Leek & Moorland Model Gliding Association

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

March 2014

In This Months Issue

Fancy being An Instructor ?

If you are interested in becoming a BMFA Instructor set out below are details of the two categories ~

1) BMFA Registered instructors

Registered instructors are not tested by a BMFA chief instructor and can only instruct at the club who puts them forward, the idea of the scheme is to recognise club members who are able and willing to assist newcomers to the hobby,

It is shown on the BMFA insurance certificate as (R1)

2) BMFA approved instructors

He must be a BMFA Member

He must have held a relevant A certificate for least six months

He will be tested by A BMFA Chief examiner

He is free to instruct at other clubs

It is shown on the BMFA Certificate as (A1

Let Keith know if you want him to put you name forward

Front Cover Not sure, but I think this is Scott Ravenscroft at the Gate launching his slightly battered foamy off in the direction of Bosley Cloud which can be clearly seen in the far distance

THIS YEAR'S COMPETITIONS

Mark Ollier is trying something different this year ~ Over the last two or three years the 'Fly For Fun' competitions have proved most popular with members and the one cross country event we ran also went down well. So; Mark has decided to run three events this year and all three will have the same format. Depending on the weather, (wind direction and strength) each event will be either a 'Fly For Fun' comp or a Cross Country' event. This will mean ideally that you will need to bring two models with you ~ A smallish one for the F4F (any EPP model would be ideal) and a larger one just in case the wind is more suitable for a Cross Country.

The dates are as follows::

All on a Sunday

April 13th

June 8th

Sept. 21st

Kick off for all the comps will be 10-30am and will run for approximately **2 to 3 hours** (normal free for all type of flying after)

Please make a note of the Dates

If you do participate in one of our comps and you don't have a good laugh; Mark Ollier says he will swim the channel , on his back, under water, smoking a pipe ~ I'm going to try to keep a straight face. It's time some body got rid of him!!

Scale Weekend.

Don't forget our scale weekend! ~ If you have a scale or a PSS model bring it along and have a bash. It's an informal event where you rig your model and fly when you like and as often as you like. If the weather gives us half a chance there'll be some great models flying' Well worth a visit even if you are a spectator. ~~Any **none scale** sports flying during the weekend will be at the organiser's discretion.

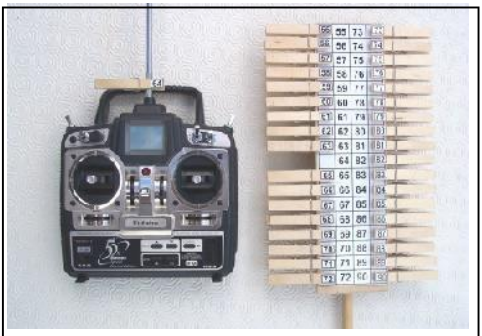
(**The Scale weekend will be on Sat 16th& Sun 17th August**

Anthony Jervis is the event's organiser

Do we still need to use a Pegboard with 2.4ghz?

You may not realise this but our club loses a few members every year through one thing or another. (Hills that are getting too steep for old arthritic knees or lungs that have long since passed their sell by date etc.) Luckily for the club these retiring members are being replaced by guys who are taking up our hobby for the first time or by some older chaps who are trying to recapture that second phase of youth by returning to those good old days when they were first smitten by the modelling bug. This cycle has maintained a club membership at a little over 100 for the last decade.

This turnover however means that after a number of years there are quite a few members in the club who have no idea about the club's history or why we use a pegboard. This is particularly true for the newer members who have never flown with a 27 or 35 Mhz transmitter.



This is a pegboards for 35 MHz, ~It is similar to the earlier 27MHz boards but those very earlier 27MHz boards had fewer pegs ; only six ~ frequencies were recognised by colours Brown, Red, Orange, Yellow, Green and Blue, NOT numbers

So for all those newish members who think that the guy who reaches that yellow board with hooks on it out of a battered old metal box by the gate and then carefully fixes it to a post is performing some sort of ancient religious ritual to please the weather Gods;>> here is a short history lesson about the early years of the club and why we still need to use the pegboard even with 2.4 gHz transmitters….

