

Electric and Thermal Glider Day 25th March 2017

You may have noticed that it has been raining a bit recently, if you have been to the field in between the showers you would have found about an inch of it lying over most of it! The already postponed Glider Day looked doubtful earlier in the week but on Saturday the Lord smiled on us (well, a bit of a grin I suppose) and since all planes are hand launched the brave competitors splashed their way to the field.

It was cloudy and with an appearance of little lift around the CD, our very own Dave Pound, decided we would fly **Electric Glider** first. Here are the pilots ready for go! It's the usual rules, target flying time is 5 minutes with seconds above or below that time counting against you and a spot landing scoring up to 30 additional points.



An interesting collection of planes from L-R, Clive Weatherhead and his World Models Thermal Rider; Walter Metzger and his Amigo with his own conversion from thermal to electric; Mike Minty and his Maxie (recently repaired *again*); Grant Neill and his Radian; Col Buckley lurking in the back with his Spektra; Stan Begg and his venerable Radian and Chris Walker with his Hawk picked up as a bargain at the last Trash n Treasure night. Radians outnumbered 2:1 for a change!

So **Round 1** of three and Grant was first up for a rapid climb of only 17 secs motor run and a flight time of 5.01 AND 20 landing points. This gave him score of 304 which will be hard to beat - anything over 300 in electric glider is a goody! There wasn't much lift and others found it hard to make the 5 mins without additional motor runs after the initial climb. Clive made a very respectable 5.10 flight but needed 51 secs of motor. 10 landing points took him to 249 points. Chris had a rather erratic flight and his time of 4.48, motor of 52 secs but no landing points left him with a total of 236. Walter got close with a time of 5.06, a perfect, if dramatic landing of 30 points (Walter loves to land 'em hard!) but 27 secs of motor kept him

just below the magic score with just 297. Mike found some lift and with only 17 secs of motor found it hard to get down in time and made 5.11 plus a 20 point landing for 292 total. Col made an excellent 5.02 but 25 secs of motor and only 10 landing points brought him down to a 269 total.

So **Round 2** and Grant is the one to beat - no surprise there! Clive got a 5.17 with less motor time and improved landing points for 264. Chris did exactly the same flight time with a perfect landing for a much improved 281 points. Grant did it again for 305 this time, while Walter slipped a bit to 264. Mike got a better time of 5.57 but took more motor to do it so dropped to 286 points. Col got a very good 4.55 but again his motor time (63 secs) dropped him to 242. Stan suffered "technical problems" and had to drop out.

Round 3 and it's crunch time! Clive managed a good landing but took too long to get there for 246 while Chris almost replicated his round 1 for 244. Grant made another cracker for 302 points and Walter was let down by his landing this time but still picked up 291 points. Mike made the same as round 2 and Col pulled out the stops for his best of 297.

And so we get to **Thermal Gliding** where you really do need to find lift, if there isn't any you will have trouble getting to the magic 300 flying points (5 mins again) and a max of 30 landing points cos you can't just open the throttle for more height or a go-around! Here are the lads ready to begin



Again from L-R, Walter and his Amigo; Col and his Savage Bitch (I think it started life years ago as a Gentle Lady!); Clive and his Amigo; Mike and his Bird of Time; Stan and his ancient Albatross and Grant with his Amigo that started this whole Friend thing a year ago.

Round 1 saw Grant off to a good start with a useful 4.47 flight and a landing within 10 metres of the spot for 20 points. A total of 307 which from a maximum of 330 gives you a 93% score. Clive managed to find plenty of "sink" but little lift for a 124 score and Mike did little better for 166. Stan just crept in behind Mike with 165 while Col collapsed to a sad 102. Walter faired a lot better and picked up a nice 278 points.

Grant couldn't find the lift in **Round 2** and despite a near perfect landing only managed 183 points. Clive improved his score to 188 while Walter halved his to 134. Mike managed to pull out some stops to pick up a respectable 296 and Col improved but only to 141 and Stan only managed 162 points.

So what was **Round 3** going to provide? For Grant - nothing - his radio battery booster packed up. Clive struggled again to get any lift so a 2.06 flight so with a 10 point landing only got 136 points. Walter did better than Round 2 but couldn't get back to his Round 1 success so got 187 points. Mike found some lift and with a good landing got over the magic 300 for 305 points. Col sauntered up for a casual flight and got 4.51 for 291 flight points AND a hot landing for 311 points - whee! Stan shot up the scores but a bit too late, still his 4.30 flight and perfect spot got him the treasured 300 points.

Our worthy CD Mr Pound added all the numbers up with help from Clive and we had

Electric Glider

1st Grant Neill 2nd Mike Minty 3rd Walter Metzger 4th Chris Walker

Thermal Glider

1st Mike Minty 2nd Stan Begg 3rd Walter Metzger 4th Col Buckley

And here they are clutching the valuables. What's that you say? Has Col got some sort of beer mug? Why yes, he has won **Morts Mug** for the best single thermal flight (beating Grant



by only 4 points and , as the plaques in the base will tell you, winning for the **THIRD** time! Chris had to leave earlier so here he is with his first ever WRCS trophy - well done mate!



And here are some of the shots of the action -



Walter gives the old heave-ho for Cols Spektra while Chris hides behind his Hawk.



Clive hurls his Thermal Rider and Stan launches Walters E-amigo (he converted a T-amigo to electric).



Col sends Clive on his way and Grant does the same for Col - was this his Morts Mug winning flight?

When it comes to landing near

the spot you really have to try as Stan shows you here though when it comes to determination both Walter and Col showed it - here's Cols version.





But even a flat landing can leave you a bit anhedrally as Stan found out.



But there's nothing quite as graceful as a glider circling in looking for 30 points on landing!



Great time had by all, get yourself a glider and join in and not forgetting a special thanks to Alan Sammons for all sorts of help with timing.