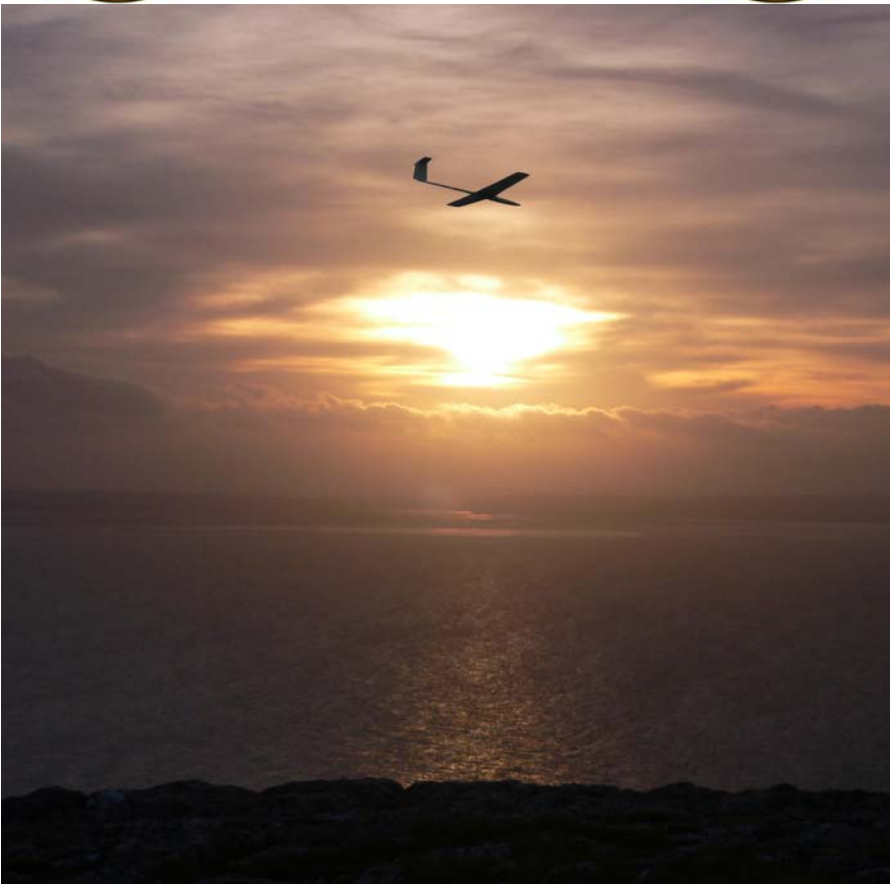


Leek & Moorland Model Gliding Association

Web Sites: - <http://lmmga.org>
<http://www.lmmga.co.uk/>



June 2007



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Wot!! Another Video Night in the Making??

Graham Gibbons and his small band of very professional actors are thinking of making another film for the Club's annual 'Video Night'

Those members who haven't yet had the pleasure of being entertained with one of Graham's production are in for a treat of a lifetime so keep you eyes open for any future announcements

There has been a further update to the meeting we had at Stake Gutter Farm, with the MoD and Natural England and BMFA re 'flying at the Mermaid' but it was too late for me to include it in this issue ~~ a detail report will be in the September's newsletter

Front Cover

The end of a smashing day out at the Great Orme Llandudno. This was on the south west facing slope
If memory serves me right, this was one of the last flights of the day (Sometime in November 2006) and it shows Ian Webb's Cobra silhouetted in the sunset

A polite reminder to take all your rubbish home with you. Plastic bottles, bags and trashed models are not only unsightly they can be a danger to farm animals.

We need to keep on the right side of our friendly farmers if we wish to continue to use their excellent sites. It takes time to establish good relations but only seconds to lose them.

