

# WESSEX AEROMODELLING NEWSLETTER

(Updated 22 August 2009)

The Aeromodelling Link for Dorset into Wiltshire, Somerset and Devon

From James Parry, Martin Burr, Nigel Bennett and Chris Hague

## So far

Well the weather continues to do its very best to stop all events. It must be admitted that the events have, when not cancelled, been flown in marginal weather, but flown they have been.

On 30 May 2009 we held a Tomboy event at Pen Hill CIC and whilst there was a modest turn out it was surprising anyone turned up with the wind that blew. Having said that several of us got sun burnt! The 26 July Tomboy again at Pen Hill was also not good with wind of around 17mph as recorded by John Taylor on his anemometer with gusts that were greater. Still we all got aloft and flew maxes and fly off.



Contestants lining up their cars



Derek Foxwell's Tomboy Senior



Chris Hague readying his Zoot Suit



Tom Airey sorting out his Tomboy

## Pen Hill gliding comp 6 June 2009

Saturday 6 June 2009 it was back to Pen Hill CIC for the 600RES and open glider events. Again the wind blew but there was a good turn out.

Despite a rather poor forecast of winds and rain showers a good group assembled at Pen Hill yesterday for the 3rd round (2nd round cancelled) of the Wessex League E Soaring event.

Well it was windy and decidedly cool, but huge thermals were a plenty. Everyone enjoyed the day, despite there being some damage amongst the smaller models.

There were nine entries in the 600RES class and four in the Open. Flyers were from the WSA, Wimborne, Phoenix and Salisbury clubs. So this series is reaching out to glider flyers throughout the area.

Tasks were 15-minute duration from a 45 sec motor run for the 600RES class, and 10-minute duration plus spot landings from a 200m launch height for the Open. All the Open class were using height limiters which really work well.

Winners were Dennis Grocott (600RES) and Pete Kessell (Open)

The next event is at Cashmoor on the 27th June.



Fly off

### Salisbury Club Gliding comps 16 August 2009 by Nigel Bennett

A happy band of thermaleers from four clubs in the area, assembled at the Salisbury MFC on Sunday the 16th of August for our last but one Wessex League E/Soaring event of the year. The site is superb, a mown square surrounded by growing crops, which we largely managed to avoid. A caravan for our esteemed scorer, Nancy Kessell, and even a loo!

There were some power flyers from the Salisbury club, and we shared the time with them, flying for about 45 minutes each and then watching aerobatics. It worked very harmoniously, without any clashes, or damage to any models.

The weather was breezy but thermals a plenty, and 2m models look very small at 1500 ft or so.

There were 10 entrants in the 600RES class which was won by Martin Burr flying his new (well donated for free!!) Swift 1.8. Followed by Rick Churchill and Gordon Moore.

The open class (5 entrants) was won by Martin again, flying his 2.6m Tango. 2nd was myself with my 3m Wessexel and 3rd Gordon again flying the same Mini Bird 2m. Well not quite the same because Gordon swapped the entire drive train between the two classes. Motor, battery and ESC!!.

Many thanks to the Salisbury club for allowing us to use their superb site, and to Nancy for keeping the scores.

Our last event is at Pen Hill on September the 26th.



# WESSEX eSoaring LEAGUE 2009

*Scores after Round 4 held at SALISBURY MFC on Sun 16 August 2009*

## **600RES Class**

	Round	1	2	3	4	5	Total
1	Peter Kessell	8	9	9	6		32
2	Glenn Woodford	10	7	7	3		27
3	Martin Burr	6	6	3	10		25
4	Terry Antell	9	-	8	5		22
5	Geoff Collins	5	8	5	2		20
6	Chris Hague	7	2	10	-		19
7	Rick Churchill	2	2	4	9		17
8	Denis Grocott	-	10	2	4		16
9	Malcolm McKendrick	4	-	-	7		11
10	Nigel Bennett	2	2	2	2		8
11	Dick Hanley	2	-	6	-		8
12	Gordon Moore	-	-	-	8		8
13	Mike Cowley	2	2	-	-		4
14	Roly Nix	-	-	2	-		2

Martin Burr 7 points 2. Rick Churchill 6.5 points 3. Gordon Moore 5.5 points  
 4. Malcolm McKendrick 5 points 5. Peter Kessell 5 points 6. Terry Antell 5 points  
 7. Denis Grocott 4 points 8. Glen Woodford 4 points 9. Nigel Bennett 2 points  
 10. Geoff Collins 1 points

