

Leek & Moorland Model Gliding Association

<http://www.lmmga.co.uk>



Dec 2013



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For Sale, Eric Parr's 100" Grunau Baby ~ excellent condition ~ all the gear is in it ready to fly'~

Contact Ivan Bradbury i.bradbury2@ntlworld.com

Tel. 01782 851896 for details



Mark Ollier is giving his hangar a bit of a clean-out ~ these are a few models that are looking for a new home.

60" zipper just add battery and receiver £100

Might be tempted to sell 60" half pipe just add receiver if offered £100

Well used and repaired mini dragon (split wing) £40 servo in fuz

Epp mustang Just add receiver £40

Epp foamie pss £25

Javelin, Needs tail making. Servos fitted in wing and fuz £40

Front Cover

This is Rex Collier with his model Henschel 132.

The electric fan has been removed and it is now only used on the slopes

Key Fob to Credit Card

It's quite a few years ago now, can't remember how many, since the club bought 500 of those plastic key fobs we've all been hanging on the peg board over the years. At the time I thought we'd never get through them all but halfway through May this year we were down to the last dregs. This meant that Keith and I had to start looking around for a suitable replacement.

The plastic ones have served us well over the years but there was a problem with them; they weren't waterproof and when it rained the ink ran a little and the logo and print faded somewhat.

Keith and I looked to see whether or not there was something else more suitable. We asked several other clubs including an athletic club what they were using.

After quite a bit of deliberation, we decided that a credit card type tag would be the best available option. It is completely weather proof and can be slipped easily into a wallet; (Keith's



The reverse side of the card. This is how it should look on the Pegboard if you are flying on 2.4Ghz

card survived a spell in a wash machine unscathed) It would also kill two birds with one stone by double up as both a pegboard tag and a membership card and, it only costs 50p to post whereas the plastic tag costs 60p (envelope wont go though second class thickness gauge)

The software that came with the printer enables us to print all the relevant info including a passport size photograph of the member. This means that if Keith is supplied with your picture he can put it on file so that it can be printed on your membership/tag card. If you haven't yet sent Keith a photo (Passport type if Pos.) please do so or there will be a blank space on your card

All members will be getting these credit card/tags in 2014. You'll probably see the odd one or two on the pegboard this year.

Last Comp of the Year

Only 8 turned up for the Fly For Fun competition on 22nd September despite the weather being shirt sleeve order and cracking lift. Probably one of the reasons for the low turnout was that there were several other event taking place on the same day

Neil Barnett, Ian Buckley and Mark Ollier came 1st 2nd and 3rd and as usual flying took second place to banter, An excellent couple of hours of fun

It was nice to see Billy Griffiths taking part, Billy has only been flying for a few months and he did himself proud .

Neil with his Mini Vector. He flew his foamy in the comp





Keith Rathbone performing one of the tasks watched by the eagle eye of Mark Ollier the competition secretary

Ivan Bradbury scoring another point by flying between two poles



Neil Barnett turning at the base leg of a pylon race with a difference . There's no flagger at the far end; he has to guess the distance and it only scores if the model passes the flag

A cut doesn't count

The far flag was approx 100 m away

A Flock of Vulcans

Peter Garsden's article in June's and September's newsletters seems to have stimulated quite a bit of interest in the club. No sooner than I'd clicked the send button on September's newsletter than I received two emails with photographs. One from Charles Hampton and another from Andy Gough. Showing their Vulcans. The first letter to drop into my electronic letterbox was from Charles. This is what he said

Hi Ivan

Just in case you need something for your next news letter about the Vulcan build article. I built one from the same plans winter 1986/7, I opted to change the fin to 1/8 balsa and fully sheeted the wing in 1/16 balsa, made the



cockpit from a piece of blue foam covered the lot in white Solartex. and brush a coat of Humbrol matt enamel paint on by hand to make the camouflage markings. I didn't go to town on scale detail that much because the outline of the wing and fuselage are not that scale accurate. (nowhere near) But as everyone says, they look good in the air and its still flying. Last used earlier this year see attached photo's and the following for short video

<http://pottersindoorflyers.proboards.com/index.cgi?board=pictures&action=display&thread=8>

Regards Charles

Hello Ivan

Just thought I'd jump on the bandwagon with my new Vulcan. I borrowed the plan of Charlie Hampton and started the build when low and behold you did a spread on one being built in the newsletter. I met the chap up at the Mermaid and we had a good chat about the model. I have flown mine and it's a dream, needs some roundels to finish it off but I need to source some. I am a fairly new member of the club and am really enjoying my slope soaring.



