

# Leek & Moorland Model Gliding Association

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

*December 2016*



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A Merry Christmas to You All  
and a Happy New Year

I hope 2017 is a crash free year for you

Safe Flying

Ivan

## AGM Report. November 2016

There was about 35 members and a few wives at the meeting:: Keith thanked them for coming'

### Officers Report

#### **Sec and Treasurers**

Keith handed out the treasurers report to those present followed by a short explanation regards income and expenditure .

#### Roaches ;

Keith handed out copies of a letter he had received from the BMFA regarding flying at the Roaches. This basically said that because modellers had been flying on the Roaches for over 50 years with the permission of the then landowner we have established 'Grandfather Rights' (An historic right to fly on this moorland) Plus the fact that there was no evidence whatsoever that flying gliders had any adverse effect on wild life. Because of this the BMFA said we had every right to fly there and we should continue to use the site.

#### Winkle Minn site:

Keith said that he had been having problems contacting the farmer this year. However he eventually managed to talk to him and he has no objections to us ( club members) continuing to fly there. Keith said that although the normal parking area has now been fenced off there were alternative parking spaces and the farmer said we can go through the new gate if necessary. Please take your membership card with you, you may be asked for it.

#### Safety Officers

Anthony Jervis said that he, with a few other members were flying up at Edgetop when a Paraglider turned up. Anthony saw the Paraglider pilot and explained the protocol about separation. However although the take-off

areas were far enough apart, the paraglide flew several times through the modellers airspace. Their parting was not amicable.

Dave Gains said that as far as he knew there had been no reports of any other safety problems'

### Editor

Ivan apologised to all members who haven't receiver their newsletters and other email he's sent out this year. He said that he had been having all sorts of problems with emails bouncing back. Some of those that bounced back said that the reason they weren't delivered was they contained spam; others said address unknown. He said the Virgin office in Hanley thought the problem might be that there were too many Attachments in one group this despite the fact that the total membership has been split into four separate groups . (There are no more than 50 addresses in one group)

if you are one that missed out, there is a full range of newsletters available on the website

### Officers stand down

Ivan said that after 50 plus years of being a club official, he felt that it was time to hand on the batten to someone else. He said that the December's newsletter would be his last

. No one at the meeting put their name forward to do the newsletter editors job. {Any volunteers out there ???}

Neil Barnett safety officer: said that he didn't wish to stand again this year because he was rarely on the slopes these days which meant he couldn't do the safety officers job as it should be done. Simon Cocker volunteered to replace Neil:: this was unopposed .

Ken Buckler who died on the 8<sup>th</sup> June not only left all is models to be sold and the proceeds to go into the club funds; he also left enough money to

treat everyone, who attended the AGM, to a drink. During the meeting, Ian Webb went round taking orders and a toast was made to the memory of Ken.



Ken Buckley

Rob Faulkner proposed a vote of thanks to the club officials for all the work they do much of which is not seen: Meeting closed

Only just heard :: I'm sorry to have to tell you that both John Matthews and Ken Degg passed away this month (Dec) . Both were long standing members of the club. John was on the slopes way back in the 50's:: he still holds the club's longest flight record (9 hours 2 minutes) For those who knew Ken; his funeral is at Carmountside Crem at 1pm Thursday 29th December

## Fly for Fun Event

There was a fair turnout for the Fly for Fun Comp on Sunday the 25<sup>th</sup> September. Ant Jervis, the event organiser, did us proud with an assortment of tasks including; flying a number of laps to a distant flag (estimating the distance). Spot landing, Limbo plus a novel event at the end of the competition and on top of all this we had a good blow and no rain which meant a memorable and enjoyable day on the slope.



Ant Jervis Event organiser



This looks like Neil Barnett trying to notch up a few more passes under the limbo tape

The wind was quite gusty at times. So much so that the limbo poles had to be held by a couple of brave volunteers

No hard hats



A real novel event to finish the comp with. There were three balloons, two contained a fiver in each, the other contained a tenner.

Each contestant took turns at trying to bursting a balloon by throwing a steel tent peg at them. It proved harder to burst than it looked



Three of the winners ~ Top right is Billy Griffith who burst the balloon with £10 in it ~ Top left burst a £5 balloon

And the top gun of the day was Ian Buckley who came out number one in the over all comp' The picture shows Ivan Bradbury presenting Ian with Paul Watkins ASK21 peanut scale. It is a 49" span model, it's very agile, and although it was test flown in a strong wind Ian said it coped very well!