The metal box by the Gate is NOT a trash bin



Rubbish

I was up on the slope the other day when this guy came up to me and said he was sorry he hadn't joined the club yet but it was because he hadn't got any of the details needed to apply (Secretaries address etc) ~ could I let him have the necessary info? I'd seen the same guy on the slopes earlier this year and several times last year. What narked me was that he had made the same excuse before; last year I had even sent him the necessary detail via his email address ~ How did I know his email address? Because in 2004 he was a paid up member of the L&MMGA

Just before I send out a newsletter I have to check names and addresses with Keith Rathbone to make sure that all current members get their newsletter. Since his first inquiry I had checked several times with Keith to see if he had rejoined so that he didn't miss out on the newsletter

It costs the club around £450 each year to pay for the club's site fees. You would think someone with a car full of models would realise that models were of little use if there was no sites to fly them on ~ and all for the sake of £8 ~

Remember the new rule about the galvanized field gate at Elkston opposite the parking area by the cattle grid? The farmer had requested we should leave the gate as we found it - open or shut -

I had a friendly chat with the farmer at the beginning of May and during our conversation he told me that he had had to replace the gate on two occasions in the last few months because someone had stolen them. He said he was thinking of putting a lock on it to prevent it happening again. He was very apologetic and asked if this would inconvenience us. I said that we could use the stile up the road by the trig point ~ If by any chance you find the gate locked walk back up the road over the cattle grid and gain access to the field via the stile

Silicon Hinges

When I first read that some modellers were using silicon as a hinge to fasten ailerons and elevators to their pride and joy I thought, "Poor demented sods! What will these new upstarts to the hobby come up with next? They must be absolutely stark staring barkers"

OK! So I admit that I am one of the world's leading cynics who once said that only wimps and weirdoes would go in for power steering, central locking and electric windows on cars. Well! Can I help it if most of the world's drivers have turned into a load of wimps and weirdoes?

Anyway back to these silicon hinges ~ About four of five years ago I saw this type of hinge on one of Carl Baker's models and after having a chat with Carl about the pros and cons of using silicon for this purpose I decided, a little apprehensively, to give it a whirl.

At the time I had a rather old and well worn Hatchling in need of a new tailplane. (V type). (The Hatchling was one of several own design models that Ian Webb and I had been making for a while)

This was the ideal model to experiment on because the model was nearing its sell by date and it would be no big loss if things went awry, or, as some of our more eloquently spoken members say; 'Tits Up'

Following the instructions Carl had given, I found it a reasonable easy job to do, a bit messy because I used an old silicon cartridge that had been originally used for a building job and the hole in the cartridge nozzle was on the large size for the recommended 2mm wide bead and I ended up smoothing the surplus off with the first thing that came to mind, my finger, the finest universal tool in the world.

I was reasonably pleased with the result although one side of the elevator was a bit on the stiff side. This was because I'd been over generous with the silicon and the silicon hinge was a little on the thick side.

Since then I have used silicon to hang ailerons and elevators on numerous models; in fact, there has to be a special reason for me not to use it these days like on centre hung control surfaces (as apposed to top or bottom hung).

The following are some of my thought and tips on the use of silicon for hinges. I



Elevator marked out on the Hatchling tail-plane

want to stress that they are only my own opinions and are not intended to be some definitive instructions/advice

The complete control surface is sealed so that no air can pass between wing and aileron or tailplane and elevator ~ makes for a more efficient overall performance

I've found silicon extremely easy and quick to use (it may take one or two attempts to master the right technique)

It is weather proof and long lasting and doesn't seem to be affected by the normal range of temperatures we get on our slopes.

I have never used silicon hinges on any power plane or on these suicidal self destructing dynamic soaring models so I can't make any comment about its suitability for these types of models (A possible adverse effect of fuel on silicon hinges etc)

I've only used silicon for top/bottom hung control surfaces ~ I would think centre hung ailerons/elevators would be a bit messy and may prove difficult to hold the control surface at a neutral position while the silicon cures. For this reason I wouldn't recommend silicon for centre hung aileron/elevators ~ I'd like to know if anyone has tried this and what the outcome was.

In the case of a real cock-up in the application, I have found that the best method to remove the Silicon is to allow it to completely cure (say a day) and then gently pull the two surfaces apart starting at one end. (e.g. wing tip) the silicon will usually peel off like an elastic band leaving a completely silicon free surface. I have found this method much better than wiping the newly applied silicon off with a cloth - Silicon smeared thinly on a surface is much harder to remove than a bead.

