

Leek & Moorland Model Gliding Association

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

Sept 2016



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L&MMGA Annual General Meeting

Date...Sunday 13th November

Venue...The Winking Man

Time.....2 pm

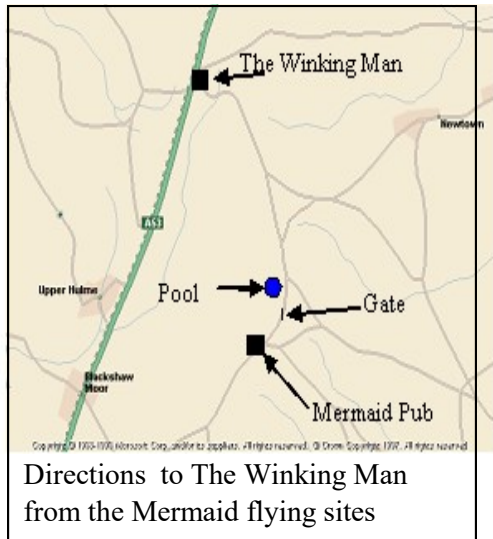
Agenda

Officers Report

Election of new Officers

Safety

AOB... It is your club; come and have your say.



Meals are available from 12 noon . Quite a few members fly in the morning if the weather is favourable followed by lunch at the 'Winking Man'so why not join us!

Front Cover

This is Mark Ollier's ASW 28. It is a multiplex Kit and has a 2.5M span foam glass veneered wing with a glass fuselage. Mark says it flies in the lightest of lift and is as stable as a rock .

First Competition of 2016



Sunday the 6th June turned out to be a gloriously warm day with only a little cloud cover; looked an ideal day for a bit of slope soaring. The only problem was; the light easterly wind at Elkstones wasn't producing much lift. The only models that didn't spend most of the time scratching about or grounded had a prop on the front and for most of the time they could be heard making that familiar burring noise. .

Round about 12 noon, Ant Jervis (Comp Sec) had a powwow with most of the guys and the unanimous decision was to call the competition off because to judge a winner in those condition was

impossible.

Flying of sorts continued until mid-afternoon with a few of the lucky ones managing to latch onto one of the rare thermals. Ian Buckley was fortunate enough to catch several thermals with his two metre Erwin and Martin Lawrence did a fair amount of flying with his 4M electric . At times I saw him doing a bit of “Daisy Cutting “ at the bottom of the slope before he hit the throttle stick .

However, by around 2.30pm there began a trickle of fliers drifting down to their cars having spent most of the time putting the world to rights rather than flying .

Ian Buckley giving his P51 Mustang a launch. In the marginal lift he was at times lucky to land it back on the top of the hill. There were several times I thought he was in for a walk



Been waiting years for a chance to take this photograph. It's Rob Faulkner and son Simon flying together .

I think they were both flying Monterays and both were able to sniff out what little lift there was with the aid of on-board very chatty Vaireomitters



Billy Griffiths (left) flying a light weight EPP model ~~~
Yes it had a prop.

Julian Bayley flying a very efficient wing.

Julian did some very low passes. I didn't know whether it was through choice or a result of poor lift



I think Martin Lawrence (Left) clocked up the most flying time with his 4 Meter plane (don't know its name but it had a much used prop)

Peter Garsden with his Vulcan . It is a surprisingly efficient flier for a PSS model....



This is Keith Rathbone unblocking the drain pipe that goes under the path that goes down to the Butts.

The overflow from the pool was running down the path turning it into a sludge pond

Hopefully it's flowing through the pipe now

This photograph was sent to me by a lady from Cambridge . She was on holiday in the Leek area and showed an interest in the gliders (took plenty of photographs)

This one shows Pat Kennelly launching his "Eddie the Eagle" at the Roaches



I have no idea who is launching this model or what the model is called . Someone out there must know ~ drop me a line.



