

# Leek & Moorland Model Gliding Association

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

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## This year's competition

It was decided at the last AGM that the number of competition during 2015 would be reduced to two. The reason given for scrubbing this year's club comps was that over the last few years the turnouts was so poor that at times there hadn't been enough members turning up to run the event It was thought that the two day scale events, organised by Ant Jervis and the RAFMAA event run by Neil Tricker, would be enough for this year..

The dates for these two events are .>

The two day Scale event will be held on Sat 15th & Sun 16<sup>th</sup> of August

The RAFMAA event will take place over the weekend of 11<sup>th</sup> 13<sup>th</sup> Sept. — Club member will be most welcome at both events.

### Front Cover

Mark Ollier launching Dave Gain's four metre 'Fox' ~ the Fox is made by Airworld ~ Dave says he swapped one of his power planes for it. ~ It came with digital servos and he says it flies on rails ~ A real presence in the sky

## Gwaihir marathon part 2

### Assembly-Andy

Now for the fun bit time to start sticking all the bits together to make something aeroplane shaped. I took the paired up fuz sides and laid them on the bench so as to make two opposites then the messy bit came trying to stick the ply doublers to the insides of both fuz halves . The glue of choice here was good old evo stick excellent stuff but

very pungent especially in the confines of my tiny shed, Needless to say things became very strange and distant as I lost touch with reality high is not the word.. It really would

have been easier if I hadn't had those flipping dragons flying around the strip lights above my head, fortunately Charlie had popped round to see how thing were going and suggested that it was time for a brew, (note to self Ventilate the bloody workshop) any way glue spread thinly on both ply and balsa let it go tacky

and press em together with care lining them up cus you only get one chance, the process was repeated until we had 8 fuz sides reinforced with the ply doublers, let the air clear in the shed make sure there aint no dragons and on to the next bit, gluing the wing halves together. This was simply done by butt joining the wing blanks together with epoxy and letting it set holding the two halves together with masking tape, easy job done. Now to slide a pair of fuz



Four of a kind ~ Charles Hampson and Andy Gough's Gwaihir project One each for them and their two sons ; Chris and Dave



Andy about to launch Charles model

sides onto each side of a wing. This was a tricky bit having slid the fuz sides up to where they went I had to glue the formers in place at the leading and trailing edge of the wing onto the sides of the fuz. At the same time aligning everything up to make sure it was square and



straight once this was done I pinched the end tail end bits in and glued them with cyano. then I pulled the nose in and glued in the front former , checked it was all square and then run a good bead of wood glue around the wing to fuz joints and left it to dry, I then repeated this another 4 times to make all of the models up to the same stage of assembly. When all was dry I turned all gliders upside down and reinforced the wing joints with some strips of veneer and epoxy to add a little strength to the join. The next job was to add some triangle balsa strips to the top of the fuz at the front and to behind the wing on the underside, these add strength and allow for the shaping a little when sanding the finished model. I then sheeted the whole of the bottom of the fuselage on all 4 gliders with soft 6mm balsa to stop any twisting and then



added the snakes for the rudder and elevators, I've never liked snakes horrible things, I got kicked out of the reptile house at Chester zoo for sticking my tongue out at one of them adder shaped things. The zoo keeper man said what do you think you are doing?? I said to him well the snake started it first! I know

terrible joke sorry could not resist it .I then sheeted the tops of all 4 gliders

also with 6 mm soft balsa. We now have a very strong assembly ready to be sanded. But first I made four 1/16 thick ply nose block templates off the plan and sandwiched them between squares of 6mm hard balsa to make up the thickness of the nose left them clamped to dry. I then glued 3 of them on to the nose of each glider. But where was the fourth one I hear you cry..well I will tell you Henry the Labrador



Chris Hampson's Gwaihir

had evoked the right of CANNIS TERRA FIRMA DIGESTUM if it's on the ground... It goes to the hound bloody dog. So I made another and glued it in place. I'm now ready for the big sand, I won't go into lots of detail about sanding except to say it was very messy and rather tiring and more than a little tedious. Thank goodness for my xmas present of some permagrit sanding tools all the gliders are looking very smart now. Next, I marked all the slots for the tailplanes and fins and cut them out and sanded them to size to accept the tail feathers, I did not glue them in place yet because the battery and radio hatches need to be cut out and I did not want to bash the back end about while I do it. With all the sanding done I then glued the tail feathers in place on all models and left em to dry, the next thing was to cut the radio access hatches out and then a bit of final sanding. The models were now ready for covering and fitting the radio gear, it was time to part with two of the gliders and send them to Charlie's for him to finish his and Chris's models and time for me to finish mine and Dave's. Not much to say now the hatches are fixed by magnets at the back and a ply tongue at the front, well not so much ply but stirring sticks that I sort of borrowed from McDonalds. That superb model supply shop that does excellent epoxy mixing pots to. Can't understand why but most people just put red sauce in them. Oh well both models were covered in easy coat mine with a yellow fuz and Dave's in blue all wings and tails in white some trim here and there and that bit was finished. I fitted the radio gear in where it fitted the best. No real problems here just used some old reliable servos and opted for orange 2, 4 receivers. A 4 cell battery pack up in the nose and 2 ounces of church roof set the center of gravity just right. So when the weather is right and she who must be obeyed decrees that I've earned enough brownie points we shall go up to the flying