What type of Silicon do I use? ~ When I first made inquiries about this I was told that the best silicon to use was the sort they sometimes stick the corners of these glass aquarium tanks together with. (Obtained from pet shops that sell fish) This made sense to me at



I always use tape to hold my straight edge in place while cutting the elevator off~ it makes it easier to get an accurate cut



I got this from 'Focus' DIY store .
A nozzle with a screw cap (red) gives the silicon a longer shelf life after opening

the time. Anything strong enough to hold some of these glass tanks together has got to be powerful stuff. However, like all paraphernalia sold in specialist shops; you get half the amount for twice the price.

I eventually found that the bog standard 'General Purpose Builders Silicon' is more than adequate. I don't know if there is any difference between B&Q's silicon and that sold at Joe Guppies Tackle Shop but even if there is, what's the point of over engineering at more that twice the price?

Up to now I've only used the clear silicon but I'm about to use the white stuff on my freshly sprayed white 3M wings. I'll let you know how it pans out in a month or so.

The only up-setting thing about buying silicon from a DIY warehouse is that there is enough silicon in one of those cartridges to hang the aileron on a complete fleet of models, and, if you don't hermetically seal off the end of the nozzle, the silicon has gone off by the time you want to use it again. Extremely nauseating if you are a fully paid up member of the misers club like me

There is one major drawback with silicon and that is no other adhesive, at least not in my own collection, will stick to a surface that has had silicon on it even if all visible traces of the silicon have been removed. If you stick aileron/flap servos in a wing with silicon; you're stuck with it ~ you would have to use silicon again after any maintenance to the a servo (Say replacing stripped gears)

An unrelated experience is worth a comment at this point :> Ian Webb and I used to use the old fashioned Simonize (**a non silicon car polish**) to shine up fibreglass moulds prior to applying gel-coat and glass (several coats of Simonize acted as a release agent) On one occasion the cloth we used to polish up the simonize must have been used by Ian's wife to polish furniture (many furniture spray



This shows the 1:5 to 2mm gap between tail and elevator ~

Run a 2mm bead down the length of the gap

After applying silicon return elevator to a neutral position and rub your finger down tape to make sure that the silicon on the top surfaces is flush with tail and elevator (Not proud)



A view from the underside of elevator showing the 'V' gap ready for silicon

polishes contain silicon)

This resulted in the epoxy gel-coat forming areas of round circles with volcanic like rims round the edges. Some people call it 'Fish Eye' or 'Orange Peel' effect
~ It can be a sod to eradicate

How do I apply the silicon?::

With a top hung elevator/aileron taped in position (See photos) ~ hold the elevator in the up position { about 9mm or 10 mm of up ~ this is not critical }
In the opened 'V' gap, run a 2mm bead of silicon down its full length . ~ I know what you are going to say! You're going to say that anyone who can run a smooth accurate 2mm bead of silicon down the full length of an elevator/aileron with a bloody great big sod-off mastic gun like the one I've got, is a better man than the 'Gunga Din'

Not to worry! After you've run your hit and miss, thick and thin, 2mm silicon bead down the length of your aileron/elevator; take your index finger, and run it down the length of the 'V' so that it forms a nice smooth continuous radius at the bottom of the gap (over the underside of the tape)

The reason I use my finger is that it forms just the right radius curve (if I hold the control surface at the correct angle to the wing/tail,) and it feathers the edges of the silicon nicely up the sides of the 'V'

Now make sure that there is no surplus silicon at the ends of the 'V' that will impede the control surfaces down movement ~ clean any such surplus out with something like a lollypop stick

When you're happy with the silicon, bring the elevator/aileron back to its neutral position (hold with a strip of tape if necessary. Then run your (Clean) finger up and down the tape ~ this makes sure that the silicon is flush to both top surfaces (Wing and aileron)

Leave overnight ~~~ if you find the control surface movement is restricted or too stiff, peel off the silicon and try again ~ you'll soon get the hang of it ~ .

If you haven't tried a silicon hinge yet, It's well worth a shout; but start on something small like a tailplane.



