

Glider Day Oct 2012

After a very windy Saturday we awaited Sunday with some trepidation - needn't have worried, there was none! The first early birders turned up at just after 8.00am for setting up and a few test flights (none of them before 9am on a Sunday, of course - Ed) and by 9.30 there were nine contestants waiting to be briefed by Sgt. Maj. Dave Pound. There was also a surprised Walter Metzger who had forgotten it was a Glider Comp day but immediately volunteered to do a heap of work in timing flights - thanks Walter!

It was decided to hold the **Thermal Glider** first in case the weather worsened - in retrospect not the best decision as the lift got better! Robert Kaley was first up in **Round 1** with his massive "Glidomatic" (he calls it!) to produce a disappointing 2'10" time (against the target of 5') but with an excellent spot landing, within 5m, to pick up 30 bonus points. Here he is heading for home.



Col Buckley and his "Bitch" (is it really called that Col?) fared no better with a 1'42" and no spot points rapidly followed by Peter Wyss with 1'17" from his "Organic"; Doug Radford with his "Hi-Fly" (must now be the oldest glider around being more than 30 years old - on left) and 1'45"; Clive Weatherhead "Thermal Rider" and 2'08" but Mike Minty managed to pull 3'16" out of the bag but at the expense of missing spot points.



Action shots show Andrew Yu just avoiding being hit in

the head by Peter's tailplane on launch



while Doug heave-hos Mike's "Bird of Time".

Round 2 saw no increase in flight times but a general increase in landing points, there was so little breeze it was hard to get the bungee to pull the planes up and there was bugger-all lift when you did!



Here Col demonstrates "multi-tasking" as he walks from the launch site to the landing site while flying at the same time! Meanwhile Doug gets launch help from George Kaley and el Presedente is sent on his



way by Peter who looks glad to have got rid of it! Incidentally Clive glider is his electric one with the prop removed and a bit of bent wire as a tow hook which was stuck on that morning with a large dose of 2" sticky tape!



Father & son Kaley get together to see Robert on his way skywards.

And so to **Round 3** which again produced better results despite the non-lift with 3 people getting more than 3 minutes and Robert again picking up maximum spot points as he had in the previous 2 rounds - the only one to do so in thermal proving it wasn't just luck.

Points added and the totals showed:

1st Mike Minty 2nd Clive Weatherhead 3rd Doug Radford 4th Col Buckley

And so to **Electric Glider** where all nine were prepared to do battle! **Round 1** saw times clustered around 5 mins as you would expect with a motor to get you there. George managed a perfect 5'00" with his "Protech" one of only 3 in the comp, the others being Doug & Robert in Round 3. Vince Payne showed an "Easy Star" can compete with a 5'01" and max spot points

albeit at the expense of double the motor run time of most models. Doug's "Easy Star" clocked 5'04" from a 33 sec motor burn while Andrew Yu (the Feb winner) saw 5'14" from his "Radian" after 26 secs of motor and a perfect landing.



Here Col helps Doug to the sky while below, Andrew does his own work while Col runs a stop watch in each hand.



If you assume about 30 secs of motor run then the maximum points to be scored in a flight is 300 (5mins = 300 points minus the motor run plus 30 max for spot landing) so the average from this round of 274 is not too bad. It improved in **Round 2** with Andrew turning in a 310 closely followed by George with 300. Here Clive launches for 5'02 & "arrives" at the spot (undamaged)!



Another classic shot sees Andrew launch for Col to do a 5'06" from only a 15 sec motor run (there was a lot of lift developing) with Walter in his characteristic stop-watch-in-each-hand pose nearly blown away! There was so much lift around that both Col and Vince



were seen to do loops and spins just to get down in time!

It was clear in **Round 3** that there were some close scores and some serious attempts to be made. George was looking good but had a crap last flight despite this heave-ho (there's



Walter again with his stop watches) but Peter did 3'01" plus 30 but with a 34 sec motor run. Mike managed a 5'04" but his "Maxie" needs too much grunt to get there - a 56 sec motor run! Doug & Robert both did a perfect 5'00" and max spot points but Robert with only a 30 sec motor.



Andrew, and his 86 degree flaps, comes in for another max spot (the only one to get all three in electric) for a 292 last flight and then it was time to add up all the scores. The results gave only 8 points between 1st & 2nd (out of nearly 900!) and:

1st Andrew Yu 2nd Robert Kaley 3rd Peter Wyss 4th Col Buckley

Here's the Thermal (left, except Doug who had to go home early) **and Electric Trophy winners**



Thanks to all the participants, helpers and timekeepers. It was a most enjoyable day (and so quiet!) just a shame some of the regulars could not make it this time. See **YOU** at the next one in February 2013! **Another "Moments" report.**