



Newsletter 04-08-2016

## 1. Club Breakfast

The club held a very convivial breakfast on Sunday 14<sup>th</sup> August in honour of our founder member, Steve Warren, who is very poorly with lung cancer. I was very proud of the high attendance by club members during the August holidays. It just goes to show the high regard Steve is held in by members and visitors. I would also like to thank all the helpers who came to set up and assist with purchasing food and organising this very happy and successful event for Steve. It was a lovely morning with fine weather, food, conversation and company. I had a very nice email from Paul Warren thanking the club and all the helpers and he much enjoyed flying the Keil Kraft Chief glider I had brought along, which both he and Steve had a hand in building.

## 2. Chris Shaw

Chris is receiving Chemotherapy for a currently inoperable cancer. We send him our very best wishes.

## 3. Power Comps

Also combined with the breakfast, Richard Bristow conducted two power competitions and I quote from his email to me:

“Five pilots took part in the Masters contest and three in the Sportsman. One hedged their bets by competing in both. Conditions for the event were pretty much perfect, which forced pilots to be more inventive with their excuses which were largely unnecessary as the overall standard of flying was good. Some of the Masters pilots’ basic manoeuvres were put to shame by Sportsman entrance. Pay attention to consistent height and planning ahead through circuits and figure eights. A common mistake was egg shaped loops. Release the up elevator or even apply down elevator at the top of the loop to keep it big and round. The free style manoeuvre did

not elicit any stick banging 3D manoeuvres, as pilots played it safe. However, an inverted low pass did receive excited approval from one junior member of the audience.

The scores were as follows;

### Masters scores, out of a possible 110

Les Exall	86
Gary Taylor	70
Dave Reynolds	69
Robert Exall	59
David Field	34

### Sportsman scores, out of a possible 60

David Field	38
Kevin Howard	34
John Urwin	27

Overall, the scores are very close. Good fun and not too serious.”

## 4. Glider Comp

Once again the Glider competition failed to be held on Sunday 21<sup>st</sup> August and again on Sunday 28<sup>th</sup> August, both due to high winds and low cloud cover. Dave Reynolds will come up with a further date, no doubt, very soon. The weather has interfered all season and we have only managed two competitions, so far.

## 5. Life Saving Multi Rotors?

Mark Ainsworth-Smith is working on a project to fly miniature defibrillators by multi copter drone from the nearest fire station to isolated hamlets and properties in the countryside. He did some test flights with the equipment cover and some weight inside. He could not use the real thing for now, as they cost £1,800.00. Your chairman acted as the heart attack victim for the photographs.

I think my belly is big enough to make it look realistic! Shame on me.



*Will help arrive in time? Find out next issue.*

## **6. Airtronics "Legend"**

On Bank Holiday Monday, Steve and Paul Warren brought along Steve's new glider for extensive test flying and Steve gives a report below:

"The Legend 3m. sailplane finally flew on August Bank Holiday Monday 2016. This superb kit was purchased in California about 1984/5 when I was seconded to the local electrical power generation company (SCE) based at their Highgrove Power Station. Riverside. About 50 miles inland from LA.

The model was originally designed as a pure towline glider and I was very impressed by its performance when I flew it in Ca. on loan from a member of the local model gliding club. I was heavily into glider competitions at this time and WCA plus several other local clubs used to organise frequent inter-club competitions. My son said I started to build it in 1989 (I think it was earlier) but due to a multitude of external family and work commitments building stalled after it was about 80% complete and approximately 25 years went by until it was completed in 2016. By this time winches and towlines were extinct and electric motors had taken over as the prime mover

to get a sailplane up to gliding altitude. (750ft).



*So cute!*

I modified the front end to take a Hacker in-runner motor with a 4:1 step down gearbox, Expensive but beautifully made. This turns a 12x8 propeller and the model climbs vertically out of sight. Due to the original slim nose of the "glider" Legend the front end modification to take the motor was fiddly and if I was doing it again I would extend the nose as well. Still everything fits within the original profile, just, and it still looks good even with a prop hung on the nose.

The conditions were perfect for a maiden flight. Warm, sunny 5/10 clouds of the thermal type and a breeze that varied between 2 & 5mph.

I took the first flight and away it went vertically. At about 700ft altitude my eyes are not good (Chemo side effect) and I handed it over to my son Paul. He eventually handed it over to Mark Ainsworth-Smith who immediately got into an enormous thermal, it rose rapidly and almost disappeared upwards out of sight.



