum for a cancer charity. Many of you contributed to this and he would like to express his grateful thanks to those that did so.

MSA Secretary - Tony Wright writes:

I attended the BMFA MidWest area meeting on the 9th September 2014. The main point of interest was the discussion regarding Chief Examiners, in particular the new rules for registering them each year.

The re-registration of club officers is virtually routine, and this includes the various examiners in a club. Over time this has led to some examiners becoming out-of-date with the appropriate rules and regulations for their discipline(s), leading to members being tested on incorrect criteria. This, in turn, leads to a potentially unsafe standard of flying or, more importantly, safety practices on modern flying craft.

The current proposal (very draft) is to retest each examiner every year, or at least have them attend a workshop to maintain and update their current skillset. Note the year period is provisional, there may be changes before anything is set to paper formally.

You may have heard of the Online Club Management Portal introduced by the BMFA. I received a letter from the BMFA stating the requirements for the club management of this portal. I have sent

a copy of the letter by email to all members, (23 October) but the Chair, Treasurer and Secretary are directly affected by the need to take action on behalf of the club.

The general idea is to allow membership renewal electronically, including paying fees. Anyone who has had the Treasurers job knows how much work is involved in those two tasks. Some club information is also held on the system.

OBSERVATIONS ON 2014 by MSA Chairman - Steve Hannon.

At the last AGM it was felt by the membership that perhaps we were holding too many competitions and this was borne out by the sometimes poor turnout at some of them. So John and Geoff have changed this years competition schedule according popularity. Not surprisingly the electric all up last down events have proved most popular and have been generally well attended so 6 competitions were held as usual. The number of slope and thermal competitions have been reduced to 4 each. John introduced a foamy speed event on the slope which involved 2 foam models flying against each other in a pylon style event. Those present all agreed that this was great fun and should be included in the competition programme in the future.



Following on from the success of the foamy speed event on the slope the membership were asked if there was any interest in some novelty competitions based at Upton using a cheap electrically powered glider. Approximately 15 members responded positively so some of us have bought the Hobbyking Bixler to try out some potential events. I am sure there will be more discussion at the AGM on this topic.

Finally on a personal note I had a complete failure of an Frsky transmitter module fitted in my Futaba FF9. The module failed to talk to any of my previously bound receivers and would not bind to any new or old receivers. Purchasing a new module fixed the problem. I would be interested to hear from anyone who has had a similar problem.

I look forward to seeing as many of our members as possible at the AGM on Monday 1st December.

2014 CLUB CHAMPIONSHIP.

At the time of writing not all of the events have been flown. The current state of the championship is as follows:

| CURRENT OVERALL | | | FINAL THERMAL | | | | | | |
|-----------------|------------|-------|---------------|--------------|--------|--------|-------|-------|----------|
| | NAME | TOTAL | Date | 31 Aug | 14 Sep | 21 Sep | 5 Oct | | |
| 1 | Hannon S | 985.0 | Name | | | | | | |
| 2 | Freeman J | 832.5 | Event | T1: | T2: | T3: | T4: | Comps | Best 4 |
| 3 | Grantham M | 750.0 | 1 | S Hannon | 95.0 | | 90.0 | 100.0 | 3 285.00 |
| 4 | Carter G | 747.5 | 2 | J Freeman | 95.0 | 90.0 | 80.0 | 80.0 | 4 265.00 |
| 5 | White M | 487.5 | 3 | M Grantham | 65.0 | 80.0 | 65.0 | 90.0 | 4 235.00 |
| 6 | Hayward P | 325.0 | 4 | G Carter | 70.0 | 70.0 | 70.0 | 70.0 | 4 210.00 |
| 7 | Hannam C | 235.0 | 5 | M White | 55.0 | 60.0 | | 65.0 | 3 180.00 |
| 8 | Neve N | 175.0 | 6 | C Hannam | 80.0 | 65.0 | | | 2 145.00 |
| 9 | O'Hara B | 150.0 | 7 | N Neve | 60.0 | 55.0 | | | 2 115.00 |
| 10 | Jones N | 100.0 | 8 | Phil Hayward | | | 100.0 | | 1 100.00 |
| 11 | Webber H | 65.0 | 9 | N Jones | | 100.0 | | | 1 100.00 |