## **OPEN Class**

	Round	1	2	3	4	5	Total
1	Nigel Bennett	10	9	10	9		38
2	Martin Burr	9	8	9	10		36
3	Peter Kessell	7	10	8	7		32
4	Terry Antell	6	-	4	6		16
5	Chris Hague	8	7	-	-		15
6	Gordon Moore	-	-	-	8		8
7	Dick Hanley	2	-	2	-		4

**1. Martin Burr 18 points 2. Nigel Bennett 13 points 3. Gordon Moore 9 points  
 4. Peter Kessell 4 points 5. Terry Antell 1 points**

Our thanks go to the Salisbury MFC for the use of their excellent flying field, to the timekeepers, to Nancy for keeping all those scores on such a busy competition, but especially to all the pilots there on the day - the sport flyers who shared the patch. The next round is at PEN HILL on SATURDAY 26 SEPTEMBER.

## Salisbury Vintage meeting 21 June 2009 Sunday

This event is run or should I say scheduled to be held each year on the longest day. Being close to Stonehenge this is a significant day and obviously displeases the Druids as up until now the weather has without fail been awful. This year it was good in that there were leaden skies and a breeze not what you'd expect or hope for but nevertheless flyable. Flying starts at dawn with early arrivals there by 06.15 (no not me) and things were still going on when I left at 16.30. The event is not advertised therefore turn out is low however flyers came from the general area such as Bournemouth and Southampton. Salisbury Club agreed to allow a round of the Wessex league Tomboy event take place with other events such as Electric 600 class Glider and open glider later this year. Everyone did two 4 minute maxes in varying conditions in that at times there was loads of lift and others it was straight up and then straight down again. Fly-off for the Tomboy 36 got under way and as all launched dead on cue the rain came down, well light drizzle. Happily when last person landed i.e. the winner it stopped. It was great to have John Taylor from Bournemouth MAS win followed by Paul Netton. Tomboy Senior took place half an hour later and again at launch and on cue the rain appeared carrying on until just after the last one was down this time that being Tom Airey a worthy winner. It was a great day's flying and got different Aeromodellers from different clubs mixing and socialising. I didn't take many photos but a few that I did are below.



Bryan Targett's now AXI electric Majestic Major



Tom Airey's Tomboy 36 going up



Angelo Pancenti's Tomboy Senior with Bodd Mills replica 1.3





## WESSEX TOMBOY LEAGUE 2009

### *Scores after Round 5 held at Pen Hill model flying site on Sunday 26 July 2009*

The fifth round of the Wessex Tomboy League was held by kind invitation of the Pen Hill Model Flying site on Sunday 26 July. Weather conditions were not ideal with a strong wind of 15+ MPH and the constant threat of rain. The poor weather forecast had put off several entrants but as we are beginning to realise, both the 36" and 48" Tomboys fly well in these conditions.

Two flights of four minutes or more were required to qualify for the fly-off, and this time was a little tricky to achieve if flying during some of the stronger gusty spells of wind. Once again, in both the 36" and 48" span Tomboy fly-offs, Tom Airey's powerful high climbing models were unbeatable. In the Wessex Tomboy 36 class Tom uses the MP Jet 040 motor very successfully. Peter Rose beat James Parry by just 7 seconds for second place. After battling with the wind on launch and being blown down wind at low level, Chris Hague managed to recover level flight but after losing too much time failed to climb high enough to challenge for third place.

After its successful use this year the MP Jet 040 Classic engine will be used again in the Wessex Tomboy 36 class next year. I am informed that Flitehook have the motor available in stock and at around £50 it represents good value. Once again our modified starting system was successfully

used. Just to recap, no change has been made to the first phases of the starting format in that the sequence of 90 seconds to start the engine and 10 seconds warning to complete fuel top-up is given and remains the same. Now, as before, no more fuel is allowed to be added and a “HOLD” sign is shown and at this point all pilots stand ready to launch and when the starter can see that everyone is set and ready to launch he shows the “GO” sign – and we all launch. Simple. In practice it took less than 8 seconds for all pilots to be ready. There are two big advantages to this system:

1. Pilots avoid the last minute rush of fuelling and launching. They are, therefore, more “settled” for the mass launch and hence it is safer.
2. On days when the lift is good and the Tomboy 36” span models are climbing to an enormous height (almost, or even fully out of sight on a good day - please don’t ask how I know!) the start may be delayed for a period of time (to be decided on the day) to “burn off” some fuel before launching and so reduce the overall height gained.

