

# Leek & Moorland Model Gliding Association

Our Web Site

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

*Sept 2013*



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Next year the club will be using a credit card in place of the plastic key fob we use now . Keith would like to make your card personal to you. To do this he needs a passport type photograph .He already has a picture of most members but there are still a few who haven't yet sent a photograph in ~ If you wish to have your card personalised, would you let Keith have your picture. ASAP

### L&MMGA Annual General Meetin

**Date...Sunday 10th November** (This is Remembrance Sunday)

**Venue...The Winking Man** (On the A53 Leek Buxton road see map)

**Time.....2 pm**

**Please come along and have your say.**

**Your input is always welcome.**

**Looking forward to seeing you**

**Meals are available from 12 noon**



Directions to The Winking Man from the Mermaid pool .

### Front Cover

Ian Webb holding up Graham Gibbons beautiful scale model a Boeing 737 . I know Graham has had a few problems with the covering and installing the wire looms Perhaps with a bit of arm twisting I get him to write a kit review in time for our next newsletter



## This Year's Two-day Scale Event

The weather for our two day scale event got off to an awful start. As a result of Saturday's dreadful forecast ~ strong southerly winds accompanied by a continuous supply of the wet stuff~ Ant Jervis and yours truly were the only guys who put in an appearance.



I suppose Ant was obliged to turn out because he was the event's organiser. I was there because I'd promised Ant the previous week that

I'd be there come hell or high water.



Dave Lowes 40% K8 being lofted for its winning (Best Flight) sortie

We hung on at the Mermaid site until gone twelve and then popped along to Edgetop just in case someone had gone there. We sat in my car

all morning and well into the afternoon supping coffee, ~ moaning about the bl\*\*dy weather, ~ sorting out some of the BMFA problems and generally putting the world to rights. We finally called it a day around 2-30pm

The weather on Sunday was a complete turnaround, wall to wall sunshine with a good



John Macnamara's ASH 26

The K8 coming in to land



south-westerly blow that generated enough lift on both the pool site, for the scale men and the gate site for the guys who wanted to fly non-scale models (2.4 GHz only at the gate) The pool site was the obvious choice for the larger models because there's much more parking space and its got a generous landing area.

By dinnertime the parked cars had filled the track by the pool and stretched about 100 yds down the road towards the A53 they were also parked on the pull-in and down the road towards Warslow ~ Definitely the right decision to hold the scale event by the pool

There was a steady flow of pilots going to and from the flightline

throughout the day and at one time, I counted seven models flying at the same time

Ant asked Mark Ollier and me to help him judge the best landing of the day ~ the best model and the model that had flown the most realistic scale flights throughout the day. Three prizes in all.

This was almost an



Just a few of the models and pilot/spectators ~ we did a rough head count and it seems as though our scale event is getting more popular year on year



Simon Cocker getting a bit of single stick practice in before he flew Brian Lee's 3m model on mode two





Paul Judd launching John Watkins Jaskolka ~ John got best landing prize

impossible task to do because there's only a hairs breath between most of them . Nevertheless, on the assumption that three heads are better than one we agreed.

The flying was first class and I only saw one rough landing resulting from a down wind stall. (The model survived without a scratch)

Both Ant and Keith have received several emails from some of our visitors saying how much they enjoyed our scale fly-in



Above left:: Keith congratulating Dave Lowe for winning the Best Flight prize



Above right:: Congratulating Neville Weaver for the best Static prize.



We were lucky to get such good weather on the main day (Sunday)

## The Vulcan Build – Part 2



Nice plane – shame about the model

I think in my last article I had got up to the building of the fuselage. Well by now, many of you will have seen the Vulcan take to the air, but that is another story. The fuselage construction was fairly simple. As I said in my last edition, I replaced the 1/16" fin with 3/32" as I thought it was too flimsy. I was contemplating, and bought a sheet of 1/16" ply, but abandoned the idea thinking it would add too much weight to the

tail. I was right, as when finished the battery had to be placed further back in the fuselage to get the balance right, which, of course, with flying wings is very critical.

Last time I said I was bemused that the whole trailing edge of the wing was packed up by 10mm at the trailing edge giving the plane a "cocked up" appearance. Initially I made it flat, then changed it after studying the photograph with the plan. The model flies fine with the whole trailing edge packed up, so it must be right. As I said before, the plan is not the best in terms of explanation.