CALENDAR 2014-2015.

| | | | |
|----------------------|------------------------|--|-------------|
| November 2014 | Friday 21st | Indoor Flying [7 - 9:30 pm] | Elms School |
| December 2014 | Monday 1 st | Annual general meeting, prizegiving and Raffle 7:30 pm, Colwall Village Hall | |
| | Friday 19th | Indoor Flying [7 - 9:30 pm] | Elms School |
| January 2015 | Friday 9th | Indoor Flying [7 - 9:30 pm] | Elms School |
| | Friday 30th | Indoor Flying [7 - 9:30 pm] | Elms School |
| February 2015 | Friday 13th | Indoor Flying [7 - 9:30 pm] | Elms School |
| March 2015 | Friday 13th | Indoor Flying [7 - 9:30 pm] | Elms School |
| | Friday 27th | Indoor Flying [7 - 9:30 pm] | Elms School |

MAGAZINE SECTION.

Prince Alwaleed Bin Talal's Airbus 380 cost \$500 Million. If you haven't heard the name Prince Alwaleed Bin Talal, it would be surprising as he is one of the richest men in the Arab world. His investment portfolio consists of large amounts of shares in companies such as Citigroup, Twitter, and Apple. According to Forbes, he owns luxury hotels such as The Savoy in London and The Fairmont in San Francisco as well as the Plaza and Four Seasons in New York City. He also owns over 200 cars, three yachts, and at least three palaces, not to mention the three customized private jets he already owns. He has now acquired the largest and most luxurious private plane ever purchased.



The Prince spent \$300 million to buy the Airbus 380 and another \$200 million to fit it to his needs. The plane's interior was stripped and then fully customized to include: - A concert hall able to hold up to 10 people featuring a grand piano - A private stage for entertainment - Marble tiled steam room - A spa room - A room with flat screen TV's on the ceiling, walls and floor dubbed the "Magic Carpet" room because it will give passengers views of what they are flying over. - A lavish dining room that can seat 14 - A prayer room with mats that will automatically adjust to face Mecca - A garage for his Rolls Royces - A stable for his beloved horses and camels - A royal lounge - 20 private guest rooms - 5 master bedroom suites with full private bathrooms - A boardroom with

holographic monitors - A grand staircase - A full throne in the middle of the plane so the Prince doesn't get homesick The list is endless. The jet flies with at least 11 flight attendants aboard at all times.

How to Tell the Sex of a Fly !

A woman walked into the kitchen to find her husband stalking around with a fly swatter

"What are you doing?" She asked.

"Swatting flies" He responded.

"Killing any?" She asked.

"Yes, 3 males, 2 Females," he replied.

Intrigued, she asked. "How can you tell them apart?"

He responded, "3 were on a beer tin, 2 were on the phone."

Drive carefully... It's not only cars that can be recalled by their Maker.

Nick Neve

[Please bring this copy with you.]

2014 MSA AGM Agenda.

The 42nd Annual General Meeting, Prize giving and Raffle will take place in Jean Simon Room, Colwall Village Hall starting at 8 pm on **MONDAY 1st December**. Doors open 7.30 pm.

1. Apologies for absence
2. Minutes of the 2013 AGM
3. Matters arising from those minutes
4. Reports of officers
 - a. Chairman
 - b. Secretary
 - c. Treasurer
 1. Presentation of the audited accounts for year ending 31st October 2014
 2. The setting of subscriptions for 2015
 - d. Competition Secretary - to include the annual awards:
 1. The Thermal trophies
 2. The Slope trophies
 3. The E-soaring trophies
 4. The MSA Championship

Break for coffee and cakes and the drawing of the Annual raffle.

5. Election of officers
 - a. Chairman
 - b. Secretary
 - c. Competition Secretary
 - d. Treasurer
 - e. General member
 - f. Junior member
6. Any other business
 - a. The 2015 competition programme
 1. Open events e.g. F3b, F3j
 2. Club events e.g. MSA Open
 - b. Any items raised by the members present
7. Date and place of the 2015 AGM..