These pictures show the size of my sealant gun and how I run the bead of silicon to form the hinge. ~ the Hitec 85 box gives an idea of size

Letters

I had this letter from Phil Clarke at the beginning of the year. Apologies for not putting it in the March newsletter but I had to do a bit of last minute fiddling.

Hasn't the weather been abysmal - as far as flying is concerned anyway. In order to prevent the 'thumbs' from going rusty I have been doing a bit of 'indoor' and

taking Ken Buckley along for company. We go each Friday morning to the R.R. Sports Centre for a couple of hours and I thought you might like to see my two models that I am currently hitting the walls with. Both are 16" span. The Powerhouse was given to me by Dave Cholerton to get me going. All I had to do was fit it with a receiver and battery - a single Lipo 220 mah and I have had a cumulative flying time of 40 minutes on one charge - bloody amazing.



Phil Clarke's 'Powerhouse' and miniature 'Junior 60' (Both 16" span indoor models)

This, of course prompted me to build the 'Junior 60' (or 'Junior 16' if you like). Flying is one thing - building these models with an all-up weight of under 30gms is something else. It really taxed my modelling skills. I used blue foam whereas the Powerhouse is made from pink (slight change in density)..

This week I decided to have a go at an indoor Cessna Skymaster and the Fus. is nearly there but there is still a long way to go. Span will be 18.5" with two B2 motors which I have yet to purchase. I have to ensure that the speed controller incorporated in the receiver will not be overloaded by driving two motors.

Statistics:- Span - 18.5 "

A.U.W.- 45gms

Power - B2 Brush motors (x 2)

Rx - MPS Combo 2.5 (2 channels for magnetic actuators + speed controller all on the one board)

Power - Single 220mah Li-Po cell.

Flying surfaces are 'Depron'.

Fuselage is from blue foam, hot-wire cut in short half-sections inside and out.

This is what I have been doing on all those days when we were unable to fly up at the slope. Another Cessna 337 Since you were good enough to publish, in the last issue of our magazine, a picture of my latest venture into the realms of indoor model



flying i.e. my little 45gm Cessna Skymaster which at that time had not flown.

I thought that readers might be interested to know how it performed when it eventually took to the air at one of the Alfreton meetings about a month ago.

In a word - disappointing.

Those of you who fly indoor model may already have guessed that for an 18"

span model, 45gms is a little on the heavy side. (my Junior 60 @ 16" span weighs only 28gms and flies quite well). - so - it flies faster than the Junior 60. No surprise there then and not really a problem.

What was a problem was it's response to rudder control - or lack of. I had incorporated more than the scale dihedral to give a reasonable response to rudder (since no ailerons are fitted on these very small models) but the characteristics were such that very little happened with small-to-moderate deflections then quite suddenly the model would be standing on it's wingtip. Maybe exponential' would help here but haven't tried this yet.

The '337' layout is such that both fins and rudders are out of the propeller slipstream compared with a single engine aircraft so maybe that has something to do with it.

My intentions are to:-

- a) remove the rear motor . (worth 7gms+) and move the LiPo battery to maintain the C.G.position,
- b) increase the size of the rudders,
- c) replace the rear prop. with a lighter free-wheeling version so that it still looks like a twin.

Indoor flying for me tends to be a winter sport so will probably go onto the 'back burner now that the soaring season is upon us. See you all at the slope.

Phil .



A big Heave Ho from Malcolm Oeppen

Hi Ivan,

Just a couple of extracts from e-mails I have received which may be of interest/amusement to you. Hope you are as fit as a butcher's dog and looking forward to the spring and summer ~~

In Pharmacology, all drugs have two names, a trade name and a generic name.

For example, the trade name of Tylenol also has a generic name of Acetaminophen. Aleve is also called Naproxen. Amoxil is called Amoxicillin and Advil is also called Ibuprofen.

The FDA has been looking for a generic name for Viagra. After careful consideration by a team of government experts, it recently announced that it has settled on the generic name of "Mycoxafloppin". Also considered were Mycoxafailin, Mydixadrupin, Mydixarizin, Dixafix and of course Ibepokin.