In those early days there were only six 27 MHz channels allocated to Radio Controlled models. {They were given colours ~ Brown, Red, Orange, Yellow, Green and Blue, this for easy recognition) and you were

This was a top of the range transmitter and receiver advertised in February's 1962 RCM&E ~ Note the size of the receiver compared with the tranny ~ Have a close look at the tranny ~ Those are all switches (a reed transmitter) which meant that the control surfaces on the plane were either at full throw or at neutral trim , there was nothing in between. ~

supposed to attached your frequency colour to the aerial}

This meant that on a good flying day there could be several guys tuning up on the slope who had transmitters that operated on the same

frequency. When this happened sharing flying time was inevitable. To prevent two of these transmitters, being switched on at the same time, most clubs including ours started to use a pegboard system where a board had ordinary cloths pegs clipped on it; one for each colour. A flier would take the appropriate peg off the board and clip it to his transmitter aerial. (you could only switch your Transmitter on if you had the right coloured peg)

This was taken at the pool in 1970 ~ we were all on 27Mhz then but split frequencies had been introduces doubling the number of available channels ~ Colours were Black, brown, brown/red, red, red/orange etc. (12 in all)

The problem with this method was that some guy would occasionally forget to put the peg back on the board when they packed up flying for the day and take the peg home with them still clipped to their transmitter.

The club would replace the missing peg and a few days/weeks later the original peg would turn up again and there would be two pegs on the board with the same frequency colour. This caused a few problems

Towards the end of the 70's Citizen Band radios hit the market with vengeance (These also operated on 27Mmhz) and although they were illegal to use, there was no restriction regards selling or buying them. These radios were used extensively by both car and lorry drivers. Remember this was decades before mobile phones were available. It wasn't long before modelling magazines started to report planes going in as a result of Citizen Band interference.

In 1980/81 model aircraft were given 35 MHz. (This frequency was exclusively for model aircraft)

There were far more channels available with the introduction of 35mhz (Seethe page 4 pegboard) but extra channels didn't prevent pegs disappearing. So at one of our AGM meetings, it was decided to change the system from a" Peg OFF" the board to a "Peg ON" the board.

Every member would be given their own individual peg to hang on the board; hence the plastic tags members have been using over the last ten or so years.

Our current Pegboard ~ Top row for 2.4GHz the rest 35 mhz ~ With a continual increase 2.4MHz Trannies and a corresponding decrease in 35mhz The new cards can be used on 35mhz hooks if they are hung showing the reverse side of the card

The reason the club chose this type of peg was twofold.

1. It would hopefully solve the problem of the missing pegs and therefore prevent any mishaps with having two transmitters operating on the same frequency at the same time.
2* With each peg having the members name and date on it, it would be possible to see at a glance who was flying and whether or not the flier was a current member of the club and therefore had paid his dues and most importantly, they had got <u>insurance.</u>

This saved the embracement of having to ask someone you didn't recognize if they were a member of the club and if not, had they got insurance

With the recent demise of transmitters using 35mHz in favour of 2.4 ghz ; some members now think that the peg board has passed its sell by date and are not using it. This may be true as far as transmitter to transmitter interference goes but that was and is only one of the reasons for having a personal pegboard tag {see number 2* above)

I've said this several times before in our newsletters but I still come across guys who seem to think that the moorland sites are common land and don't belong to anyone. (a free for all). It might come as a bit of a surprise to these guys but most moorland sites and many of the coastal sites that are used by slope soarers belong to some of the strictest land owners in the country; namely the Ministry of Defence, Peak Parks and National Trust,

Since the 1980s when PP took over the Pool and the Roaches sites in some tax deal with the estate owner and the MoD bought the Gate site from the farmer; (Mr Bellfield) the LMMGA has had to fight its corner with both PP and MoD on more than one occasion.

Eric Parr, Brian Lee and Keith Rathbone, past and present Secretary / Treasurers, have all been involved in these negotiations during their time in office. And, there was one time when the PP were threatening to stop us from flying on the Mermaid pool sited throughout the bird breeding season (March 15th to 31st July) plus other flying restrictions. They also maintained that we could not fly on the Roaches at all.

It was only after several letters, phone calls and a slope visit by PP and English Nature to watch a flying demonstration so that they could check on what control we had of the gliders and what their noise level was, (I think they thought there were engines in them) that they began to see that we were not such a threat to while life as the first thought.

They never did give us a guaranteed assurance that we could fly without any restrictions being imposed, but eventually they seemed happy with our promise to

1. Only fly gliders (No power models

2. The LMMGA to police the site, making sure all members followed the country code

3. All our members would carry insurance.

At one of the meetings we invited 2 BMFA officials to join us to assure PP and the MoD that the club was affiliated to the BMFA which meant that all our members did have insurance.

There are regularly over 100 members in the club; how many faces can you put a name to? And, are those faces you recognise still current members of the club and therefore have insurance?