### Wessex Tomboy 36” span

	Round	1	2	3	4	5	Total
1	Tom Airey	<b>9</b>	<b>10</b>	7	<b>10</b>	<b>10</b>	39
2	James Parry	7	<b>8</b>	6	<b>9</b>	<b>8</b>	32
3	Chris Hague	<b>8</b>	<b>9</b>	5	7	7	31
4	Peter Rose	<b>6</b>	7	<b>8</b>	-	<b>9</b>	30
5	Paul Netton	<b>10</b>	-	<b>9</b>	-	-	19
6	John Taylor	-	-	<b>10</b>	<b>8</b>	<b>1</b>	19

1<sup>st</sup> Tom Airey 4 min 10 sec 2<sup>nd</sup> Peter Rose 2 min 34 sec 3<sup>rd</sup> James Parry 2 min 27 sec  
4<sup>th</sup> Chris Hague 1 min 41 sec.

### Wessex Tomboy Senior 48” span

	Round	1	2	3	4	5	Total
1	Tom Airey	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	10	<b>40</b>
2	Chris Hague	<b>9</b>	<b>9</b>	<b>8</b>	8	<b>9</b>	<b>35</b>
3	Angi Piacentini	-	-	<b>9</b>	-	-	<b>9</b>
4	Phil Beard	-	-	-	<b>9</b>	-	<b>9</b>
5	Roly Nix	<b>8</b>	-	-	-	-	<b>8</b>

1<sup>st</sup> Tom Airey 2<sup>nd</sup> Chris Hague

Our thanks go to our starter Bill Longley, to the time keepers who braved the weather and to Pen Hill Flying Site for providing such an excellent venue. Remember it is the best four scores, shown in bold type, to count. The next round will be on Sunday 6 September at the superb Cashmoor site, courtesy of the Wimborne MAC.

Chris Hague

Hopefully all those who have built a Tomboy, approx another ten than are on the league results above, will join in for the last few competitions as we have been assured of dry weather with winds of less than 10mph. That will be a first anyway

Always contact organisers before travelling to an event especially if from a long distance.

Reminder of the events for 2009 and for as many years after as there is interest.

The **600RES Class** is a well established competition class started by Chris over nine years ago, for rudder/elevator/spoiler gliders however it must use a brushed 600 motor, a Graupner 8 x 4.5 Cam folding propeller and NiCad or Nimh of 7 cells. A number of rounds will be flown, probably with the best 4 scores counting.

The **Open Electric Class** was started by Chris and Nigel in 2008 and number of rounds will be flown this year, probably with the best 4 scores counting. The OPEN Class utilises any model, any battery and any motor. The models are flown either at 200 watts/Kg or with an ALTITUDE LIMITER (cost approx. £70) fitted. This year it is to be set to cut out at 200m height or after 30 seconds of motor run time, whichever is the sooner.

The **Wessex Tomboy** event is based on the Vic Smeed free flight Tomboy. For Wessex Tomboy the 36" version is used with 2 channel control but must be powered by a Mills 75 or derivative. The MP Jet 040 classic .6cc can also be included but with a small handicap. The **Wessex Tomboy Senior** may use up to 3 channels and a Mills 1.3cc diesel engine. As well as the original Mills .75 and the Aurora (Indian made) Mills available secondhand (try eBay for a start!) Mills .75 and 1.3 replicas are becoming available again in small numbers so if you don't have the engine one will be available. This competition is very popular with exciting fly-offs being commonplace. A number of rounds will be flown, probably with the best 4 scores counting.

The **Wessex Thermal** event is a flat field thermal competition split into two classes, Open and 2m. Launching methods include the use of power winches and bungees.

The Open Class is for any Glider using a winch launch. The 2m class is for any Glider up to 2m wingspan using a bungee launch. The planes will be launched in pairs, last man down wins. Points will be given for a win, and also for a spot landing within 10m and 5m. Launch equipment will be provided. This should make a simple and fun competition.

**The four of us are always pleased to give a talk regarding the league at one of your club meetings throughout the winter.**

### **Dates of Open Events and Wessex League**

Always contact before hand just in case there is a problem although that is extremely unlikely. If your club has any dates that can be included please let us know. More dates may be added.