I'm a very keen builder and have been model building for many years. I flew free flight competitions in the 70's and there was a strict builder of the model rule in those days. Any way I just love to build I find it relaxing.



See you up the slope sometime ..

Regards ..Andy Gough

Ed;> During the 60's and 70's most competition organisers had a 'Strict builder of the model rule' This was at the time when the 'ready to fly models' were just coming on the market and many modellers thought that these RTFM gave pilots an unfair advantage in competitions so they made a rule that competitors could only fly their own design model or one made from a kit..

At the time, some modellers frowned on the guys who flew RTFM and referred to them as Cheque Book Modellers. How times have changed!!



Has Slope Soaring Been Relegated to the Third Division ?

Dear Editor, *Sometime in September this year, after four of us had sheltered in my car from a sudden downpour, I found a copy of 'Radio World' on the back seat. After a quick thumb through it I realised that if this was the format for the current crop of RC magazines, they hadn't change much since I packed up subscribing to them several years ago.*

In this particular 'Radio World' there were only 3 pages out of 122 that were given to 'The Soarers Slot' and guess what?? All the planes featured on those 3 pages had propellers on them, all be it the folding variety.

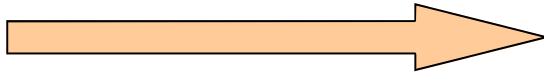
*When Keith Rathbone rang the BMFA about getting an examiner to test several of our club members who wanted to take their A & B achievement certificates, (**slope soaring**) he was given contacts from as far afield as Birmingham and Blackpool. When Keith got in touch with several of the guys on the BMFA list, he was surprised to find that they weren't slope soarers and only tested pilots with fixed wing power planes.*

After several more phone calls he managed to find one who was qualified and prepared to test our members (Peter Turner), Although Peter is a chief examiner and therefore qualified to test all types of planes, he said he hadn't done a great deal of slope soaring himself.

Are we really so few in number, compared to the power guys, that publishers/editors of model aircraft magazines and I'm sorry to say the BMFA seem have relegated 'Hill Soaring' to a third division status or is there another explanation for their apparent lack of interest in slope soaring??



One Giant Step



For Man



My late grandmother's collection of quotes and sayings would put any poet laureate, past and present, to shame. I'm reminded of one of her regular sayings every time I spend a day on the slopes ~ well perhaps not every time but you know what I mean! . . . This particular saying is :> "That bloke over there is tryin ta run befower ay can wowk" (I can still hear the old dear saying it now)

I've forgotten how long it is since I started this flying game. I stopped counting the passing years when I ran out of fingers and toes.

Nevertheless, I can still remember that in those distant days all the models seemed to be made from balsa wood and their top speed was sloth-like in comparison to some of today's all moulded beasts. The radio gear was also very basic. Most transmitters had only one switch (on and off), and two sticks that controlled three channels; rudder, elevator and motor or ailerons, far cry from today's radio gear and these all carbon models. The pilots in those days had time ~ time to think.

Since then, new materials like fibreglass and carbon have revolutionised model design/construction and at the same time transmitters have been transformed from a fairly basic piece of electronics to programmable computers. This has resulted in planes being capable of speeds well in excess of 100 mph controlled by transmitters capable of a multitude of setting.

Unfortunately, these high performing planes have caused a bit of a

dilemma for the guys who are just taking up the hobby.

In those early days the big jump from a trainer to an advanced model was simply going from two controls (rudder elevator) to three controls rudder, elevator and ailerons where as today; the difference between a suitable model for beginners (Usually two channel EPP foam model that's reasonably crash-proof) and one of these glass high performance models is a huge step.

By the time a beginner has been at the game for a little over six months; most are feeling pretty confident handling their foamy. They have no problems flying figures of eight across the slope~ and can do a left or right hand 360



Get it wrong and it only takes a couple of seconds to turn a pristine model into this

deg circle without losing it over the back ~ the odd loop is also becoming a bit of a doddle . The only problem is the landings . Still; two reasonable landing out of four isn't too bad so by this time most are feeling pretty pleased with themselves and feel ready for a model upgrade.

This is where the dilemma comes in. ~ For the last six months they've seen these high speed glass jobs flying in a range of conditions that has kept them grounded and, they've fallen in love with the speed, the sleek curves, the amount of control the pilots seem to have ; all this has left them drooling with envy and they've long since made their mind up that one of these beauties is going to be on their must have Christmas list. The only problem they have is which model do they choose.

What they tend to forget is that the guys who've been putting these high speed performance models through their paces have probably been flying more years than they have weeks. So! What advice can an ancient

modeller like me give to these guys who "Try ta run befower they can wowk"?