I inserted the fin into position through the fuselage, having butt jointed 3 pieces of 3/32" sheet together to form the width, so large is it. I then glued the 3/32" fuselage sheet top and bottom. The front section is so curved that I soaked one side with water to assist bending it over the curve. The nose is quite pointy – one of the beautiful features of the Vulcan so best to get it right. The nose and tail blocks went on without an issue.

The plan gives you the option of a wood block canopy or moulded plastic. My skills

do not extend to plastic, so I opted for wood. Quite satisfying is carving balsa so soft and easy to use. It makes a mess and you should wear a dust mask, and the same goes for shaping the fuselage. I used liberal amounts of balsa filler as I am not an engineer standard builder, to produce a smooth surface. When it came to sanding to shape the curved filler to smooth the join with the fuselage under the wing I was stuck – then Keith suggested my handy Dremmel type tool, so we used the rotating sanding tube to great effect. It worked a treat as the photo shows



Such a handy tool my Dremmel is.

Fortunately I have a separate workshop in the barn, but this winter brass monkeys have been seen, so I have moved to a spare room in the house which I share with the trouble n strife's sewing activities, much better. I have, however been told that I may have to fold away and tidy up if we have a lot of visitors and she wants to use it as a spare room – over my dead body!

So I lined up the fin and used some car filler to make the wing fuselage join accurate, then glued the two together with copious amounts of epoxy. I decided upon a hatch for access to the battery and receiver in the top of the fuselage and opted for a wire and tube home made attachment system, which was to prove inefficient, but



more of that later. It is a fiddly job gluing in the tube without affecting the free running of the wire joiner.

The model was now looking more like a Vulcan, so the time had come to decide on covering. I had planned to finish the fuselage in fibreglass cloth and resin. I had found some water based acrylic resin from Deluxe



Products. Ivan later told me that it is water based varnish – at an inflated price!

The plan shows mylar hinges, which I have used on my Phase 6. They continually ping off in heavy landings, so I opted for Solartex hinges instead as can be seen from the photo. I had shaped the ailerons with a top hinge join in advance. These are much



Solartex Hinge system for aileron

better, and more aerodynamic. In a conversation I had with Scott on the slope, he told me he has not used mylar for over 10 years – so I took his advice – good advice – thank you Scott.

I had had problems making Solarfilm stick to veneer on my Phase 6 wings. I read that it is a feature of foam wings to hold moisture and for film not to stick unless you pre-coat it with Balsaloc. So I precoated the balsa on the Vulcan wings, as I had heard that Solartex was prone to the same problem. Good move as it stuck like glue, and indeed caused one or two unwanted wrinkles.

Tip – always join your balsa sheeting before laying it over the curve of the top of the wing – not like I did – you just can't get the join right, and on my wing top



there is an ugly sheet join which can be seen through the covering no matter how much sanding and filling I attempted.

I had never applied glass cloth to a fuselage. I used the lightest version finishing

cloth which is I think 0.5oz per metre. It went on so easily with the acrylic resin. I didn't have to cut it at all as it just stretched over the shape so thin and loosely woven is it. Simple and easy job. I gave it three coats of resin for a hard and shiny finish ready for painting.

Our local model shop in Macc specialises in model kits and cars, so I got great advice on paint finishing techniques. They supplied me with scale colours for the Vulcan (even so

I got the wrong grey on top but couldn't be bothered to do it again. I used Tanya Acrylic Spray Cans – not cheap at £6 each for a small amount – meant for plastic kits not large gliders.



### **The tin triangle in action**

The lady in the shop advised me that to get the feathered join for the camouflage I should cut out a pattern in paper then blue tack it to the surface before spraying, then some of the spray would get under the paper to produce a feathered edge. It was a phaff making the paper pattern, but the finished effect was well worth it. I managed to find a paint diagram showing the camouflage pattern on the internet and printed it off to use as a template. The scale boys tell me that the research is half the fun.

So having now painted the whole plane, what about decals? I did a search and managed to find a supplier called Pyramid Models – [www.pyramidmodels.com](http://www.pyramidmodels.com) – they do Vulcan decals but for a 72" scale model and my wingspan was only 54" – still I bought them – not cheap at £30 – but they make all the difference and are essential. If you have the patience you can cut out your own in Solartrim, but my patience does not extend that far I am afraid.

