

Summer loving

JOIN US SLOPESIDE FOR A MID-SEASON UPDATE

Combat events are enjoying a resurgence of interest nowadays and are popping up all over the place.

Ah, summer... thermally days, friendly fly-ins and the odd model show to pick up yer bits! Nothing quite like an afternoon on the slope in the sunshine with your mates, developing new and interesting ways to duff up foamies. A combat resurgence? Could be, if the calendar is anything to go by - there are little events popping up all over the place and some big ones, too, especially in South Wales. The South Wales Soaring Association now organise pretty regular bashes, which enjoy the conditions that the famous Bwlch mountain can offer. Check out the pictures at <http://www.swsa.co.uk> - these give a pretty good indication of the time they're having. Pay special attention to the 'Sheep Head Drone'. When you find it you'll know what I mean!

Sadly the BMFA League Event 2 was plagued by low wind. Mark Abbots seeks intervention by sacrificing his tranny to the wind gods atop the famous Welsh Wrecker.

Kevin Newton's new Viking made short work of the lighter conditions to score him fastest time of the day with a 45! It also won him a Mini Blade from our sponsor South Coast Sailplanes.



On a brighter note, the course at the last 60" race in Wales had to be extended because the air was so big that the foamies were moving too fast to fly a standard one. I just caught the 30-lap final in time to see Alex McMeekin smoke the rest of the field with his Banjax, a new foamie plank design on its first outing. Unusually for Alex it's covered in Profilm; he's more used to vacuum-bagging carbon and other exotic composites, and had to 'learn' how to cover normally!

On the 'other side of the pond' Kyle Paulson has been at it again, pushing up the world DS record to 275mph with the new 100" Maclean Extreme, on only its second flight.

FROM THE SKUNKWORKS

There's been a lot of interest via e-mail since I dangled North County Flying Machines' latest carrot, the Halfpipe, under your nose in the April issue. Favourable USA exchange rates meant that I was able to get two shipped over in just three days for under £42 each! Yes, three days - I couldn't get a letter from my next-door neighbour in that time!

The Halfpipe is yet another design from Harris Nelson and is largely



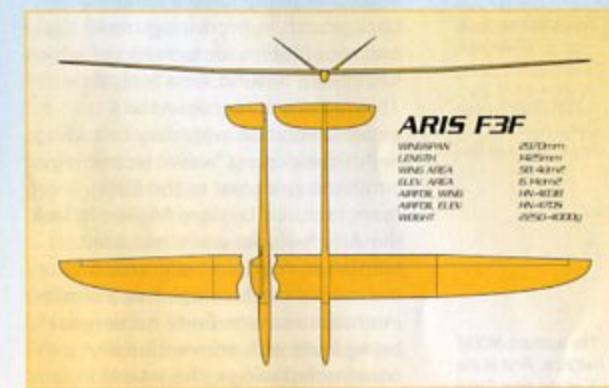
based on the NCFM Bluto 48". Utilising the same root and tip templates over the same span but in the guise of a slightly swept flying wing, the Halfpipe loses the Bluto's quirky planform for something more traditional. You might be forgiven for thinking that it's just another foamie flying wing until it scorches past yours in flight. One of the slippiest foamies around, the Halfpipe features a sturdy balsa fin that's supported by a solid carbon shaft which is mounted in such a manner that the fin can rotate in the event of a less than ideal arrival. The advantages of EPP are retained and are complimented by huge carbon sparring with steel joiners to produce a model that's very robust, but not suited to combat.

The Halfpipe is about speed, grace, energy and performance. Spend some time on the surface finish and it will easily be as quick as the best of the larger 60" foam racers, up to the point where big air

and ballast become a factor. The design is fairly optimised and there's little room for improvement although by the time you read this NCFM will have made mods to the fixed centre-section that differs from the photos here. An extensive period of testing leading up to its release in late February 2005 has determined such things as the exact amount of nose weight required (and supplied) to achieve the optimum C of G placement for a standard installation. The model itself is relatively quick to build with none of the complications associated with a varying planform or multi-sweep wings. It's very versatile and I've had mine out in the lightest of whiffs right up to gale force winds. The vertical performance is second only to my heavily-ballasted crunchy toys, and indeed if flying 'Half Pipes' is your thing then you'll not be disappointed. The roll rate is excellent, but axial performance is

enhanced by a little opposite differential. The model is intolerant of an incorrect C of G placement as it has minimal sweep and is almost a 'plank' rather than a 'wing', but once the balance is correct the little model really does rock. NCFM are the manufacturers of the ubiquitous Moth 60" and the quality of that kit is replicated here. The time and effort put into the presentation alone pays dividends. Priced at just \$69.00 the 48" Halfpipe is available from northcountyflyingmachines.com. Club together with your mates and save on the \$35.00 shipping. Each additional model is just an extra \$5

Joe Cubit has taken to campaigning his pretty Samba Pike while he waits in line for a British Falcon.



on top, up to a maximum of three models at a time. Remember to tell Derek I sent you via RCM&E!

It might be named after a Cockney's backside but the Aris is truly a thing of beauty.

PLASTIC FANTASTIC

TLM Aerodesign are a group of active F3F pilots and model manufacturers who have collaborated to produce what they believe is the best F3F machine on the market, the TLM Aris. Formed in 2002, the group is based in Slovakia

F3F in the UK is now more popular than any other 'F' class gliding event.





TOP LEFT: The TLF Aris available now from ET-Air.com

TOP RIGHT: Greg Dakin right 'On The Edge', fast and low.