Pfizer Corp. announced today that Viagra will soon be available in liquid form, and will be marketed by Pepsi Cola as a power beverage suitable for use as a mixer. It will now be possible for a man to literally pour himself a stiff one. Obviously we can no longer call this a soft drink and it gives new meaning to the names 'cocktails', 'highballs' and just a good old fashioned 'stiff drink'. Pepsi will be marketing the new concoction by the name of 'MOUNT & DO'.

Thought for the day:

There is more money being spent on breast implants and Viagra today than on Alzheimer's research. This means that by 2040 there should be a large elderly population with perky boobs and huge erections and absolutely no recollection of what to do with them

And Finally

With all the sadness and trauma going on in the world at the moment, it is worth reflecting on the death of a very important person, which almost went unnoticed last week.

Larry LaPrise, the man who wrote "The Hokey Cokey," died peacefully at age of 93. The most traumatic part for his family was getting him into the coffin.

They put his left leg in..... And then the trouble started.

Cheers Russ Booth

Less is sometimes more

Have you noticed that we (the club) are getting bogged down with more and more regulation for no good reason?, Caring for Vulnerable Children, Licences from the M.O.D, Natural England asking birds what they think of model aircraft, applying for planning permission (are we going to build a club house?), its all getting a bit silly.

All we want to do is to turn up & fly our planes, but when you start down a road of regulation for no good reasons then you start an unending snowball of rules & regulations and consultations, and I think I know why.

If you're an official at the Natural England or the M.O.D you have to justify your existence and the best way to do that is to have lots of irrelevant rules and regulations to keep yourself busy. Unfortunately this means making life of anyone wanting to use their land a misery, so how do we get around this? In the "old" days of flying, didn't we just turn up and fly? It would be very difficult to actually stop you flying at the Mermaid, an official could approach you and ask you to stop flying but your response would include the word "off".

So if Natural England or the M.O.D are behaving like a bunch of Nazis, isn't it best to just ignore them and carry on flying?

Chris Hunt.

Vista or not to Vista

By now you will have heard all the hype about Microsoft's latest operating system Windows Vista, and you are probably wondering if you should upgrade or not, let me tell you don't bother!

Ever since Microsoft launched Windows 95, every new operating system (Win 98, 2000, XP) since then has been an improvement on the last, until now.

Vista is a big step back, not only have they changed for changes sake and confused everyone, but it requires an enormous amount of resources just to run the Mac like graphics, I have install the Business version and I hate it, XP was easy to use, stable and everyone knew immediately how to use it.

Dell has now started to offer new P.C's with a choice of Vista or XP (it was just offering Vista) because of complaints over Vista, and will soon be offering Linux desktop P.C's - things are looking up!

So until Microsoft realise they are trying to make a P.C. operating system and not a Mac, stick with XP.

Chris Hunt.

Ivan, Hello there. ~ I have had an idea!

The instructions for replacing the tag insert into the key ring end up with frustration

a) because the inner plastic has dropped out, bounced on something and is nowhere near my search area. b) because the inner plastic refuses to budge.

I have a simple fix. Once the insert is out drill a small (1/16) hole in the main body towards the edge of the recess, I have done this at the lower edge as the key ring hangs. This will allow a wire to be inserted that will push the inner out from the lower. No more frustration

Regards Andrew



All year round flier ~ Ken Buckley
with his Extreme
Not bad for an octogenarian

FLY FOR FUN HELD ON THE 29TH APRIL 2007

This was held at the Elkstone site with a good sunny day and about 15 mph of wind that had a noggin of north in it.

We had a good turn out of 8 pilots and several who turned out to watch and sport fly in between the rounds.

We managed to hold 3 rounds of different challenges.

Round 1

Was a guess the distance with a loop or roll at the end of each lap.

1st place was won by Graham Gibbons who managed to complete 8 laps flying a foamy

place was tied Ian Buckley and John Day both flying Mouldies.
3rd place was taken by Andy Wagstaff also flying a mouldie.

Round 2

After lunch the course was set for the Slalom Dick challenge. This was 3 poles staggered across the hill which the Pilots had to fly around in a very difficult order (in the shape of you guessed it a Dick). Course was set by master technician Ivan Bradbury.