site and lob em into the wild blue yonder and see what a 45 inch span aerobatic sourer designed by John Goodyear from a 1986 model world magazine can do

## Now to the covering of my 2

After waving goodbye to the wing blanks and bundle of balsa, I set to finishing a Tomboy vintage 2 channel power model which I had been building on and off for about 2 years, and putting radio gear, engines into various power models ready for the summer, I was getting regular updates on the progress of the Gwaihir's thinking I would have plenty of time to do everything else, then one Saturday afternoon 2 gliders turned up virtually ready for covering looking as I remember the original one I built in 1986 only that one was all balsa ribs and spruce spars. Now the fun begins I knew I had a load of solarfilm in Aladdin's cave so took Chris and said the magic words "open sesame" no not really put the key in the lock and opened the garage door, went to the pile of old kit boxes and after opening most of them finding balsa sheet, strip, hard wood, piano wire etc. came to a box with solarfilm in, with enough to do one in orange and the other in 3 colors, sorted some receivers and servo's, I ordered some fancy servo mounts from eBay for the wing servo's.

I managed to get them both covered in one weekend which is a record for me these days (tomboy 2 years to build), the servo mounts eventually came and the radio gear was installed control throws set models were balanced and were now ready to fly, after waiting a few weeks for good conditions and time due to work etc. the day came to test fly all 4, one by one all were launched off the westerly slope each only needing a couple of clicks of trim, a few mild aerobatics were tried and all were landed safely, up to now they have had two or three outings the last time in a 35mph SW wind and Andy loved it I could not fly mine that time because I am embarrassed to say I did not bring the correct transmitter with me, so all in all it was a good exercise which has produced 4 good gliders which are fun to fly and should last a few years if Andy doesn't tread on mine again

By Andy Gough and Charles Hampson

Ps the next project for this winter is 4 composit 60" gliders





A few of our hardier members who braved the elements on the last Sunday in January. The Butts (by the Pool) is a great site to get shelter from those cold South Westerly winds

# Salangane

review by Graham Gibbons

This is the HobbyKing version

The Salangane is a 100% composite performance glider of the kind of design and manufacturing quality normally reserved for small "top end" European factories, not only is it superbly made, it offers you the choice of powered or unpowered versions via the included interchangeable nose cones!



It would be fair to say that this is not a beginners model from a build point of view, although not difficult to assemble, some previous experience of building composite models is desirable. The supplied hardware is comprehensive and includes a lazer cut ply battery/ballast tray, lazer cut fuselage build jig, two sizes of GF motor mount, two GF nose cones, CF control rods/snakes for the V Tail, CF wing rod, etc. The Salangane is practical as you would expect for a glider of this size & quality and features a 2pc plug in wing as well as two easily interchangeable nose cones for powered or un-powered flight.

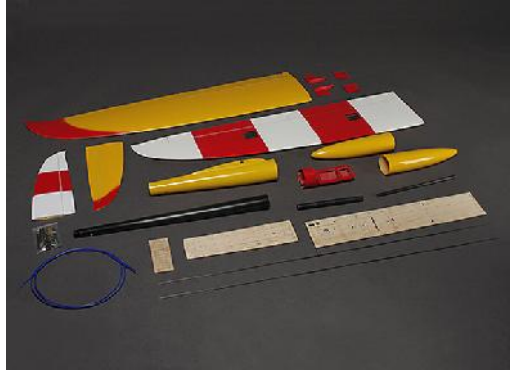
Hollow moulded in CNC generated moulds from both Glassfibre and Carbon Fibre, the Salangane is constructed to the highest standards of fit and finish, there is also plenty of carbon reinforcing throughout the airframe in key stress areas. All control surfaces are live hinged and have their slot wipers pre-installed, flap control horns are top mounted under nice moulded fairings, etc, it has lot's of features that leave you in no doubt the Salangene was designed with the discerning glider pilot in mind. The Salangane is a beautifully made,



superbly designed & versatile performance glider that is going to give hours of pleasure both on the slopes and flat field.