*Steve strains to see the glider at 700ft plus*

Mark quickly handed it back to Paul but even Paul's young eyes were struggling and he was eventually forced to use the huge flaps on the wing trailing edge to induce it to come down. It will stooge around in small thermal turns without dropping a wing but put the nose down and it becomes a ballistic missile. The glide angle is extremely flat and it will traverse the length of the strip in ground effect at about a foot altitude. Given the right pilot it should be no problem sneaking up on the spot. The half dozen "witnesses present on Monday morning were very impressed.



*Paul models with the Legend. Hasn't he grown.*

Despite a 25 year gestation period it flies every bit as well as I remember from flights in California as a pure glider. Although the company Airtronics has disappeared you can still get hold of the plan on the web and I believe the glass / Kevlar fuselage is available from the USA. It is a great shame that Airtronics is no more. In 1985 and compared with British kits of the time (and now) the kit quality was superb. Nearly everything was precision die cut and the accuracy of the components an absolute delight to the confirmed builder. And **everything** you needed to build the beast except the covering material was "in the kit".



*Steve and glider reunited*

Regards

Steve Warren 31-09-2016"

## **7. Changes to the ANO**

As you may know, ANO 2016 became effective on 25 August, replacing ANO 2009. The Order is available on the CAA website.

The list of the new article below references for those articles the CAA deem especially relevant to operators of small unmanned aircraft, i.e. us.

**Old and new article references affecting operators of small unmanned aircraft**

ANO 2009 (as amended)	ANO 2016 (effective from 25 Aug 16)
131 Dropping articles for agriculture	91
137 Endangering safety of an aircraft	240
138 Endangering safety of any person or property	241
161 Power to restrict flying	239
166 Small unmanned aircraft	94 Note: "Aerial work" replaced with "commercial operation"
167 Small unmanned surveillance aircraft	95
232 CAA power to prevent flying	257
242 Exemption from order	266
244 Approval to supply reports	268
253 Exceptions from the Order	23
255 (Interpretation)	2 and Schedule 1
257 (Meaning of operator)	4 Note; Also referenced in new Schedule 1
259 (Meaning of aerial work)	7 Note; Now replaced by "meaning of commercial operation"

CAP 658 will not be amended for a while yet.

**8. Free Flight**

Ever since Middle Wallop Airfield has been closed for any free flight activity, Howard Metcalfe and myself have been looking at alternative flying sites in the South of England. So far we have tried Salisbury Plain, Beaulieu Heath Aerodrome and finally Cobham Common in Surrey. The best site is Salisbury Plain, area "B", which is largely free of scrub and trees. Both Beaulieu and Cobham are covered with

gorse and tree thickets, which is not at all ideal for free flight operation.

We visited Cobham on Tuesday 30<sup>th</sup> August, arriving just before 11:00 am on a fine late summer morning. With light winds, it was an ideal day for flying free flight models. It was a bit of a trek from the main car park, onto a suitable flying area, however, Howard had supplied a trolley, so we were able to cart most of our kit, without too much effort. I elected to fly my two "Smarty Pants" models and Howard concentrated on flying several of his rubber powered aircraft. Unfortunately, my first accident happened on the first flight of the 60" span "Diva", which collided with a tiny birch tree, the only one nearby and stove in the leading edge of the right wing and breaking the wing stop on the fuselage, rendering it unflyable. I then moved onto the 49" span "Smarty Pants", which always flies beautifully and had a couple of lovely flights, unfortunately, the third flight ended with it landing in a small oak, which took some time to retrieve, as Howard's friend Colin finally climbed it and got it down with a long branch. My final flight went horribly wrong, as I filled the tiny dropper tank and forgot to check the fuel level and launched it too soon and it flew right out of the common. I was convinced this was the last I would see of it, however, with a big bag of jammy luck, I found the "Smarty Pants" on the far side of the main road, hung up in a gorse bush, none the worse for it's exploit.

Howard fared better than me with his rubber models, including a Stagger Wing bi-plane, which flew beautifully. This was not to last, when he flew his own design "Moonlight" small duration model. It got caught by a thermal and was taken across the common and lost in the trees. It was found nowhere near where we thought it was, over an hour later. Once retrieved, we were too tired to continue, due to the difficult terrain of the common, so we packed up and left after 17:00. We had a most enjoyable day's flying but the danger of aircraft landing in trees or disappearing into large gorse thickets, renders Cobham Common largely unsuitable for our purposes, more especially

as I need to test fly the “Diva” properly, without constant damage.

The loss of Middle Wallop is a disaster for the free flight hobby in the south of England and will force many of the older flyers to give it all up. What a pity!

## 9. Helicopter A

Finally, a number of club members have recently taken up witch craft (AKA Helicopter Flying). Richard was awarded Heli Certificate A by Steve during August. Who’s next?



*Wallace & Gromit*

Kind regards, Peter Sanders – Chairman  
03-09-2016