

NIMSA NEWS

June 2007

Chairman: Mike Leonard

Treasurer/Membership: Tommy Magee

Secretary: Paul Freeman,, 24 Adlon Gardens, Lisburn BT28 2EQ

Tel: 92587915

As Mallusk is now much busier, there are a lot more people and cars about, the committee felt that running the club barbecue there in conjunction with the Thermal Champs would be extremely difficult.

As a result we have made the difficult decision, that the barbecue will be a separate event to be held at a date, time & place to be advised.

The **Open Thermal Championship** is scheduled for **Sun 24th June**, starting at 12 noon.

2007 Events Details:

Slope Event 18th Feb 2007

First event of the year and I was unable to attend due to family commitments! The wind was blowing ESE, so slightly off the bowl although it was flyable. Paul, Jimmy and Mike flew off the bowl. Paul due to work commitments meaning he was leaving early and Mike and Jimmy didn't fancy the climb on to the shoulder. Tommy, Sam and a couple of others went up on to the shoulder and had slightly better air. Apparently a good day had by all (Thanks to Paul Freeman for updating me on what happened)

Slope Event 4th March 2007

As far as I know nobody flew!. Howling gales and pouring rain!!!!!!

Thermal & Electric 1st April 2007

Great weather, sunny with light winds. Although, the wind direction was a little cross field and caused some problems with chutes ending up in trees!

As per the discussion at the AGM, thermal was flown first. Two winches were set up and flying commenced at about 1pm. There was a small amount of first event carnage, with Bill Scott lucky to only slightly damage his Diamond Cloud after a short, very fraught flight with what appeared to be a very rearward CG! Damage was limited to removing a tip panel and it will be in the air again very soon. In round 2 Jimmy Taylor wasn't so lucky, with a wing fold at the top of the line and a terminal dive in to the ground. The nose required digging out and the plane is probably a write off.

Paul Freeman very generously allowed Paul Taylor to fly his new Soprano and lived to regret it as Paul T won the comp with a perfect 3000. Paul F finishing in 3rd place.

Full results below:

<u>Pilot</u>	<u>Rd 1</u>	<u>Rd 2</u>	<u>Rd 3</u>	<u>Total</u>	<u>Placing</u>
Paul Taylor	1000	1000	1000	3000	1
Andrew Wallace	1000	764	1000	2764	2
Paul Freeman	692	1000	1000	2692	3
Tommy Magee	856	1000	572	2428	4
Frank Jackson	667	625	733	2025	5
Bob McIvor	594	975	225	1794	6
Adam Gilliland	439	411	839	1689	7
Mike Leonard	475	533	644	1652	8
Jimmy Taylor	531	477	614	1622	9
Sam Phenix	503	467	422	1392	10
Bill Scott	crashed				11

Electric was the flown to the new rules of 45 sec motor run for brushless and 90 seconds for brushed, followed by a 10 min soaring flight. All within a 15 minute slot. Certainly made soaring more important, but the motor run allowances made for some neck breaking altitudes. at the next electric comp we plan to reduce it to 30 sec for brushless, 45 for brushed and 8min soaring, in a 12 min slot. Good mix of models and no single type seems to have a significant advantage.

Full Results:

<u>Pilot</u>	<u>Rd 1</u>	<u>Rd 2</u>	<u>Total</u>	<u>Placing</u>
Andrew Wallace	1000	976	1976	1
Paul Taylor	986	986	1802	2
Paul Freeman	799	1000	1799	3
Tommy Magee	614	598	1212	4
Jimmy Taylor	513	405	918	5
Mike Leonard	203	231	434	6

Congratulations to all winners. Next comp is 100S on the 15th April - NO ELECTRIC

100S Cup Event 15/04/07

This event started out looking as if it wouldn't happen. When we arrived there was a large group of footballers training and the cloud base was very low (~ 700ft). On asking the groundstaff, we were told the footballers would be there until at least 1pm. A few people had flights with electric models at the top end of the ground, but at 1pm the footballers were still there and a cold wind had picked up!

