

# WESSEX AEROMODELLING NEWSLETTER (Updated 16 November 2009)

The Aeromodelling Link for Dorset into Wiltshire, Somerset and Devon

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

## So Far 2009

### Tomboy comps

31 October 2009 saw the last competition of the year held at Cashmoor. The overall winner of both categories being Tom Airey from the Salisbury Club. Congratulations to Tom, he'll have a battle on to win next year! After a slow start to the year due to weather making the first few meetings almost un-flyable, and at best border line when few could fly, by the end of the season conditions really improved.



The numbers of Tomboys have been boosted in last few weeks with four more aeromodellers who have now both built and test flown their models. More Tomboys are being constructed, but yet to be flown in anguish and the grapevine tells us another two have just been started.

Flight times continue to improve and hand in hand with the National competition the refinement of models has led to astounding flights where models regularly reach a great

height by which time they are almost out of sight. So much so that flying to that height becomes uncomfortable to many so for 2010 we will make a few adjustments to lower the ceiling in respect of the Tomboy 36". With a decent Mills or variant being quite expensive, usually second hand and variable in performance (David Boddington can supply a new replica and Peter Rose a new Indian Mills) we have come to the opinion that the cheap easily available brand new MP Jet 040 .6cc classic beam mounted will be recommended as the best engine for the 36" class along with the usual Graupner 7x5 grey prop.



The tank to be used with the MP Jet will be the aluminium one that comes with the engine which is approximately 2cc. This still gives a reasonable engine run and

height gained but not up to the discomfort zone. The discomfort zone starting when eyes are screwed up, sweat on the brow and on at least one occasion shouting, "Where is it". (This has been cleaned up so as to appear in the newsletter). Mills variants using a massive (!) 3cc of fuel may have their launch delayed a short time after the MP Jet powered models.



The Tomboy Senior will continue as before but again, for reasons of cost, the usually expensive, ball raced Irvine engine will not be allowed. Peter Rose has Mills replicas available, as well as David Boddington, both of whom, will I'm sure, be pleased to supply one. With interest in Wessex League Tomboy classes finally increasing we all look forward to an exciting new year when we hope to have a good number of contestants.

### **Wessex Thermal – Martin Burr**

We had a good year, the weather was kind, if a bit breezy at times and we flew all 5 rounds without having to move any events. All rounds were flown at the WSA's excellent gliding site at Chalbury near Wimborne. The simple Round Robin format, with spot landings, proving easy to run and popular with all competitors. After 4 rounds the places were quite close with about 3 possible winners, in the end it was Ian Duff who narrowly took first place from Nigel Bennett in the unlimited class, and Martin Burr who won the 2m class. Having both competitions on the same day enabled people to join in both, without having to find more time from their busy lives, and quite a few chaps stayed in the afternoon just to watch the other class. With regard to thermal event for 2010 the same format will be used, and the same two classes will be run on the same day. 2m in the morning and unlimited in the afternoon. If anyone wants to join in this traditional Gliding competition using a bungee or winch launch at the WSA's excellent site, please contact Martin on 01202 773144 you will be made very welcome.

### **Wessex Open Glider – Nigel Bennett**

The League Open E Soaring competitions were held on five occasions this year at three different venues, two at Cashmoor (Wimborne MFC), one at Salisbury MAC and two at Pen Hill CIC site. The open class was run in conjunction with the popular RES 600 class.

We had seven competitors through the year, and generally conditions were kind to us, and thermals were found on most occasions.

Models varied from 3 metre span down to 1.8m. All used electronic height limiters,

which cut the motor at an altitude of 200 m ensuring the fairest way to start any gliding contest. Landing points also added potentially to scores, as many were able to fly out the 10 minute maximum, and accurate landing is a skill in itself.

Nigel Bennett flying a Pulsar winged own design won the series with 3 wins and 2 second places. Martin Burr flying his 2.6m Tango was second with one win, 2 seconds and two thirds, while Pete Kessell was third flying his 2.6m Pike or Silent Dream with one win, a second, a third and two fourths.

Next year there are several new Open models planned. Unfortunately the Open class will not fly on the same day as the Restricted class, as the workload with two classes proved too much.

It is intended that the Wessex Soaring Association will hold a number of events for E/Soarers (Open and Restricted class) to which, visitors will be welcomed.



## 600RES Electric thermal competition – Chris Hague

This has been the really outstanding story of 2009. We had between 9 and 12 entrants at all of the events and a total of 16 pilots actually competing throughout the year. Five rounds were held which produced four different winners, indicating just how close the competition has become, Glenn Woodford, Denis Grocott, Chris Hague and Martin Burr all winning, but they were totally eclipsed by Peter Kessell for the overall series win. Peter scored 33 points, just two points ahead of Martin, with two seconds, a third and a fourth place. Congratulations Peter, achieving fourth place in the last round was sufficient to secure the overall win, but it was close. Peter was keeping a close eye on the scores because if Martin had won, and Peter had come just one place lower in fifth place, then it would have been a different story. This is probably a good time to thank Peter's wife Nancy for doing such an excellent job in keeping the scores throughout the year.