So balancing – no lead necessary – just adjusted the position of the battery, and used my new overpriced World Models balancing apparatus – worth a punt actually even at £27, as it is much more accurate than my finger method, and has measuring rulers as well as a spirit level!. All up weight – 1lb 12oz – so with all that wing area a very low wing loading, and great penetration due to a sharp leading edge and thin nose.

I maiden flew it at Edge Top as Mark's photos show – thank you Mark – there was practically no wind, and I was continually adding up elevator to keep it aloft, but when you do so it just goes up and will not stall. It stayed up in the light wind fine, and was an absolute dream to fly. It's turns are so scale like, and the shape in the air is unmistakable. It has had some admiring comments, which make the winter project all the more satisfying.

Only one mishap – I was flying inverted – my fault I suppose as the full size was not intended for such a manoeuvre – when something fell off, and landed, presumably at the bottom of Edgetop. When I landed with the receiver hanging out, I realised it was the cover which I thought was secure with my tube and wire method. Obviously not. I decided that the chances of finding a cover painted in camouflage colours in the undergrowth would be like trying to find a screw you drop on the workshop floor – impossible – so I went home and made another – this time screwed down instead.



The Vulcan is not an aerobat but will roll and loop quite easily – it won't roll as slowly as the full size used to – one can build it with a rudder which would be a good idea to keep slow rolls axial. My tip – build one and decorate it in another scheme – white and black looks good – they used to use it for high level bombing I am told – I just love the plane – oh and we haven't seen any marauding Argentineans on the slope since I started flying it either – and the Falklands are safe now.

Peter Garsden – [webmaster@mmtg.co.uk](mailto:webmaster@mmtg.co.uk)

## BMFA Achievement Scheme

Over the last few weeks Keith has arranged for one of the BMFA's chief examiners (Peter Turner) to test several of our members for either their A and or B certificates.

Up to press, 12 members have taken and passed their A standard and 3

have taken and passed the B standard

It seems that it is almost mandatory for modellers who are members of power clubs to take their BMFA 'A' test; yet there are few if any slope soaring clubs who bother about BMFA qualifications. ~ I wonder why??

## Have you heard this one??

Two old chaps who had been flying gliders together for many years made a pact that whoever died first would come back and tell the other one if there were facilities for flying gliders in Heaven.

One of them eventually died and the next night he appeared at the foot of his old mate's bed and said

"There are two pieces of news I've got to tell you me old mate!"

"One is good news but I'm afraid the other is bad"

"Give me the good news first" said his mate. "Well you **can** fly gliders in Heaven all day and the slopes are absolutely the dogs doo- da's. What's more, there's always a good blow and the wind is always dead square on the slope ~ Slope lift and thermals are out of this world; you've a job to keep the model down and: the landing area make a bowling green look like the bloody Alps"

"What's the bad news" said his mate.

"You'll be flying with me in the morning!!!"



## Waddington Airshow

Four of us went to this year's Waddington Airshow > Graham Gibbons, Ian Webb, Ian Buckley and yours truly .

There was a myriad of static planes to see and by the time we'd wandered around most of them my old trotters were beginning to register 'Low Voltage'

The flying as always was spectacular ranging from the Red Arrows tight alternating formation flying to the Eurofighter's low passes. It was also nice to see the Vulcan doing its stuff and to actually feel the deafening noise when it throttled up into a steep climb.

I awarded the nostalgic prize to the Lancaster which was escorted by a Spitfire and Hurricane. It was great to see these oldies still flying; long may it be so!!