The authors NCFM Halfpipe. First in the UK at the time these pics were taken. Now they're everywhere!

At £42, including three days shipping from the USA, you'd be very silly not to.



and collectively have a solid background in producing many high-end moulded models, some of which have been around for a long time. They've now progressed to experimentation with new moulding techniques using 'wave' technology, similar in principal to the Elita manufactured by Jaro Muller. In fact the Aris features wave moulded tailplanes, flaps and ailerons, and the rear of the fuselage has a similar internal structure. Early models are being built with conventionally constructed wings, the intention being to offer wave moulded wings in the near future once the technique



has been developed and perfected. The conventional wings are already incredibly stiff, with carbon / balsa composite skins and heavy sparring, and, to be honest, it'll be hard to improve them. I guess the new techniques will reduce the weight slightly, though the two-piece unit on the Aris already has a total weight of just 32g per side!

The model bristles with technical innovation and the inner hull of the nose looks as though it could spearhead a modern stealth missile.

The Aris can be ballasted in two places, with a normal tube in the fuselage holding up to 1200g of lead and an extra ballasting ability of a further 600g around the incredible carbon 'I'-section wing joiner. Distribution of the model (and TLM's future designs) is being handled by the respected world soaring champion Espen Torp at www.et-air.com. Retail price is around €1070 before options and shipping.

BOYS TOYS #1

The latest trick toy from Cumbrian based outfit www.electric-planes.co.uk is a little charging /



on the negative side, which will help stop the transgression of black wire corrosion. Available now priced at £8.99 via their website.

BOYS TOYS #2

Some time ago I featured an aluminium servo mount designed to suit the Hitec HS125 / 5125 servo; it proved so popular that it soon became hard to get. This prompted Cubitt's Models of Trowbridge to take the initiative and develop a full range of GRP servo mounts in conjunction with CM Solidtec. The mounts contain 30% glass, promoting very high impact strength and excellent stability. The fit and accuracy ensure that the loads are transferred evenly to the airframe, and the servo virtually clicks into place. Moreover, the ease of use facilitates a quick and tidy installation for many applications. The comprehensive range consists of 11 mounts covering over 40 servo types, with prices starting from £6.99 per pair. Full details can be found at cubittsmodels.com; alternatively, telephone Pete Cubitt on 01225 769797.

RIGHT OF REPLY

If there is a slope soaring heaven then it will quite possibly look distinctly like La Muela (The Molar) on the Spanish plains, a tad north of Madrid. La Moo's fissured sides rise over 1000ft from the flatlands culminating in a perfectly flat, grassy top, i.e. the ideal landing site. It really is perfection... heck, you can even DS one of the corners! However, La Muela's crowning glory isn't the fact that it flies in any direction, nor that it's blessed with ever booming thermal activity. No, the coup de grace is that, standing alone atop this Xanadu, is a bar! It doesn't get much better than that in slope soaring! There's many an anecdote told on the circuit concerning this bar and I too am guilty of playing my part in that. It's relevance here, however, is down to the fact that in my last column I grassed up a mate of mine for showing off in front of the local blind society. All's fair in love and

slope soaring so I promised him the right of reply! Over to 'he who wishes to remain anonymous':

"Picture the scene, a balmy spring morning on La Muela, Mecca for the F3F gliding community following the Spanish Open on the coast near to Bilbao. All the major UK players are in attendance for a wind down and sport-fly before the long trip back to Blighty. Having travelled down the previous night and arriving in Guadalajara in the dark, our boys hit the local night spots for a beer or ten. Not being a fan of Spanish lager, Andy scanned the optics for something more appealing and settled for an evening in the company of uncle Jack Daniels - a lot of it. Suffice to say that most of his night wasn't spent in the hotel bed but on his knees in the bathroom finding religion via the great white telephone!

The following morning our pallid columnist finally dragged his backside into the minibus for the trip up the slope. The site was awesome, but Andy couldn't seem to uncurl himself from the footwell where he had settled, mumbling incoherently about 'letting him die there'. Eventually he somehow managed to drag himself out of the bus and sat trying to watch the others happily fly and generally have a good time. All he could think about, though, was a cool drink of some sort to moisten his arid throat and settle his wayward stomach. Milk. That'll do the trick. He made his way to the bar (where many of the continental F3F cognoscenti who also travelled south after the comp were engaged in breakfast) and plonked his haggard frame atop a bar stool and beckoned the Spanish barman. Unfortunately this Brit doesn't speak a word of Spanish, so in his best



Perhaps the most popular servo for glider wings these days is the HS5125 series. Yep, there's a mount to fit 'em, too.

anglicised sign language tried to explain to the barman that he 'would like a glass of milk, please'. Despite his best efforts at impersonating a cow with forefingers for horns and a fairly descriptive (if hung over) mooing noise, the barman was clearly not getting it.

Racking his brains, Andy for some inexplicable reason recalled a 1979 school French lesson and in a flash of inspiration remembered the French word for milk. His alcohol-addled brain reasoned that France is 'not that far from Spain' and there was every chance that the barman might speak a bit! Andy pointed to the milk jug by the coffee machine and blurted out "Au lait!" Smiling, the Spanish barman clicked his heels together smartly, clapped his hands above his head and proceeded to dance behind the bar... Olé!

'NUFF SAID

Right Ju (Oops!) we're even! I'm off back to the Skunkworks. See you next time when I'll be fondling my Boobies... Catch me here: slopetrashuk@ntlworld.com

Only available in strange colours until recently, Greg Dakins Aris gets away in Wales. You can now get a stripy one, too.