The 600RES rules remain basically unchanged for next year, just a little tidying-up in one or two areas that cropped up as a result of flying at different locations throughout the year. The emphasis remains firmly on providing a "low-cost" formula giving both experienced and less experienced thermal glider guiders a chance to compete using gliders of equal performance, on equal terms. To further this aim, expensive (although absolutely beautiful!) ARTF models, or their wings, will not be allowed. The less expensive ARTF Swift from Puffin Models has been an excellent model for this competition, but sadly no longer available. If you've already got one then look after it! It is possible that a similar model, or an alternative, will emerge from the east one day! Many modellers have designed and built their own and I have seen and heard of a few promising-looking models already having flown that are ready for 2010. We also have the possibility of a suitable moulded fuselage becoming available next year, just add wings and tail plane! There is also the very popular 2.3m Apollo, designed by Peter Kessell, which was a free plan in RCM&E in May 2006. (NOTE: there is an error on the plan, the Vee tail should sit PARALLEL with the rear fuselage underside) Peter is always willing to help if you choose to build one. With the entry levels achieved this year, if repeated next year, then there is the possibility of 10 or more competition flights for pilots at any one event. Therefore in 2010 the 600RES events will be run on their own, thus allowing pilots to choose to fly in pairs throughout the day if they so wish. This provides plenty of flying on the day. Five events will be planned for 2010, dates to follow.



## **Flying sites**

We are always on the look-out for any club, which would like to host an event. These are run so as not to interfere with normal club flying but do provide an additional interest to any club member around. They may also be roped in to doing some time keeping, usually members are only too willing and volunteer. So any club who would be happy to have one of the events at their site please let us know, we can always do a demonstration during the winter to show what is what. Competitions are generally run from 10.00 am and finish round about 14.30 pm. Our thanks go to the Wimborne and Salisbury Clubs for hosting several events in 2009, along with Pen Hill CIC where the patch is more akin to a bowling green than a flying site. Chalbury has been used exclusively for the Thermal competitions.

## **What's happening in 2010?**

By 2010 we hope to have our own website, Chris is going to evening school (to learn the technicalities), so that will provide a great and necessary focal point.

We hope to go into 2010 with use of the above host club sites, certainly Pen Hill and Wimborne are literally just confirmed, and at present dates are being compiled but these are at an early stage and final confirmation will not be made until we ensure there are no, or very few, clashes. In both the Tomboy and 600RES series we are looking to run five events with best four to count towards the final score.

New for 2010, and by popular demand following a successful control line day at Wimborne MAC meeting in October, will be a control line mini speed competition. This really is basic modelling using a small profile model of about 14" span, there are three plans/kits so far to choose from powered by a plain bearing 1.5 diesel on 42' lines, timed over 5 laps. Just enough time to panic but not fall over! Don't worry if you don't have lines as James Parry can supply on the day free of charge, and you can keep.

The original ideals remain in that those who wish to partake in a bit of gentle rivalry flying their models can do, meet up with old friends and meet new and just do what we all like doing but in a local environment. The social side is not unsurprisingly an important part where banter is rife and when at Wimborne and Salisbury the smell of burnt bacon butties is irresistible. Most events are free to enter, with no charges, and that will even apply to the BBQ at Wimborne. The only exception being at Pen Hill CIC where there is a nominal charge of £5 per flyer, not the model, which includes a donation to a local charity.

At Pen Hill and Wimborne should you wish to you can fly other models you may want to bring along such as your favourite jet (We all have one don't we - no) scale, sport or aerobatic etc model.

Please remember that Pilots must be competent and have BMFA insurance.



### **Other events in the area**

As for Wimborne Club dates are being decided on as to when to hold two scale events (One being Federation Scale), pure vintage meeting (traditionally 3<sup>rd</sup> Sunday in May), two control line events (one first Sunday in October) a slope soaring meet with a couple of comps and a couple of other meets yet to be agreed.

Please if you're club has any dates for next year or when it has dates please let us know and those can be included on the website and in newsletters.

Our aim is to provide a calendar of events avoiding both local and national events. This is not easy and we will cooperate, as we did in 2009, with local clubs to try to avoid any clashes. If you wish to liase over dates then let us know so they can be circulated and thus help to avoid clashes.

The Wessex League website, when up and running, will provide a focal point for all that is happening.

Please contact the following if you are interested or require more information.

James Parry Tel: 01202 625 825 [james.i-parry@tiscali.co.uk](mailto:james.i-parry@tiscali.co.uk) (Mainly Tomboy and control line events)

Chris Hague Tel: 07967 306 201 [christopher.hague@ntlworld.com](mailto:christopher.hague@ntlworld.com) (Tomboy and 600RES electric thermal glider)

More on Wessex Soaring Association from Martin and Nigel

Nigel Bennett Tel: 01258 861 863 [nigelcbennett@googlemail.com](mailto:nigelcbennett@googlemail.com) (Open eSoaring events and WSA)

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