

Glider Day 20th January 2013

At 7.30am in Balmain it was raining and as "stand-in" CD Mike Minty was worried we may have a rained off event but by 8.30 in Belrose it was obviously not going to be a Glorious Summers Day but the comp was on!

After the usual pilots briefing the first round of Electric Glider took place with Col Buckley up with his Spectra for a 4'53" flight from a 25" motor run - 268 points. David Foster (shown here launching) followed rapidly for 5'05" with his Spectra from only a 17" run - 278 points; a new leader! Vince Payne's Easy Star doesn't have the same gliding qualities so his motor time was twice as long for a similar flight time. Clive



Weatherhead's Thermal Rider also needs a lot of motor time but gained 20 points from a good landing whereas the least said about Peter Wyss's first flight the better! Mike Minty's Maxie (with new more powerful \$19.00 HK motor) got to height in 17 secs and with the landing made 298 points. George Kaley needed only 14 secs of motor run but a shorter flight left him with 295 points and his over-enthusiastic landing (aka a cartwheel) took the nose clean off! Yet another Spectra from Doug Radford proved difficult to stop flying and the extra 35 secs dragged his score down. David Menzies produced an excellent 5'02" from an 18 sec motor run with his Spirit which, with a near perfect landing clocked up 310 points! Finally Robert Kaley shot his beautiful Sky Sergio (should that be Surgio) up in 9" for a 5'01" and max landing for 316 points - best



this round. Barry Mason had hoped to fly but all sorts of strange noises from his motor prevented that.

So then we had 2 rounds of Thermal Glider from the 7 entrants. There was little in the way of lift reflected in the lower flight scores. Cols "Savage

Bitch" (a modified Gentle Lady ion the left!!) managed 2'40" compared with David's real Gentle Lady with 2'45". Clive managed to find some lift with his Thermal Rider (his electric glider with a hook stuck in the bottom and a promise not to turn the motor on) for a 4'29". Mike only managed 2'51" and Doug pinged off a bit too early for a sad 28". Robert flew his mighty TFH (mighty = heavy) that struggled for 59" before retiring. The second round saw a general improvement with David picking up 4'58" and 10 landing points while Mike found a heap of lift, so much he had to do a rapid dive for home and at 4'58" flew straight into a tree on the final approach! (Ed's note - Mike "where did that \$%&*ing tree come from?" Minty actually flew into what will henceforth be known as Mike's Mulberry - a tree which has stood for at least 50 years, right where Mike chose as his landing path)

Round Two of Electric



had improvements from everyone, an average of only 8 points outside the target 300 and all got landing points, Robert (right) showed the way again exactly 3 minutes and maximum landing for 310 points. George (left) borrowed a fuselage from David F for a 291 pointer.

Meanwhile Round Three of Thermal produced a cracker from Col - 4'57" and a perfect landing for 327 points - NOTE - that's out of a maximum of 330!! Clive picked up a respectable 271 points but the rest found mere sink than lift! Mr Menzies hard at work with his HOB 2T on the right.



Round Three of Electric produced very accurate flight times, an average of only



6 points off the 300. Motor times proved higher except for Robert, again using only 17" but blowing the landing. Here Doug gets away (actually in round 2)

Sooooo..... add all the points up and we get the final scores

Electric Glider

1st Robert Kaley 902 2nd David Menzies 871

3rd George Kaley 870 4th Mike Minty 856

Thermal Glider

1st Clive Weatherhead 705 2nd Col Buckley 692

3rd David Menzies 632 4th David Foster 623

And so we came to Aero Tow gliding Hmmmmmmmm. Peter Wyss had his tug, the electric Pawnee and Peter towed Mark ter Laak up. A tricky release when the line didn't release from Mark's glider and Peter eventually released from the tug. Mark



"landed" 4'50" later here he is in a tree. The tow line was lost though. David Foster was next up, released the towline on the 9th attempt to



everyone's alarm (especially David!) and left him to do a 4'54" and

20 point landing. Here is the view before take-off, that's David in the distance! Trouble was that this tow line went AWOL too. One was cobbled up from a kite line Mike had and Clive prepared for take-off using the bungee hook under the glider to see if that would work. The Pawnee rolled, the glider shot off the ground (demonstrating that the tow hook isn't an appropriate place for a glider tug anchorage), pulled the Pawnee tail off the ground into a somersault and so ended the Aero Tow event - with cosmetic damage to the Pawnee, and Clive's glider landing gracefully about 19 seconds later.

Finally a big thankyou to all who helped make this a most enjoyable event especially young Freddie who, in between hurling his latest ex-Andrew Yu plane around, ran up and down the field all day collecting the bungee. He then presented all the prizes and got one for his own efforts! Thanks Freddie.

Here's the winners and gridders.