1st place was won by the very skilful Mark Ollier flying a Foamy who managed to complete 7 laps (even with the onslaught of barracking from several other pilots)
2nd place was taken by Graham Gibbons with a mended mouldie after his 1st round mishap.
3rd place was tied between Carl Baker and Ian Buckley .

Round 3

Was the Limbo challenge.

1st place was again Mark Ollier who managed 11 Limbos in the given time but also had several re-launches.
2nd place was taken by Ian Webb who demonstrated his skill with the Mini Dragon who completed 10 Limbos (a treat to watch).
3rd place was taken by John Day flying a very large flying wing who managed 9 Limbos.

Final Positions

1st M. Ollier / 2nd I. Buckley / 3rd G. Gibbons

Flyer of the day --- Ian Webb after demonstrating his Limbo skills with the Mini Dragon

Crash of the Day – Graham Gibbons for taking out himself and the comp sec.

There was plenty of laughs and fun had by all

Many thanks to all for a brill comp.

Lets hope the next comp will be as good both in terms of wind / turnout / skill and fun

Mark Ollier (comp sec)

A Bit of History on the 'Warslow Moors Deal'

While doing research in order to find out who owns the land around the Mermaid Pool area, (sometime referred to as 'The Butts') Keith Rrathbone found this article which had appeared in the Leek Post sometime in April 1986

One of the largest transfers of land the moorlands has ever seen finally took place last week after 18 months of delicate negotiations.

The Peak Park Planning Board has taken over ownership of 4,700 acres of land which formed the Harpur Crewe family moorland estate.

The land which is scattered across the

Warslow and Upperhulme area has been handed to the Peak Park by the Derbyshire family in lieu of death duties in a deal arranged by the Treasury.

Such deals are quite common with other preservation bodies like the National Trust, but it is the first time the Peak Park has been involved in a death duty transfer

The Peak Park is naturally delighted by their latest acquisition but the takeover is not without its problems.

The land, which will now be known as Warslow Moors Estate, requires considerable work particularly where landscaping and stonewalling is concerned.

Another major problem is the size of the estate which stretches



A view of the Butts (Mermaid Pool site) Taken with a camcorder strapped to one of Graham Gibbons models ~ The model was his Diamond
The green area immediately in front of the modellers was part of the old Harpur Crew estate

across vast tracks of the moorlands.

A large sum is likely to be spent tidying the land up with the Peak Park employing an estate manager, an assistant and a number of local contractors. The Harpur Crewe deal does have one snag; it forces the Peak Park into an uneasy alliance with the Ministry of Defence who use a third of the estate for military training.

Peak Park officials readily admit that they dislike the idea of the army manoeuvres and firing range on the estate, but have reluctantly agreed to a 99 year lease with the MoD

The Peak Park are keen to promote public access on the estate but will be careful not to upset the 30 existing tenants who work on parts of the land

*** This does not include the land accessed by the 'Gate'. This is owned by the MoD (Ed)



John Farrington with what looks like one of Stan Yeo's (Phoenix Models) EPP kits



Easter Monday at the Gate

If this is the best Easter Bonnet Phil Clarke can come up with I'm not impressed with his taste

It's Still Magic

(More ramblings from an Ancient Aeromodeller)

I was chatting to Pete Barnett the other day up at Edgetop and like all Ancient Aeromodellers we got round to a bit of reminiscing about the 'Good old Days'

On reflection , I've slowly come to the conclusion that one of the main ingredients that makes the 'Good old Days' so memorable to Ancient Aeromodellers like me are the memories of their lost youth. I'd just love to be able to have one more chance to gallop off down those ankle breaking slopes at breakneck speed to retrieve my model without thinking of my knees on the way down and my lungs on the way up.

During our chat, we started to talk about slope soaring and how long we'd been doing it, and, what had maintained our interest in sloping over the years.

When I got home that evening, I got round to thinking about the day's flying and the nattering and I remembered that I'd once written something in the newsletter about what slope soaring meant to me.