Ken with control line
Mercury Monitor 1951



Ken Buckley

2nd Oct 1923 ~ 8th June 2016



Ken with the same
Monitor less wheels
and engine plus radio
at the Gate 2011

On the 9th of June, Phil Clarke rang me up to tell me the sad news that Ken Buckley had died. Ken had been regularly flying on the Leek slopes up to the end of 2015.

It was in the early 1990s that I got to know Ken really well and with both of us being retired, mid-week flying soon became the order of the day.

Ken served his apprenticeship at Rolls Royce (Derby) and all but for 2yrs National Service in the RAF, (1946—48) he worked there as an engineer until he retired in the late 80's

Ken was from the old balsa and sandpaper school of modellers and he still enjoyed building or modifying planes until he went into Littleover Nursing Home early this year

Ken had a great sense of humour and enjoyed joining in the banter and the leg-pulling, in fact, in his later years; I think he came up to the slopes as much for the social side as he did for the flying.

It was not just his humour that was endearing, I found Ken extremely generous and helpful. One day after comparing goggles, we came to the conclusion that his pair was much better than mine. The next time I saw him he gave me a pair of goggles similar to his and typical of Ken, he wouldn't accept any payment for them; he was also generous at the end; he left all his models and radio gear to the club.

I will miss Ken; he has given me and many others so many happy memories. No doubt he will be with us again on the slopes whenever we indulge in one of our favourite pass times. 'Reminiscing' It's been a privileged to have had you as my friend Ken Buckley.....

Ivan

A Merlin F3F

The Build

After I managed to write off my Willow F3F due to a faulty battery that encouraged it into a vertical dive into Roy's field at Edge Top, I decided that, in the same way as losing a dog, an immediate replacement was the answer. After a chat with Richard at T9 Hobby Sport, I narrowed the choice between Willow 2, and a Merlin. I could reuse my wiring loom, servos, and ballast slugs. As stock was limited the choice was easy.

Days later a large box arrived with the usual parts for a mouldie namely a perfectly formed red fuselage, 2 tailplanes, 2 wings, and a bag of bits, but a complete set. Each mouldie seems to omit certain random bits that you have to source yourself, and rarely do you ever get any instructions. I have never quite understood why, when you are buying something at a price of nearly £500.

First job was to reinforce the nose section because there was no sign of any strengthening with carbon or the like. But how to make sure it stuck to the sides of the inner fuselage? Answer - balloons inflated. I used a combination of carbon tape, toes, and tissue.



Next job was the servo tray. Some kits come with a tray pre-cut, but making a cardboard template was quite easy. To fit a ballast tube, I needed

some 20mm carbon, which was cut to length to take 10 x 35mm long x 19mm diameter slugs, which I had made out of shower rail filled with lead. I had to work out where the tube should sit in order to position the centre of gravity in line with the c of g of the tube, when full of lead. I cut a slot to take the tube, which would sit on a cradle of fibreglass cloth



The fuselage comes pre-fitted with control snakes made out of 3mm carbon rodd inside plastic tubes. One of them was remarkable stiff, so the build quality was not what

it could have been. To make it fit round the ballast tube made it even stiffer. Good job I was using some high torque Savox 255 servos with their metal gears. Thankfully the servos from the Willow survived as did the Receiver, and wiring loom. I threw the battery away.

It would be very difficult to thread the wiring loom past a fixed ballast tube, so the next decision was how to fix the male Multiplex plugs into the fuselage. I decide to use plastic holders sourced from Gliders UK. To ensure there would be no gap, I dremmed a recess but not too deep into the side to take the socket. The wires in the wing, however, would remain loose.

A lot of manoeuvring was needed to ensure that once the wires were in followed by the servo tray, it would be possible to slide in the receiver and battery in front of the tray.



The wings have a system of link rods which are entirely internal and is a definite improvement over the Willow, in that there is no turbulence where the flap and

aileron rods leave the wing to connect with the moving parts.