Using the pegboard is the easiest and least offensive way of checking this and it's very little trouble to hang a card on a board if a board is available ~ If you can think of a better way that we can easily recognise a member from none member please let us know.

It costs the club in excess of £600 for site rent and Christmas boxes for the site owners. On top of this there's the newsletters (hard copies) Paper. ~Ink, ~ plus the new membership cards, envelopes and stamps etc.

It is only fair that all modellers who use the sites help to pay for this After all, £8 for club subs is a drop in the ocean compared with the annual cost of getting to and from the slopes for most of us, and, that's not counting the cost of those expensive models in the back of the car.; These models would be completely useless without a slopes to fly on….

It will only take one of our member's to disregard the wishes of the site owner to risk losing a site ~ late in 2013, we were only an hairs breadth away from losing Edgetop because someone forgot to latch the gate

PS::> Keith and I went up to Edgetop in January and fixed the latch on the gate ~ It is now quite easy to operate ~ we also put a post close to the trig point at Elksone in readiness for another pegboard

PPS::> **Remember:** Please carry your membership card because without you can produce it the farmers at Edgetop and Elkstone can and will ask you to leave the site.

LETTERS

The LMMGA Club

just a few notes about our website,

To Ivan

By Keith Rathbone

The new website has been up and running now for several months and as most members are aware, it was designed and set up by one of our members Peter Garsden. I believe it's been a great success,

However, we must not forget our two previous webmasters Chris Hunt and Mark Ollier and the efforts they put in maintaining their own sites on our behalf. (These sites are now discontinued)

The main difference is that some of our new website is only accessible by **Members.** None members are only able to browse the photographs and some articles. **They are not able to log onto any of the members details** or material only intended for members. One of the main reasons for restricting some of our website was that members may not mind saying things to fellow club members but will draw the line when they think that what they say/write can be seen by the rest of the world: the same goes for the Newsletter

The new site incorporates a membership application form and the ability to pay subscriptions via Pay Pal, and, as a further plus it enables me as secretary/treasurer to monitor current members.

When a club member logs onto the site he can if he wishes, amend his personal details and search for other club members by using the search button on the site. When he finds the member it will show contact details and a picture of the member he searched for,

If any one of our members does not wish to be contacted by other club members, his details will be masked so that a search **will not reveal** any of their information.

I think our club's newsletters, which are published quarterly, helps to bind the club together. It is edited by one of our longest serving members, Ivan Bradbury; Ivan devotes a great deal of his time putting the newsletter together. If any of our members have anything they would like to contribute, such as, photographs flying experiences building technique anything concerning our hobby please pass it on to Ivan or me for inclusion in our newsletters.

I have also been surprised and dismayed that several of our members, keen flyers, who are on the slope regularly have never yet logged onto our site,

In contrast, newer members mostly living thirty or forty miles away log on to it regularly

Sending out a printed newsletter costs in excess of two pounds if we include paper ink and postage, however, Ivan still sends a few hard copies out to members who do not have email addresses and those who have had to pack in flying because of ill health,

Our new membership card seems to have been well received. Up to the end of January sixty seven members have received their card

The reverse side of the card now shows BMFA achievements. Those on 2.4 GHz should (if all the 2.4 spots on the board are taken) show this side if they use a 35MHz peg/hook on the pegboard

The colour along the bottom of the card will be changed each year to make it obvious that the card is current,

The card will clip onto our pegboard, if we have a board up ~ please use it,

(We may have to turn the board around in very windy conditions)

IS THE BMFA BARMY?

Dear Ivan,

I've been thinking; a rare thing for me these days. What started it all off was me talking to one of our club members who had taken the BMFA's Achievement Scheme (Slope Soaring) up at the Mermaid last year.

After I got back home I did a bit of rummaging about in my pending tray (Her in doors calls it a junk box) I eventually dug out what I was looking for, the BMFA booklet on their achievement schemes. I was a bit surprised when I saw that there were four separate tests for fixed wing aircraft. (By the way, only IC power plane seem to have the official title "Fixed Wing" Can't understand this because most aircraft have fixed wings . Don't know about you but I've never seen models with loose or flapping wings on one of our slopes)

The four separate categories are >>>>

1). A Fixed Wing Power ~ 2). A Silent Flight Electric

3). A Silent Flight Thermal ~ 4). A Silent Flight Slope

It appears that before the BMFA considers that a person is competent to fly all four of these categories they have to take a separate test on each one.