Half an hour later, after thumbing through several years of back issues, I finally found what I was looking for. It was in the December 2000 newsletter. The article was called 'The Magic of the Hill'. After reading it through again I thought "Ya! That just about sums it up for me"

I then wondered how many of our newer members might have the same feelings as yours truly about slope soaring?

It is almost 7 years since I wrote the article, and ,because there are many current members who have joined the club since Dec 2000, I thought it might be a good time to do a rewrite and share my thoughts with those of you who are relatively new to the L&MMGA

Here it is:>

The magic of the Hill

I was driving down through Thorncliffe on my way home after one of those memorable days up at the Mermaid. The lift had been good, the nattering had been a mix of friendly banter, advice on building techniques and other relevant topics, the usual stuff. I'd helped a couple of newcomers with their flying, it's always nice to see new faces, and, all the models in the back of the car were still intact. I was reminded of something Barry Gilman had once said to me a few weeks earlier. He'd said,

" There is something very special about soaring with a horse-less aeroplane whether it be a model or at full size. Spending time with like-minded fellows in glorious hill-country, guiding these heavier than air devises to defy gravity and climb upwards in those invisible jets of air has a very spiritual quality. Anyone who has not yet descended from a hill site at the end of a good flying day feeling genuinely uplifted has that unique experience to come. Don't miss it!"

I know the feeling well Barry, and, I'm sure all those who have been flying for a number of years must have experienced the same feelings too. Why else would we regularly put ourselves through the frustration of travelling all those miles only to find low cloud, no lift and freezing temperatures if it wasn't for a sprinkling of those very special days?

There's something magic about standing on the top of a hill watching a glider cutting its way through the sky. All problems are soothed away. The hustle and bustle, the rat-race, road-rage, work pressures and nagging wives all seem to be left at the bottom of the hill and we become almost human again. Even on those days when the lift fails and we find ourselves gasping our way back up the slope with a damaged model under our arm knowing full well that there will be some wit waiting at the top with a tongue in cheek condolence. This treatment still fails to dampen our enthusiasm and we usually end up laughing at our own expense.

I've often seen two modellers who have been involved in a mid-air, apologise to each other even though both models have been completely trashed. Down at the bottom of the hill they would probably scream abuse at each other because one had managed to beat the other to a parking place.

Barry says something about a spiritual quality; I wouldn't know about that I'm not up on spiritual things not even those that come in bottles. What I do know is, I often come down the hill with a glowing feeling of well being and contentment, and, I know that with a little bit of luck some of that feeling will last until my next visit to the hill.



Eric Parr's all foam ARTF electric model made by Multiplex I think it's called Easy Fly - they use to do a glider version as well -

Dave Read left with his new model Espresso made by Valenta in the Czech Republic and Ken Buckley with his model Luna made by Slopeblasters in Taiwan Both are 2 metre span.



Both models can handle a wide range of wind conditions



Malcolm Lawson sent this to me.

It's a view Malcolm took of Shining Tore looking towards the Cat and Fiddle in the far distance

Malcolm has been flying Para-gliders for almost two years now

Another toe dips into the nostalgic pool
 Phil Clarke came across this in his collection and decided to send it to me ~
 He goes on to say:>

I found this picture the other day which I thought you might be interested in - it's the way things used to be.

i.e. an E.D. Receiver - single channel of course - in my Rudderbug. The power was a Frog 500

Spark Ignition - note the advance/retard lever. Think the year will be 1955.
 Haven't we come a long way -Wow!



Dave Boddington (left) and Ivan Bradbury at Westport Lake Nr Burslem Stoke-on-Trent We are seen here sitting on a small jetty judging a freestyle acrobatic event This used to be a regular show in the 1980 until the local authorities stepped in with so many rules and regulations it kill it off ~~This photograph was taken by Mick Lownds



Easter Sunday saw a few of the regular Orme visitors once more sampling the Llandudno air

The lift on the southwest face was at it's very best

From left :: Ian Webb Ivan Bradbury, Graham Gibbons and Keith Mills ~ Mark Ollier took the picture



Alf Blasé launching with Chris Clayton in the background
Easter Monday at the Gate



A classic landing approach ~ Flaps down etc

I don't know the name of the model or its owner but it makes a good picture