6 September Sunday                      Tomboy league & BBQ – Cashmoor *due to the steam fair this date will be changed. Contact James Parry*

20 September Sunday                      Thermal Comp – 2m bungee – Open winch – WSA – Chalbury

26 September Saturday                      Wessex League E-soar 600RES & Open – Pen Hill

27 September Sunday                      Federation scale day & BBQ – Cashmoor TBC

4 October Sunday Control line day & BBQ – Cashmoor

31 October Saturday Final Wessex Tomboy league meeting – Cashmoor

**NOTE: Event dates may have to change due to circumstances beyond our control, please check before travelling.**

Please contact if you are interested or require more information.

If you would like to receive further newsletters as and when please email one of the following

James Parry Tel: 01202 625825 [james.i-parry@tiscali.co.uk](mailto:james.i-parry@tiscali.co.uk) (Mainly Tomboy events)

Chris Hague Tel: 07967 306201 [christopher.hague@ntlworld.com](mailto:christopher.hague@ntlworld.com) (Tomboy and electric glider)

Nigel Bennett Tel: 01258 861863 [nigelcbennett@googlemail.com](mailto:nigelcbennett@googlemail.com) (Open glider events and WSA)

Martin Burr Tel: 01202 773144 [martin.burr1@ntlworld.com](mailto:martin.burr1@ntlworld.com) (Gliding events at Chalbury)  
Mobile 07778501110

### ***Site locations***

#### **Cashmoor**

Between Blandford Forum and Salisbury, off of the A354 approx. 300 metres East of the Inn on the Chase pub. This is just East of Chettle, West of Gussage St. Andrew. The Southside of the A354 there is a gate leading off of at an angle of 20 degrees. Proceed up the track .4 mile to the parking area

A map will be emailed on request contact details below.

For those of you with sat nav use N50°55'27.28 W02°01'49.63

#### **Chalbury**

Meet at Horton Inn car park. If possible email or phone Martin Burr beforehand to express an interest. Horton Inn car park is about 6 miles north of Wimborne on the B 3078. Pilots briefing at about 10.30 Mobile number is 07778501110 people usually phone from the car park to find out which field is in use.

#### **Pen Hill**

Off of A350 heading North pass under the A303 and about a mile on left is a turning to Monkton Deverill, proceed up the lane again about a mile and flying site is on left. There is a gate with a notice on it about model flying.

#### **Salisbury Club**

Assuming that people will travel towards the site along the A354 Blandford - Salisbury road the following "local" directions will help once they get to Coombe Bissett. In the village turn left onto the B road signposted Stratford Tony, Bishopstone & Broad Chalke. Follow this road for 3 miles into Bishopstone and drive on, passing The White Hart pub on the left after the 40 speed sign. Continue for 200 yards and Flamstone Farm is indicated at the entrance to the farm road. follow the farm road for just over a mile and the Salisbury Club flying site is on your left. The Club caravan at the flying site shows up well as you approach.

## WAZZ UP WESSEX

Thought it would be nice to mention a few events that have taken place in the area but not associated with the Wessex League.

### Wincanton meeting Sunday 2 August 2009

James Parry and Chris Hague were to go there on the day before however the weather was awful. The idea was to demonstrate Tomboys and Electric 600RES gliders to club members, try and get some interest going. Still the visit was postponed to the Sunday but being an open public display and James with only an A certificate meant that Chris did the flying. This was achieved with all watching able to see a Tomboy and Apollo glider do their thing.

The site is great, flying in one field and parking in another. Best bit being Wincanton own the flying field.

Such a shame that the weather was not good. I'm not sure as to the proportion of club members and viewing public but there were always eager watchers. The core of flyers seemed to be made up of Wincanton and Chesil Club members and they put on a good display.

Lets hope next year the weather plays ball?

### Chesil Meeting Saturday 15 August 2009

The flying site is located just North of Bridport at Pymore. There is a grass strip for full size orientated NW – SE. There is a hanger for the full size aeroplanes. The clubs facilities are impressive, proper loo not chemical with mains water, basin with soap and towels. There is a decent caravan with mains electricity so a kettle and again water from the mains. Luxury or what.

The weather in the morning was not too good but all changed and apart from a cross wind all was well. Club flying and demonstrations were non stop, enhanced by a couple of full size arrivals those being a helicopter and Tiger Moth. Here are some photos to show those who didn't attend what they missed. Roll on next year.