Other than the odd bit of tow-lining from a flat field; I cut my teeth on the slopes around the Mermaid and, like many other guys just starting this game in those days, I converted quite a few of my first planes into a matchwood state in record time. This was long before an EPP model was even a twinkle in someone's eye

Since then I have flown all four of these types of models and quite frankly I think the BMFA have gone a tad over the top on this (Safety malarkey)

Never once did I feel that I was a danger to person or property no matter which type of these aircraft I flew. As a matter of fact, the first time I flew a power plane, (they were all IC engines in those days), I was looping and rolling it shortly after I'd had the initial flight to get the feel of it.. I found little difference in controlling the power plane from my then current gliders. The only problem I had was that it took me several flights before I could get out of the habit of diving the model (to pick up speed) before I did a loop

Take the "Silent Electric Flight" model. I reckon anyone who is a competent slope soarer or to give it its proper BMFA title "A Silent Flight Slope" soarer would not have the slightest problem flying an electric powered model. As a matter of fact, if you were flying in marginal lift it would be one hell of a sight easier and safer than flying a "Silent Flight Slope" model in the same marginal conditions……

I might be accused of being somewhat biased, but having flown all four of these classes and I personally think that slope soaring is the most challenging and I'll tell you why!

1.) The terrain slope soarers fly on is like the Mountains of Mourne compared to the sites the other three categories fly on.
2.) We have to fly in conditions where the strength of the lift can vary from minute to minute.
3.) Models that fly on flat fields don't have to cope with anything like the turbulence and wind shear that slope soarers have to cope with.
4.) The characteristics on each slope can be so different from one another ~ we fly on bowls, ridges, cliffs and sometimes we have to land in very strong lift on steep sloping ground. It can be like landing a 'Fixed Wing' aircraft on half throttle.

Come on BMFA!! To have four separate tests in each of these categories is surely taking Health and Safety one step too far. I reckon anyone who has achieved say a 'B' grade on any one of the above categories would not have much of a problem converting to any of the

another three. As far as safety rules go most if not all come under the 'Common Sense Rule' and that's something few manuals can teach …

B. Onkers

I'm qualified to fly this on the slopes

But apparently not this because it's got a propeller on it

And I'm not qualified to fly either of these on a flat field because what was a slope soaring glider has now become a thermal soaring glider and I'm only a qualified to fly slopes soaring gliders

Please keep sending in your Letters; Pictures; Tips; Problems;
Any moans you might have; Your favourite model;
Anything you think might be of interest to our members

A Winter Project Part 2

By Graham Gibbons

To re-cap, the 737 has been strengthened with carbon rods in various places, the engine nacelles have been glassed and sprayed white but not yet attached to the wing, the wiring loom for the servo's, navigation lights, strobes and landing lights are installed and all the cable channels filled and rubbed down, the next step is covering, I had decided to try Fablon, I found some still images of the process on the internet but couldn't find a video of anyone applying Fablon to curved surfaces, so armed with a head gun and a soft cloth I decided to apply the technique for solar filming, I had a practice session on a few pieces of foam, it's a thicker material than solar film so wasn't too difficult to apply on flat areas, but stretching it around the contours of the fuselage without creasing was going to an issue.

I prepared one half of the wing and peeled off the backing. Using a heat gun in one hand and soft cloth in the other I started to work

from the cord, creases appeared almost immediately, but I soon found fablon's greatest strength was with a little heat you could pull the fablon back and try again, moving along the wing a few inches at a time it took about 2 hours to finish both sides.

I had also purchased some small sheets of fablon which were slightly darker to create leading edge slats, the go faster black stripes were from Halfords. Over the next few weeks the tail plane and rudder were

covered using the same methods, but all these pieces were relatively flat compared with the fuselage, and that was next.

I had seen some pictures on the internet and also a comment "never again" so I knew I was in for a tough time. I had already decided that I would need some help to handle 6ft of sticky fablon with a mind of its own so I enlisted the help of my neighbours Pam & Dave. With the model on the workmate we laid the fablon on top of the fuselage, I applied a little heat and with the cloth started to apply pressure, in a word, (nightmare), it would not bend without a million creases, the fablon looked like a screwed up carrier bag ready for the recycling bin. Thinking caps went on at this point and we took time out to discuss what to try next, most of the afternoon had passed us by trying different methods, The fablon must have been pulled back 50 times and this fantastic material was still intact.

Then we cracked it.