Features:

- High Precision fully moulded airframe
- Interchangable Nose Cones for powered/non-powered flight
- Carbon reinforcing throughout
- Carbon Boom
- Plug in wings
- Solid carbon wing joiner
- Contrasting top and bottom colour scheme
- Modular Build, includes Fuselage Jig for Build Precision
- Full Composite V-Tail
- Carbon control rods
- Moulded wing servo covers
- High quality hardware kit
- 2.4ghz friendly GF nose section



The other version is called an OSPREY and is from a company called Hobby Squadron

Spec:  
 Span: 2020mm  
 Length: 1185mm  
 Wing Area: 34dm<sup>2</sup>  
 Airframe weight: 950g  
 Flying weight: 1400-1600g  
 Airfoil: MH32

When I Bought the model it was **£186 + £20 p&p**

**it's current price is £233**, when you look at the Hobbyking web site you have to select the European warehouse as it's not sold from the UK one.

## *Leek & Moorland : RAFMAA Slope Competition*



For too long the RAFMAA slope soaring meetings have (a personal view you understand) drifted by in a haze of Fun Flying days. Now whilst I have nothing against Fun Flying, all flying is fun, just once in a while a short bout of competition flying serves to sharpen the reflexes and raise the blood pressure. So it was that the crowd of usual suspects gathered for the last RAFMAA organised slope event of the year.

For most of those attending this was a double first in that not only were they competing but the location was also new to them. By the kind permission of the Leek and Moorland gliding club the events were staged on their private sites just North East of Leek in Derbyshire. Not only are they excellent sites with slopes for every direction but are accessible by vehicle with little walking required. Since the Sports Board removed model flying from its list of approved sports I see little point in making things too stressful. So first of all may I take this opportunity to sincerely thank the committee and members of the Leek and Moorland for their time and patience in granting us access to these wonderful slopes.

### **Friday 26 Sep 14.**

Wind W to SW 15-20mph steady. As prearranged, we initially met up by the old Mermaid pub (sadly now closed) before moving onto the Gate Site. The event for the day was Pylon Racing and Colin and I quickly set out the course. At 1030hrs a brief was given to the thirteen entrants before racing commenced at 1100hrs. To simplify things two persons raced at a time over



the distance of ten laps with the winner gaining 1 point and the loser gaining two points.

Once racing had commenced it was very rewarding to notice that pilots started to organise themselves so as to lessen any gaps between heats. The models used for the event covered a very broad spectrum ranging from light rudder- elevator (salutations to Dave Bradick who was not that far off the pace) to the more nimble full house designs.



Three rounds were flown before the top six pilots were drawn for the semi-finals which produced a final of three pilots with the results as follows:



### Final

1<sup>st</sup> Neil Tricker Hon Mem (Midge)  
 2<sup>nd</sup> Lee Wilson RAFMAA (Gnott)  
 3<sup>rd</sup> John Biggin Local Club (Phase 6)

### Semi Finals - Joint 4<sup>th</sup>

Colin Waite Hon Mem (Midge)  
 Mike Mattias RAFMAA  
 Ivan Bradbury Local Club

### Other Entries - Joint 5<sup>th</sup>

Chris Abbott RAFMAA  
 Jamie Oakley RAFMAA  
 Mick Forey Local Club  
 Ian Nelson Hon Mem  
 Gary Clark Assoc Mem  
 Dave Bradick Local Club  
 Julian Bailey Local Club



Phil Clarke  
 at the Gate  
 when days  
 were much  
 warmer



*Plug for Colin Waite.* The winning model was one of Colin's own designed "Midge" slope soarers for which, very reasonably priced kits are available.

After the racing had finished and the prizes distributed the young whipper snappers proceeded to tear up the

hill and any available gully with their Zagi style models whilst the older gentlemen partook of tea, muffins and relaxed flying in what had turned out to be a glorious late afternoon.