There are several other blogs on building the Willow, which I used for tips, mostly that authored by the designer and F3F competitor Ian Mason - he recommends gluing pieces of blue foam between the wing skins to prevent flexing.

I decided to use HItec slim wing 125mg analogue servos, which work out at about £21 each. I must say that I have not found them as reliable as I would have liked, and have moved over to KST digital for the same price in the Jart. I used them in the



Merlin largely because one can get servo frames, so as to make removal easier. Already one of the servos has failed, and removal was much easier.

I used a long thin piece of lead to thread the wiring loom past the blue foam supports to the hole in the wing root.

A very good tip from Pierre Rondel's blog was to use 2 pieces of Aluminium and Hot Glue to seal the wires into the Multiplex Plugs, which have to withstand constant tugging to prise them apart each time you finish flying. It has now been made into a product which makes a mould for this purpose



Don't pour the glue over the rubber sleeves as I did, but over the actual wires which is far more secure.

Finally the V-Tail. Not supplied are the metal connectors which fix to the tail plane, and provide support for the ball link clevises. No instructions are given for the dimensions. Ian Mason's blog helps as do other methods of using mylar sheet so as to stop a mixture of microballoons and epoxy from getting onto the tail surfaces. Getting the position and length of the rods accurate so that the ends line up with the snakes is a fiddle, and there is very little margin for error.

One must also glue the supplied 4mm carbon rod tailplane supports into the holes already drilled into the tail boom.



Once assembled, the recommended balance point is between 98 and 100mm from the Leading Edge of the Wing. Once one has worked out how much lead is needed to balance the c of g, I used an old tin can and a plant pot full of sand into

which I insert the nose in order to form a mould. One then heats up the lead and pours it into the sand. This then slips into the inside of the nose snugly.

I also decided to make my own decals. First of all I looked on the Internet for a medieval font, and downloaded it. I created "Merlin F3F", then printed it out on clear decal paper, which I then stuck onto the wings.

Flying

I maiden'd the Merlin up the Orme. It flew well but slowly, and obviously needed more weight in the nose. It also lost signal when going downwind due to the extra carbon I put into the nose. I have now fitted ears to put the receiver aerials outside the fuselage.

Now properly balanced it flies faster than the Willow, but definitely needs ballast. I fly it permanently with 4 slugs or an extra 400 grams of lead.

It rolls much faster than the Willow. I think this is because of extra Aileron tabs which extend further towards the wing tips and are taped up to attach them to the ailerons.

It turns extremely quickly when banked to 180 degrees, and will fly in the merest whiff of wind as well as in the strongest of

gales, so is the sort of plane you can always take to the slope. The only downside is that there is very little fuselage to grab hold of in a launch, hence I don't take it, when I am alone in a strong wind. It has blown out of my grip more than once when I've been up the Orme.



For more detail of this build, please read my full building blog on the RCM&E forum - <http://www.modelflying.co.uk/forums/postings.asp?th=107682&p=1> .

I have also posted my photographs on the LMMGA Website here - <http://www.lmmga.co.uk/index.php/photographs/model-build-pictures-2/category/110-merlin-f3f>

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Please remember to take all your rubbish home with you including bits you see lying around. I know it is a bit galling picking up other peoples waste but Modellers are always the first to be blamed for any rubbish left in the vicinity of our flying sites.....



Jim Harrison has been modelling since "O Dot" and what he doesn't know about model planes isn't worth knowing



This is Malcolm Carters wing. It's another reminder that you should treat LiPos with respect ,

I have no idea what caused this ~ one minute the model was flying as it should, the next minute the receiver stopped listening to the transmitter. Fortunately there was no structural damage on the land-out

This picture shows the problem... The three LiPo cells are swelled to bursting point and the speed control was completely burned out.