Here goes.>>>>

- 1, Forget about your Christmas list for now and keep those big bucks in your pocket. Much better in your pocket than putting them in a trash bin before the last of the Christmas turkey as gone.
- 2, Get plenty of flying hours in with foamies and other intermediate models. There's no substitute for hours spent with a transmitter in your hands and there are plenty of cheaper models on the market that are capable of honing your flying skills.
- 3, Fly your first two or three basic models until your skills outperform the model's capabilities: in other words, if you feel that you are capable of flying a model inverted and your present model isn't capable of doing it, you're ready for a model up-grade and I'm talking here about a one stage up-grade; more 'Skoda' than 'Formula One'.
- 4, I said earlier that when we flew those old all balsa models we had time to think ~ The guys who fly these high performance mouldies don't have that luxury ; making a flight correction has got to be more of a reflex action like blinking. You don't have to think what to do when a speck of dust goes in your eye, you just blink. Flying these high performance models is the same. If you have to think what to do you'll be off down the hill to collect the bits!!
- 5, Landing any plane is the number one killer so practice, practice and practice them with your cheaper foamies. And!! Practice both left and right-hand approaches. The wind is rarely dead square on the slope and it can change slightly from side to side throughout the day; be aware of this. If the wind is blowing more on your left cheek than your right cheek, your landing speed can be significantly slower if you

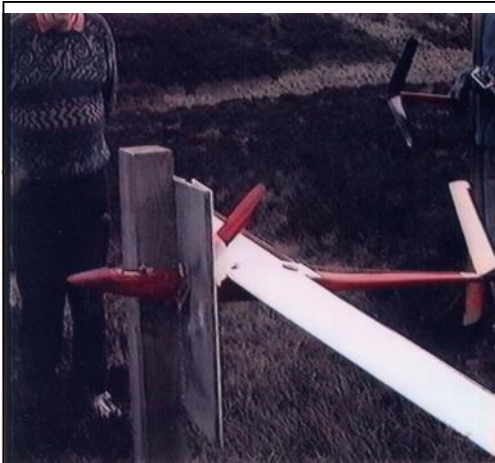
do a right-hand approach; Also note the difference in model speed as you fly back and forwards across the slope, invariably one direction is faster than the other ~ The same difference in speed will apply to landings between a left and right hand approach.

6. Finally. Just a reminder that these high performance planes can, in the wrong hands, be extremely dangerous.



Russ Booth with his Mini Phase. A great all balsa rudder elevator model. fast ~ robust ~ cheap to build ~ A take it anywhere model and it flies in a good rang of conditions

I've said this many times and I don't apologise for it~ "Anything that weighs twice the weight of a sledgehammer and is capable of travelling at speeds in excess of one hundred MPH. scares the sh*t out of me when they come (too?) close to the flight line." ~ So my advise to anyone thinking of buying their first Red Bull or Ferrari. or Mercedes. is to "Take a leaf out of Lewis Hamilton's book; and spend a few years developing your skills driving Go-Carts "



This was the day I stopped calling Model aeroplanes toys

This plane weighed less than half the weight of a current F3F model and flew at half the speed. The wood was 18mm marine ply faced with a 4mm thick plastic sign.

Anyone interested in buying a Flak Jacket?

A Winter Project

by Graham Gibbons

Part 1

It all started in September 2012 when I decided it would be nice to have something a little different on the slopes, some years ago a few of us had a range of PSS models (Power Scale Soarers) I had a Micromoulds Models Lockheed U2 and a PJ Models BA Hawk T1 trainer based on colours of 4FTS based at RAF Valley on Anglesey, the U2 flew great but the Hawk just wallowed about unless conditions were just right, The Hawk had a nose light which I could switch on from the transmitter, quite unique at the time, I still have both aircraft in the hanger and hope to get them up the slopes soon, Gary Fernival had a Lightning and Tornado while Ian Webb had an Alpha jet, Simon Cocker had a beautiful B52 which I can just about remember, I had a fly with it while he went to the car for his gloves, no I didn't crash it.

So I decided to go for a PSS model, and a design that had not been seen on the slopes before, I was also going to try and keep it as secret as possible during the build, I started by searching the internet to see what was available, which by the way had not been invented when I built the U2 & Hawk, nor had superglue, EPP foam and carbon fibre. I eventually came across Windrider models of Hong Kong, they did a nice range of PSS models and one in particular caught my eye, it was an EDF model with full re-tracks but they did a glider version. As Rolf Harris used to say "Do you know what it is yet" he might not be saying it for much longer.