### **Saturday 27 Sep 14.**

Wind SW to SSW 5-10mph variable. With the shift in wind direction, a move to the Mermaid Pool Slope was required; no great problem as it was only 400 metres further along the road. Today the name of the game was Cross Country. To those unacquainted with this event pilots have themselves to negotiate and fly their models around a course. This was run to a format devised by myself copying and using the rules of the game of Snooker. Each different coloured flag was worth a certain number of points (red-1, yellow-2, green-3 and so on). You could attempt the course as many times as you wished and were allowed a time of 45 minutes to gather as many points as possible. If you landed out you incurred penalty points which were deducted. Everybody only attempted the course once and the placings were taken from the returned score sheets with the results as follows:

Once again prizes were given out in the form of slate trophies for 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> placed competitors. I had also a Solange kit kindly donated by Cloud Models for the person who had placed highest over the two days and was effectively the King of the Hill. Given the above overall

1st	Colin Waite	Hon Mem.	(Esprit)
2nd	Mike Mattias	RAFMAA	(Spirit)
3rd	Lee Wilson	RAFMAA	(Diva)
4th	Neil Tricker	Hon Mem	
5th	Ant Jervis	Local Club	
6th	Gaz Hughes	RAFMAA	

results, this was of course Colin and I, but we already own a Solange each. Next down the list was Mike and Lee who had equal scores, therefore, a slightly unusual impromptu Pylon course was set up and both Mike and Lee were given three minutes to complete as many laps as possible, however there was a catch to this event.



The snag being that whilst Colin and I were at the distant pylon we were not armed with flags to indicate when the models had past the pylon, instead we just had to count when the models actually crossed the line. This required the pilots to judge the distance themselves – easier said than done!

Lee flew his heat by over flying the line significantly on most occasions,



whilst Mike cut the line a few too many times. The result was Lee managed ten laps and Mike four, therefore, Lee was crowned King of the Hill and given the Solange kit. Now he has no excuse not to build something over the winter.

Once again flying off the peg commenced until we departed wearily to our respective accommodation for some well earned rest. Earlier I mentioned that the Sports Board decided years ago that model flying wasn't worthy of the title of sport. Well they certainly have never seen a model Cross Country flown. Mind you it didn't go unnoticed that the more elderly members were generally showing a clean pair of heels to the young whipper snappers.

Sunday 28 Sep 14.

Wind SSW-S 0-5mph. For the last day which was given over to general relaxed flying and line shooting, we were located again on





the Mermaid Pool slope. Due to the lack of wind, flying required some nerve and a nifty knack for

locating thermals. On several occasions I was low enough down in the valley to see the model's shadow on the ground but thankfully was able to return without having to complete the "walk of shame". The rest of the day passed in tranquil peace and flying before we all took our leave, shook hands and departed homewards.

To those who attended many thanks and please pass on to those who didn't attend the sense of what they missed. I sincerely hope that this could be the start of and re-emergence of competitive model flying in the RAFMAA. Over now to the membership for direction in the future.





This was taken on the first Sunday in February close to the Gate by Mark Ollier

Mark said there was no one flying when he passed



**Ian Ferguson sent me these two cracking air to ground photographs If you can expand them you will appreciate the detail**

This is what he said::: You might enjoy these two for the newsletter. An evening at Leek Gate, 24th August 2014. Equipment: a Mobius ActionCam on a Mini Ellipse, with PTGui and horrible amounts of Photoshop to get it all nailed together and straightened out. Think of them as digital artworks rather than photographs... the closer you look, the more you can see the roads I've moved, the new mountain ranges I've raised in Cheshire and all sorts of horrors. But they might brighten up the winter a bit !

# Letters

## BMFA and Safety

Manny Williamson, the BMFA's Development Officer, writes a regular column in the BMFA News. One of the things he often comments on is safety and in particular, the importance of using the 'Fail-Safe' settings.

In all his writings about safety, (fail-safe) I've never seen where he differentiates between power planes and gliders so I assumed he's including all RC planes when he talks about the importance of using fail-safe settings.

In all the years I've been flying RC gliders, I've not come across anyone in the slope soaring fraternity who uses fail-safe setting on their model gliders. (Not sure about some of those rarely seen ginormous scale planes)

Probably the reasons for the lack of interest in fail safe for gliders is that there's no danger of them speeding off in the distance at full throttle, and the chance of doing any damage to person and property on most slope soaring sites is almost negligible .

Another thing that I've never seen or heard of is a flyaway as a result of a 'complete loss' of transmitter signal. I have seen several model bite the dust as a result of the airborne battery pack going flat but in that case, would a flat airborne battery be capable of operating the fail-safe setting??

I've also seen plenty of glitches but a glitch is only a loss of signal for a split second. However, what I have seen, and this in increasing numbers, are pilots losing sight of their models due to the camouflaging effect of background clouds coupled with the small end-on profile of some of today's all moulded models. Many fuselages are not much more than 50mm in diameter and have extremely thin wing sections. This plus a fast

turn of speed makes it easy to lose sight of a model when it is at a certain distance and angle to the pilot. Fortunately, in all but the very rare occasions, the pilot spots the model again within a second or two. However, if the model is not re-sighted, there would be no loss of transmitter signal so the pilot would have to switch the transmitter off before any fail-safe kicked in and how many of us would do that while there was half a chance of seeing and getting control of the model again?