With Pam holding one end of the fablon Dave started to stretch at the other end, and I applied heat and Dave stretched it until it almost became transparent, just like when you blow up a party balloon, I then applied a little pressure with the cloth, we could only do a couple of inches at a time, I was constantly pulling it back and re-heating small sections over and over again while Dave was pulling in all directions, and still this fantastic material,

frequently used by Valerie Singleton all those years ago didn't snap, tear, or burn through, Two and a half hours later we had managed to get the top half covered.
Over the next few days I marked out the dividing line with masking tape, then I carefully cut off the excess, on the following Saturday

after another two hours we managed to apply the metallic grey fablon to the lower half of the fuselage.

A blue stripe was added along the fuselage, over the next few days all the decals were attached, at last it was beginning to look like the picture from the KLM web site, but there was still a fare amount of

work to do. One issue I had was not all the decals were supplied such as the Boeing and Air France logos, the name (The Flying Dutchman) and the model number of the aircraft.

So back to the internet, and in particular Amazon where I found some decal paper that I could print directly on to with an inkjet printer, this removed the issue of using water slide material which has to be sprayed several times with a clear lacquer to protect the ink. The paper arrived in A4 sheets so I got to work and acquired the missing logos from various websites and with little work in Photoshop I matched the colour and font to create the missing logos.

Over the next few weeks I added an 8 channel receiver, 7 servos, and 2 battery packs, a flight pack and a separate pack for the high intensity landing lights.

Next, balancing and a test flight. The C of G point was just a few words on the final page of the instructions, from the point they suggested, I had to put a huge amount of lead in the front undercarriage bay to get it to balance, I wasn't happy with that, but off to the slopes I went.

It was blowing 35mph on the gate when I arrived which was too much, after lunch it dropped to about 25 so it was now or never, Neil Barnett was volunteered to get it airborne which he did, it went about 10 feet and dropped into the reeds, we tried again and got the same result, it was clear it would need a throw like an Olympic javelin contestant going for gold, Neil provided exactly that as he hit the deck, fortunately he had let go of the model before he made contact with the ground.

It set off towards the Mermaid but I could tell there was a problem as soon as it left Neil's hands, I was holding nearly full up elevator to keep it level, as I turned the model to bring it back it nearly tip stalled, I

just managed to get it down in the reeds without any damage. We had one more go which was the wrong decision, it was going down slope very quickly, I went below the horizon so I couldn't see it, this all happened in seconds and it was just a matter of going to see what was left, it was resting on a ledge inches from dropping into a gully, it was the right way up and not a scratch, someone was looking over me that day. I went home and started to consider the C of G. I found various calculators for swept wing models on the internet, Nigel Brewer supplied me with all the wing loading calculations which were encouraging and there for it should fly. After taking various measurements I plotted a new C of G nearly two inches further back, Ivan also supplied me a second method of finding the C of G and both results were now spot on, I rebalanced the model and full of confidence tried it again on Elkstone, unbelievably it was just the same, I was still holding nearly full up elevator to try and keep it level as it went down the slope, it landed heavy and put a crack in the wing. I repaired it over the next couple weeks.

At the AGM Simon Cocker suggested it's got to be an incidence issue, he drew a diagram showing how to make an incidence gauge, and along with input from Ian Webb, Ivan and Nigel via email on the subject, I purchased some square brass tube and a protractor from the pound shop and built myself a gauge. When I carried out the incidence check everything appeared correct, anyway Christmas had arrived so I decided park it in the hanger for a while.

On a cold Sunday a few weeks later I asked Ivan & Ian Webb would they cast their eye's over the model to see if they could spot anything wrong, although I've been flying for about 28 years I've never designed a model but Ivan & Ian have, and they spoke in great detail about incidence and how one degree out can make the difference between a superb model and it fly's OK model, usually they come out of a box you stick them together and they fly and someone has already worked out all incidence angles for you.

A few weeks later emails arrived detailing of a possible solution, the

incidence of the main wing appears to be out, the trailing edge needs to be dropped about 3/4 of an inch, so we are going make a temporary adjustment and give it a try.

And that sadly is where I am up to, and it's now the end of January, I never thought for one moment I would be writing A Winter Project part 3, but that's what's going to happen, and if goes well, I'll make the adjustments permanent and report the success on the web site with some pictures, if it doesn't, it will end up a pretty static model on the slope, which will be a sad day and waste of time money and effort for me and all my friends who's offered input to try and solve the problem.

You've got to admit though, IT LOOKS GOOD

Don't be fooled by this photo it, was crashing at the time

Graham will no doubt let us know the out come of these mods

in the next newsletter Ed