It was a Boeing 737-700 passenger aircraft and I bet everyone reading this has been on one to somewhere warm. It has a 1.9m wingspan and is constructed from EPO foam, next decision was what airline livery to choose, Windrider supply a range of decals for the 737, I decided to go for KLM colours in the end, and the last decision was to set up a Pay-pal account so I could buy it. It arrived 3



Straight out of the box

weeks later in a well packed foam box which was as tall as me; it's fair to say I didn't think it would be so big.

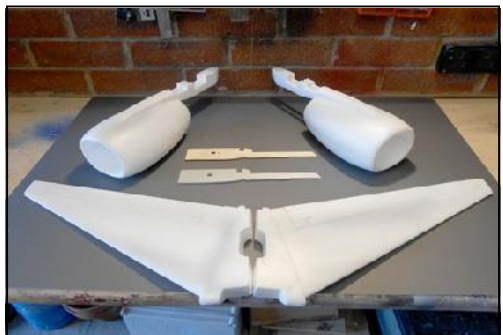
The detail in the foam was superb, doors, flaps, and cockpit were all there, and soon as I handled it I added fingernail marks and other unintentional depressions as I manoeuvred it around the house. At first I couldn't make my mind up how to replicate the colour scheme of KLM, I couldn't use Solar film as I would melt the foam with the iron, I did think about glassing it for strength then spraying it, I watched various videos on the internet of building and covering techniques and eventually after lots of experimentation with water based varnishes and spray paints decided upon the reliable Valerie Singleton of Blue Peter fame who made everything out of sticky backed plastic, including her house. I also decided to install a full lighting system, red & green wing lights wing tip strobes and two separate high intensity LED landing lights which could be turned on from the transmitter. I never thought it would be nearly a year later before it would fly.



The two halves of the fuselage



Wiring loom for lights and servos



Aluminium replacement spar engine & tail

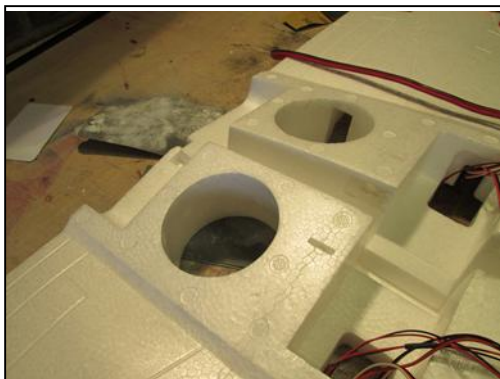
It was clear from the very beginning I would have to strengthen certain areas to fly this as a glider on our slopes with their wonderful smooth landing areas we all love, the engine nacelles once joined were glassed and the ply formers that attached them to the wing were discarded and were replaced by aluminium ones which I made, the wing tip cord was only 90mm and the carbon rod in the wing stopped short of the tip by 100mm, that would just snap clean off if the a wing hit the ground first on a landing, the model only comes with ailerons so I decided to add two extra servos to give full length control plus crow braking.

I was going to have to cut a groove the full length of the wing to insert a 4 core cable for the wing tip lights plus the six cores for the aileron and flap servos plus another 2 cores for the landing lights, the grooves were cut using a hot piano wire, next cables were installed, an extra servo box was cut for the flaps and lined with 32nd ply, carbon rods were added right to the tips then lightweight filler was used to fill it all in.

Next: A trip to Manchester Airport to take some photos of the real thing followed by a trip to MDP Supplies, a sign making business in Bromborough on the Wirral, I went in with a handful of photos and the guys there were extremely helpful, they



Ply was added across all joints



There were two large holes to fill in where the retract mechanism would have been installed plus two wheel bays. I decided not to completely fill in the wheel bays so at a later date I could add a couple false wheels for realism.

provided white, blue and grey roles of Fablon with some metallic sheets for leading edge slats, but it would be a long time before the Fablon would touch foam. I purchased a strobe lighting system from Brain Cube (don't ask) and this is where so much time was spent, all the cables had to be extended and wired to a 15 and 9 way D connectors, although the lights controller is only the

size of a postage stamp it would be mounted in the wing, power for it would come from a separate battery pack in the fuselage, strange but true, why I here you say, there are two red anti-collision lights mounted top & bottom of the fuselage plus a tail light, also I needed a high current pack of batteries separate from the receiver pack to power the high intensity landing lights that draw about half an amp, a second battery back could also help me balance the model when finished, thinking ahead.