Only one balloon left. I think this is Ian Webb having a go... It looks as though he's creeping forward...

Keep your eye on him Ant!!



Phil Clarke retrieving his 'Pogo'. It's a 48" wing designed by Ian Webb and yours truly quite a while ago now



Ted Horton launching his Monarch Osprey made from good old balsa and ply. Ted has had it for many years and it is still in one piece



# A Close Shave

It's a few years ago now since Ian Buckley put a camera on his 1.5m Mini Dragon and asked me to fly my 3m Dragon up close to his model

so that he could take a few pictures to see what it looked like.



The top picture shows my Dragon on the approach

The middle picture shows the Dragon in need of a slight correction

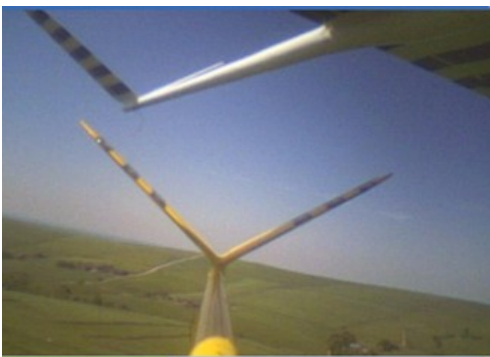


The bottom picture shows the Dragon overtaking Ian's model.

The shadow on the Mini Dragon's fuselage show how close the two models were.

Neither of us realised this at the time. I thought they were

yards apart. It's another reminder that it is so difficult to judge distance when there are several difference size models in the air at the same time.



## A FEW OF MY YESTERYEARS

If you've read the *AGM* report you will know by now that this is my last Newsletter as editor. It's not been an easy decision to make but all things have to come to an end. There are several reasons why I've decided to call it a day. I'm afraid my age is beginning to catch up with me and I'm finding my enthusiasm for writing is not what it used to be. I'm also not going up to the slopes as much these days. The knock on effect of this is that I'm not meeting a good cross section of our members; in fact, in the last two years I seem to have flown with the same small group each time I've been up the slopes. This is not the best way to collect information and news for a club that has around 160 members.

I've been an official of some sorts since the club was formed in 1973 and I was taking Christmas presents out to the site farmers long before that. (In the early 60s) The last job I did was just over a month ago collecting 1 ton of gravel from the builders merchant and spreading it, with Keith Rathbone around the gate area at the Mermaid. .... I'd like to thank all the guys who, over the years, have helped me out by sending tips and articles in for the newsletters. It's been much appreciated ... Thanks



This is a picture taken at the pool site around 1970 this was before the club was officially formed in 1973

Gives some idea how many guys were flying at the Mermaid in those earlier days



These two pictures show the late Ray Holliday and his dog 'Bonny' flying at the gate (Ray died 2006) .

Ray had a particular way of launching this model. He would put the model on the ground; place his foot behind it and push the model off in a kicking action.



Bonny would sit by Ray's side; never taking his eyes off the model. When the model landed the dog would, without a command, dash off to retrieve it... It always picked the model up by the centre trailing edge and could even make his way back through rushes that were taller than himself.



This is a picture of me and my son taken at the Roaches .My son was 11yrs at the time; he's now 58yrs

The red transmitter was an all singing and dancing tranny at the time; a 4 channel proportional. *Very primitive by todays standard*

We are standing on the edge of the road ~ there

were no fences then ~ The larger model on the ground belonged to a guy called Roy Day ~ Roy was a paraplegic who flew his models from a wheelchair

## Finish with a Smile

Tell me the worse Doc  
Will I still be able to  
hold my transmitter?



Now then sir; Was this a  
failed attempt at a Touch  
and Go or was it a  
misjudged Spot Landing

Just a  
final  
thanks to  
all those  
members  
who have



sent me their photographs,  
tips, and articles for the  
newsletters.

Your contributions have made  
the newsletters a much more  
interesting read....

While I've got your ears I'd  
like to say that over the years,  
it's not been the flying or the  
models I've made that has  
come out on top of my list;  
That place goes to the many  
great friends I've made.

### FOAM FREAKS ANONYMOUS

Cheer

Cheer

clap

Cheer

clap

My name is  
Nick Hide-Ride  
and it has been  
six weeks, four  
days, and nine  
hours since I last  
flew a foamy

Cheer