For me! The most impressive bit of flying was the Chinook's gyrations. If I'd been strapped in it I would have been reaching for the sick bag in the first 10 seconds



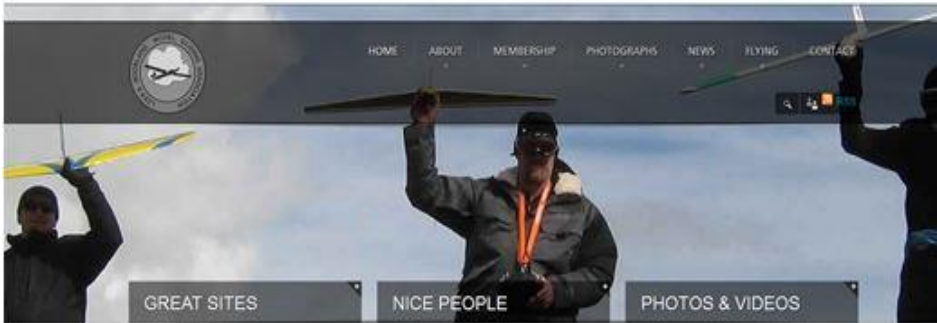
This is Ian Buckley (left) and Ian Webb trying out their skills in a glider simulator. Don't want to comment on their performance but if it had been the real thing I would be visiting Mr Buckley in the intensive care unit and sending my sincere condolences to Mrs Webb and family.



The Vulcan:

Some very impressive low passes  
and very noisy

# The New Website — [www.lmga.co.uk](http://www.lmga.co.uk)



## WELCOME TO LEEK & MOORLAND MODEL GLIDING



Leek - Flying Weather



**Upper Hulme**

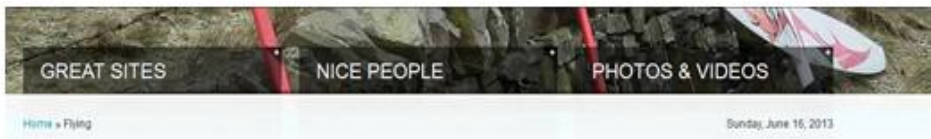
Partly cloudy

Humidity: 63%

Wind: WSW at 9.66 km/h

16°C

When I joined I could see that there were two websites, which was fine, but a little confusing. So in a weak moment, I volunteered to help at the AGM at the Winking Man – always wonder about the spelling of that pub – but there again I must be circumspect - is that the right word? Onwards



## CLUB FLYING SITES

To view a Google Maps map of our sites go to [this page](#)

The Club has seven flying sites that can be used all year round, these sites are exclusively for LMMGA members & invited guests.

If you would like to fly at our sites then please [contact us](#) first.



## MAIN MENU

- [About Us](#)
- [Officers](#)
- [Flying Sites](#)
- [Membership](#)
- [Photographs](#)
- [Videos](#)

## NEWSLETTERS



I decided that the site should use a Content Management System which could be amended by anyone – not just the nerdy IT person, which I think we have been able to achieve, as Ivan, Keith, and Mark, can all add their own bits now, which was not possible with the old site – good though it was.

I also thought that it should have a bespoke area where some content would only be visible to members. It was delightful that as a stranger I should be able to view newsletters, but I did not think it was quite fair.

The site also needed updating with new flying areas and committee members.

## LEEK MOORLAND MODEL GLIDING ASSOCIATION

[Home](#) » [Membership](#) » [Log In & Out](#)

### Log In/Out to the Membership Area

User Name

Password

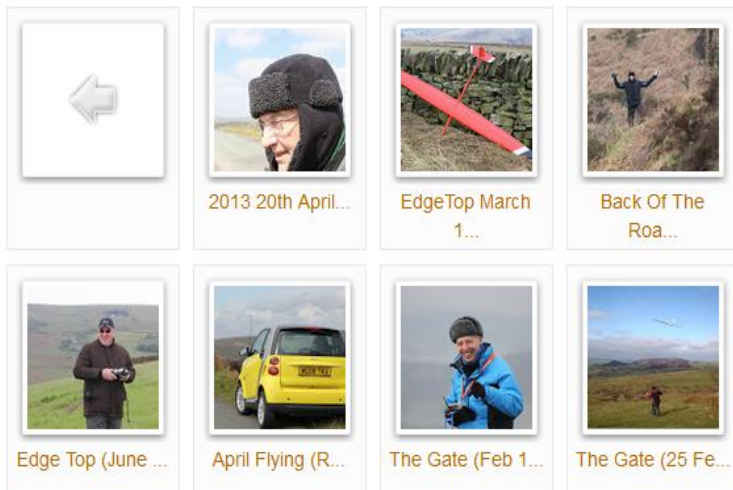
So many hours and headscratching later we now have the new site which has