Phil Clarke giving his Rhonsperber a final check out in readiness for the 'August Scale Do'. The Rhonsperber is a real gentle lady of the slopes but has a wee problem penetrating in anything like a blow



John Day with his 'RCRCM Dorado' The Dorado is a slightly modified version of the 'Vector 3' It has a very efficient, 2.5m symmetrical wing ~ fully aerobatic and has a flatish sided fuselage. An ideal model for anyone who likes twiddling the sticks. I just hope the Fuselage is more robust than my Vector 3



The last Sunday in July was a cracking day to be on the hills. This is the flight line at the gate; It was warm for a change and the lift was fantastic for most of the day



Left; Keith Burgess with his 48inch (1220mm) 'Zulu' an attractive looking EPP wing for under £50 Can't be bad!

Peter Garsden's F3F Hammer has a 2.4m veneered/glass foam



wing

purchased from a Yorkshire firm called 'Flying Dog' was £164 it has now gone up to £172.50. Peter has put a 20mm carbon ballast tube in it and says it is not the best of F3F models because the wings flex at high speed

The two outside models are 44" scale like 'Midges' ~ The middle one is called 'Evolan' a 40" span model. All the models are very nippy in good lift



This is Mark Olliers Hatchling It's one of many that yours truly and Ian Webb made about 15yrs ago. This particular one was made to carry on a motorbike. It has a foam glass veneered two piece 48" wing..a glass fuz and a folding 'V' balsa tailplane it all fitted snugly in a wooden box on the back of the bike.



Scale Weekend

This year's scale event was almost a re-run of last year's as far as the weather was concerned with Saturday's forecast being the better of the two days.

When I first arrived at the slope on Saturday there were three cars at the Gate and I immediately thought that the wind was going to be too much in the north for any flying to take place at the Pool as planned. However, I was wrong; after spending a few minutes at the Gate I saw a couple of models flying up by the pool so I made my way up there to find quite a group of modellers with their planes already rigged. As the day wore on the wind swung round to almost square on the Pool site.

Around 11am Ant Jervis called the pilots together for pre-flight briefing. He said there would be three prizes awarded. Best static model; best approach and landing and the model that did the most realistic flying throughout the day. He pointed out the best place for the models to land particularly the larger ones. With that, flying re-started and continued throughout the day without any problems with lift. Stumps were finally drawn at approx. 4pm and prizes were given out. As far as I know; all the models went home only needing a battery re-charge after what had turned out to be a great day's flying.

The Prize Winners Were

Best landing — John McNamara

Best flight — Brian Sharp

Best Static — Colin Waite



Left— Keith Rathbone , Ant Jervis, Ivan Bradbury

Sunday's weather was as forecast. Dull with a North West wind (We flew at the Gate) . Only about half a dozen fliers turned up and there was much more nattering going on than flying.



Stewart Howard's ASK18
being launched by Ant
Jervis

A Pilatus B4 coming in to
land Pilot unknown



John McNamara carrying
his own DG 3000 Elan.

John was awarded best
approach and landing
prize with his Elan



Not sure who's launching
Neil Trickers Platypus

Brian Sharp: Brian certainly got
some flying in and was rewarded
by winning Best Flight of the day.

He was also one of the few who
got some flying in on Sunday



Colin Waite (right) . Looks like he's telling
Neil Tricker (Left) the principal of flight

Apologies for not knowing the name of the
guy in the middle



A good blow lasted all day at
the pool on the Saturday



Neil Tricker checked over his Pilatus B4 before launching

Colin Waite's Genesis 2 was voted best model ~ It is an own made beautifully finished fibreglass model. The finish was equally as good as the best of bought models



Keith Rathbone with his Calif A21 It's a little over 4m span. Around 150 of these were produced in Italy in the 1970's--80's

At one time this aircraft concurrently held four world records for two-seat sailplanes including: the women's closed-circuit speed record set in August 1974 and the straight distance of 970.4 km in Australia in 1975

Don't forget that there is a club competition on Sun. 25th Sept.....

The RAFMAA are also having a fly for fun event on the 16-18 Sept weekend All club member are welcome to join in. (A similar event to last year)

Make a note:: The AGM is on Sun. 13th November... Do it now!!