I agree with Mr Williamson's fail-safe advice with anything that has a propeller on it but; I've often wonder how many slope soarers agree with him and use a fail-safe setting on their slope soaring models?? *Be interested to know if you've use fail-safe settings on a glider or have had a complete loss of transmitter signal...*

*Fred B*

## Safety First And Last

The two last words on the back cover of the December's newsletter were "Fly Safely" They may have been the last words but in my view the most important.

Late October saw some beautiful afternoons and a friend and I were enjoying some flat field flying. The sun was low on the horizon and on my back as I started my landing approach. This involved flying across the width of the field and coming in over a fence about four feet high.

The model about 3M span and with a wing loading thirteen ounces a square foot had an electric motor. It had been built for flying in fairly light winds and had no flaps but a flat glide. The field was a couple of hundred feet wide and with ground effect the glider had to come in low over the fence.

So as it neared the fence it seemed to be too high. My friend, a power model flier of many years said "Go round again" but I thought no I'll turn left and come in on my other side, It was still too high and I put the nose down. It was about head height and twenty feet away as it passed. Suddenly I was blinded as it flew into the sun.

I must have instinctively given left turn and slight up elevator. My friend shouted

“Watch out” and the model flew into my right side. I was lucky, it could have been much worse.

The next morning there was heavy bruising and swelling had started. It took six weeks for the swelling to go down and a couple of months for the muscle to fully recover.

Even now, as I write this at the beginning of February, there is still the faint imprint of the nose cone and prop retaining studs on my thigh. It is easy to be wise after the event but concentration on the landing approach made me forget the danger posed by the sun.

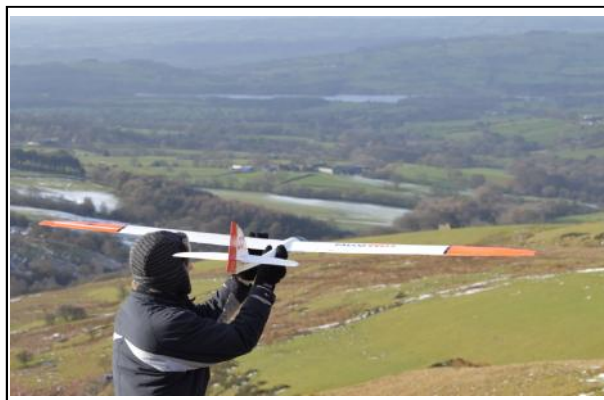
*Derek Illsley*

### *Battery Warning*

Just recently I've experienced an unusual reading when I've charged a couple of my batteries. After a day's flying I put my model on charge as usual (The charger is a 'Graupner Ultramat 16') On checking, after the charge had finished, the amount of milliamps the charger had put into the battery was only in the low teens. I knew this couldn't be right after the amount of flying the model had done that day so I put it on charge again. The second reading was 395 milliamps. This anomaly has happened twice in the last few months. (not with the same battery) If I had not noticed the first low reading it could have resulted in the airborne pack going flat while flying.

Has anyone got any ideas as to what caused the charger to end the charge well before it was fully charged up and as this ever happened to you?

*T West*



Dave Gough took this picture of Steve Vodrey launching his dad's (Andy's) Falcon .Andy says the 2M Falcon is one of his favourite models and he rarely goes up the slopes without it. He bought it second hand ages ago from Tony Hill





Keith Rathbone has been getting emails from a guy named Einar Nilsson, who lives about 10 miles north of Stockholm Sweden. Einar says he's thinking of coming to England later this year for a holiday would it be OK to fly with us during his stay. He's sent a few photographs of the site they fly on.

If this is one of their flying sites. He'll think he's arrived in heaven when he sees the slopes we fly on



They can't possibly land here; the only explanation I can think of for flying on this shards heap is that it produces good lift .They must land their models in a more suitable place possibly at the bottom of the slope



If I hear anyone moan about any of our sites from now on I'll banish them to Sweden



What on earth is Mark Ollier up to?? It looks as though he's performing some ritual dance in order to get Dave Gains car out of the mud. It took a substantial effort with Julian Bayley's four wheel drive to get Dave's car back on the road again

Some of the models being covered up during a quick shower . This was taken by the Gate some time in Sept