1. A user name and password member's area. If you have lost your password then there is a handy lost password facility. Even we don't know what it is for security purposes. The login and out buttons are accessible in several areas.
2. An Events Page and Calendar which posts competitions, A Test days, AGM etc.
3. A news page

4. A newsletter page with all past newsletters listed (Members Only)
5. A Videos Page
6. A Photograph Gallery Page with all photos posted – if you want to post your own photographs, then upload them to our new Facebook page – <https://www.facebook.com/LeekMoorlandModelGliderAssociation> - if you email me – [webmaster@lmmga.co.uk](mailto:webmaster@lmmga.co.uk) then I will put a link to the photographs on our site. They will be displayed as though they were on our site

## Member Photographs - "Home" photos

We have several flying sites in and around the Leek area, which you can see on our [Flying Page](#). These photos are all taken on "home" territory.



An RS Feed – this is the orange button. If you register with it, then it will alert you by email whenever there is an amendment to the website.

Members only content (previously on public display) such as:-

A. Glassing





## Glassing

### How To Glass a Wing

Have you ever covered a veneered foam wing with film ~ one of the coverings that are available? While they are a very convenient all in one process and produce a good finish they do have their problems.:-

- 1) They add no structural strength (Mechanical properties) to the wing
- 2) They always wrinkle & the joints peel apart
- 3) Any damage is hidden under the covering so you can't detect & repair it when it happens
- 4) Would you cover a full size aircraft in it?

Glassfibre covering is a durable permanent way of adding strength to your wings. It takes a little longer than film covering but the advantages make it worth the extra effort.

The first job is to degrease the wing with some panel wipe or thinners to remove grease and dust, then let the surface dry before applying the resin.

There's also articles on

Vacuum Bagging and Foam Wing Cutting

Special hardcore photograph area for members – Mark hasn't uploaded anything saucy yet but I am sure he will when he has the time.

You can fill in a form not only to join, but renew, with a Paypal facility to pay with. So much easier than paper post. Keith reports that it is much easier for him, and the payment facility eases cash flow. When it comes to renew you can upload your scanned BMFA certificate instead of having to put it in the post. Keith also reports that this has boosted the new member numbers.



## Membership Application/Renewal Form

\* Required information.

Are you renewing your membership? \*

 No

Title

Forename \*

Surname \*

Email \*

Address \*

Town/City \*

nd some data to Mozilla so that we can improve your experience

10. Model Build picture Gallery
11. Competitions Section for reference.
12. LMMGA email addresses for all officials, so their email addresses are not visible to the public, or spamable. All visible email addresses are also “cloaked” or encrypted for the same reason.
13. For Sale Page – if you want to sell anything just email me with pictures.
14. Links Page
15. BMFA Qualifications – Members Only.
16. Flying Sites with a map, and a link to a Google Maps Satellite Page I have made

There has been some debate about whether or not members contact details should be visible in the members area. People have varying views on this subject. Personally it wouldn't bother me, and would be nice for people to be able to easily contact me. Others, however, are very sensitive about their personal details being published for members only. Perhaps we ought to have a poll and show of hands at the AGM. Email me through the site or as per below.

So enjoy the new site, and let me know if there are any improvements you would like

to make such as

A Forum

A Chat facility – this is already possible via our Facebook page - <https://www.facebook.com/LeekMoorlandModelGliderAssociati>

Peter Garsden – [webmaster@mmtg.co.uk](mailto:webmaster@mmtg.co.uk)

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It looks as though Mark O’Conner has been boasting again



Is this Ian Webb launching a Vikos on the south west slope of the Great Orme Llandudno



Graham Gibbons standing tall alongside his recently unpacked 737 fuz. To get it from this stage to the plane on the front cover has been a long and frustrating chore according to Graham

After a bit of sweet talk on my part, I've managed to persuade him to write up a sort of kit review for the December issue . The finished job looks great ~ all you need now Graham is that bit of luck

This is the latest addition to Brian Lee's fleet. It's called 'AIOLUS' According to Brian. Aiolus is the son of Poseidon, ruler of the wind ~ Does this mean you won't ever have the pleasure of flying in marginal lift again Brian?



Peter Garden's with his new model the 'Willow' ( suitable for F3F )

The Willow has a 2.73M span and will carry around 1.5kg of ballast

It looks a sleek model and should be capable of turning in a descent speed in the right conditions