Eventually it was time to glue everything together, PVA and epoxy were used to glue the fuselage together, and it was bound with masking tape and left for 3 days to cure. The wing is bolted to the fuselage with 4 long bolts straight

through the foam, in time the holes would wear so I glued carbon tubes into the foam holes for the bolts to pass through to prevent this. I temporary fitted the tail planes and the fin, installed the 8 channel receiver and switched on,



Wing now covered in Fablon ~ Note the wheel bay is partially filled



So it's now looking like this after 3 months, Nights are getting longer, the weeds are growing well & it looks like something NASA has created rather than a 737 ~

The black trim lines were car stripes from Halfords

for the first time all the servos burst into life, once they were all centred I did a rough set up to judge the movement, this success was followed by connecting the second D plug and that brought on the navigation lights, all was going too well.

I can now start covering some of the surfaces, the fin was first, the Fablon went on crease free on relatively flat areas using a heat gun and a soft cloth, the worst was yet to come, it was then while using a little pressure near the rudder I noticed the foam rudder hinge was so thin it was starting to break away, I decided to remove all control surfaces totally and add separate hinges, that took another week.



The backend ready to plug together

Next>> The one procedure I had been dreading; how to get one piece of Fablon nearly 2 meters long to bend in 3 directions all at the same time.

You will have to wait until the next newsletter to find out how I went on.



This is the goal.

A Brief report on the 2013 AGM

There were 37 members present plus several wives

Apologies from: John Matthew, Ted Horton, Anup Daz, Nigel Brewer.....

Keith Rathbone opened the meeting by thanking members for coming

Officers Report

Sec/treasurer: Keith handed out copies of the finance report for 2012/13 and went through each item explaining the details. *The biggest expense this year* was the purchase of a printing machine and software for the new membership cards (Credit-card type) these will replace the plastic fobs we've been using for the last decade. He explained that they are completely waterproof and will easily slip into a wallet. In the long run they will save the club money because they only cost 50p postage whereas the thicker plastic fobs now cost £60 (They won't go through the second class thickness gauge) He said that most members had sent him their photographs for the card and he was hoping that by January he would have the rest Subs for 2014 will remain the same ~ £8 if paid before March, £10 from the first of March

Competition Organiser: Mark Ollier said that there had been a better turnout for the 'Fly For Fun' comps than any other therefore he thought that competitions for 2014 should be mainly of this type or something similar. As usual there had been a couple of cancelations due to the weather.

Safety Officer: Stewart Howard's was a brief report ~ He said he'd not seen or been told of any safety incidents this year.

Newsletter Editor: Ivan Bradbury thanked the same few who sent in a steady stream of letters/articles for the newsletter because it helped him out and without them the newsletter would be the poorer. He was pleased to say that most of those members who had joined the club over the last two years had email addresses. This meant that the number of hard copies was slowly getting less

New officers

No one put their name forward so all the 2013 officers were re elected

AOB

Some AOB was covered during the Sec/Treasurer's Report. A great deal of the

time was taken up discussing our new web site mainly that members could only log on by using their email address. Without an email address, members could only view the web-site as a visitor. This meant they couldn't access all the site (e.g. couldn't see back numbers of the newsletters etc.

Concern was also expressed that once a member had logged on the site **as a member**; they could then access other members' details. [e.g. members e-mail address, passport picture etc.] Keith said that he didn't think this should be a problem and in his opinion it would be a useful tool for members to contact each other. He also said the members could opt-out of the system if they didn't want to divulge their e-address. Unfortunately, having an email address was the only way members could access the entire website because at the moment, this is how the software works.

Peter Garsden (Web Master) said he would see if it would be possible to identify a member by some other means other than their email address Simon Cocker offered to help with this. However, in the meantime we would have to leave things as they are.

Ian Webb said that he thought there should be an addition to the club rules making it absolutely clear that all fliers are individually responsible for safe flying. He said that it was unrealistic to expect "The Club" to be responsible for safety.

It was pointed out that our club rules state that all members should follow the safety code laid down in the BMFA hand book. (every member should have one of these)

Ed) The following two are highlighted extracts from the BMFA hand book

- 1 **A person shall not recklessly or negligently cause or permit an aircraft to endanger any person or property.**
- 2 **A person shall not recklessly or negligently act in a manner likely to endanger an aircraft, or any person therein..... (I think this must apply where there is a height restriction ~ e.g. Close proximity to an airfield Ed)**

There was no other business

Ed:: To cause an accident as a result of not adhering to 1 & 2 **is a criminal offence**



This is the L&MMGA's **Outstanding team** of cross country runners ~ Picture taken during one of their high powered training sessions

Dave Gains has completely shattered the theory that there's a pot of gold at the end of every rainbow

When did **YOU** last send something in for the newsletter ??? That long!!

Well get your finger out!!!

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