Finally at about 1.15 the footballers left and a few gaps were to be seen in the cloud. The winches were set out and we started the competition at about 1.45pm, nearly 2 hours late!!!. The weather rapidly improved, but flying conditions were very changeable, with good lift being immediately followed by MASSIVE sink. We flew 4 rounds to allow a discard. Ronnie Armstrong flew all 4 rounds with a 60" handlaunch model.

Results are below:

Pilot	Rd1	Rd2	Rd3	Rd4	Total	Placing
Frank Jackson	792	594	536	482	1922	6
Adam Gilliland	392	372	336	540	1304	9
Mike Leonard	386	642	420	972	2034	5
Tommy Magee	1000	484	686	1000	2686	3
Jimmy Taylor	875	558	1000	978	2853	2
Paul Freeman	972	417	718	914	2604	4
Sam Phenix	1000	1000	608	914	2914	1
Bob McIvor	483	264	682	504	1669	8
Ronnie Armstrong	642	403	681	538	1861	7

Sam Phenix wins the first 100S event of the year. Next 100S is 10th June

100S Boyce Trophy.

Having lost the last 3 comps to bad weather, mainly high winds, it was a pleasant relief to arrive at the field to warm sunshine and light breeze. As I had family commitments, I helped set up the winches and then Paul Freeman took over as CD for the day.

Thermals seemed to be popping off everywhere and the comp was a bit of a lottery with some hitting lift and others just missing it, although this seemed to even out over the rounds. Five rounds of 6 minutes were flown with worst score being discarded. Only major problem of the day occurred when Jimmy Taylors' battery and receiver decided they didn't like his launch technique and ejected themselves at the top of the line! The model thermalled away nicely downwind and was recovered virtually unscathed.

Full results as follows:

Pilot	Rd 1	Rd 2	Rd 3	Rd 4	Rd 5	Total	Placing
Sam Phenix	400	365	977	1000	1000	3377	2
Jimmy Taylor	367	195	497	756	0	1815	7
Bob McIvor	628	371	994	737	940	3299	3
Ronnie Armstrong	244	930	264	558	400	2152	5
Mike Leonard	294	251	353	465	917	2029	6
Frank Jackson	858	517	0	0	0	1375	8
Tommy Magee	723	898	1000	446	394	3073	4
Paul Freeman	1000	1000	997	452	731	3728	1

Paul Freeman wins the Boyce Trophy for 100S

Wed night flying has also been hit and miss with the weather, but on the nights we have flown, it has been very enjoyable

The calendar of the remainder of the year is as follows:

June		
24	Thermal	Open Championship
July		
8	Thermal	
22	Thermal	
August		
5	Thermal	
19	Thermal	
September		
2	Thermal	
16	Thermal	
30	Thermal	
October		
14	Slope	
28	Slope	
November		
4	Slope	
December		
TBA	AGM	

Events end:

Congratulations to BMFC on the success of their flight with a T240 power trainer from Ballycastle to Islay.... And back! A total of 77 nautical miles and 4 control handovers. Cargo on the way out was 2 miniatures of Bushmills and on the way back was 2 Islay malts! Andrew Wallace of NIMSA was involved in the landing and take off on Islay.

World Jet Masters 2007:

This event will be held at St Angelo Airfield , Enniskillen from 5th – 14th July 2007. Further details including advanced ticket sales can be found at www.jwm2007.com

ATC humour from many years ago (from Paul Freeman)

The German controllers at Frankfurt Airport were a short-tempered lot. They not only expected you to know your parking location, but how to get there without any assistance from them. So it was with some amusement that we (PanAm 747) listened to the following exchange between Frankfurt ground and a British Airways 747 (radio call Speedbird 206) after landing.

Speedbird 206: "Good morning Frankfurt, Speedbird 206 clear of the active."

Ground: "Guten morgen, taxi to your gate."

The British Airways 747 pulls onto the main taxiway and stops.

Ground: "Speedbird, do you not know where you are going?"

Speedbird 206: "Stand by, ground, I'm looking up the gate location now."

Ground (with typical German impatience): "Speedbird 206, have you never flown to Frankfurt before?"

Speedbird 206 (coolly): "Yes, in 1944. But I didn't stop."

Remember to keep checking the club website at www.nimsa.co.uk