

Leek & Moorland Model Gliding Association

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



Sept 2009



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L&MMGA Annual General Meeting

Date.....**Sunday 8th November** (Remembrance Sunday)
 Venue.....**The Winking Man**
 Time.....**2 pm**

Agenda

- Minutes
- Officers Report
- BMFA insurance
- Club Subscriptions
- Flying Sites
- 2.4 and mobile phones
- Election of Officers
- AOB



Directions to The Winking Man from the Mermaid pool .

Meals are available from 12 noon

Please come along and have your say

Front Cover

Ian Buckley launching Eric Parr's e-powered 'Easy Glide'. Eric is sitting on the ground and Graham Gibbons stands his ground as he takes what looks like a right hook on the chin from the launcher, Ian Buckley

Are we Really Covered?

(BMFA insurance)

I bet most of us have several insurance policies that we subscribe to.

e.g. The house and its contents ~ the car ~ some of us may take out insurance to cover any loss of property/illness that may occur during a holiday, and, we all have BMFA insurance

Why do we have all this insurance cover??

Well it's so obvious really! It's so we can safely rest assured that in the case of any accident or loss etc, all will be taken care of, hassle free, by the insurance company. ~~ Isn't that right?

Oh dear! Oh dear! Oh dear! It's pretty obvious that you haven't made a claim recently.

Over the last twelve months, I have personally crossed swords with one insurance company and have had two friends who have made claims, one of which involved a model aircraft.

I know that this experience by no means makes me an expert on the subject but it's certainly lifted the lid on some of the wheeling's and dealings insurance companies get up to.

As a result, (probably it's the sceptic in me) I've come to the conclusion that a really good comprehensive insurance policy covers every conceivable accident known to man with one exception; that's the one you've just had.

Without you've made a lifelong study of dotting i's and crossing t's you don't stand any chance of spotting the carefully hidden pitfalls and opt-out clauses in many of today's insurance policies.

Nevertheless, as members of the BMFA; an organization originally set up primarily by model aircraft enthusiasts for the benefit of model aircraft enthusiasts, you would think that such an organisation would have their members' interests at heart and give some clear guidance on some of the technical jargon and hazards in filling an accident claim.

Here is a brief report on a recent accident involving a model plane and a car. It's a typical type of accident that can happen on any flying sites; one you would think an insurance company couldn't possibly negate their responsibility to pay out on.

The Accident:

A 48" EPP wing was on the ground being given a pre flight check; a gust of wind picked up the model and blew it towards a parked car: it bounced several times finally hitting the car which resulted in the car being damaged: (Car owner is also a member of the BMFA)

Model Owner: Informed the BMFA who sent him a ‘Model Aircraft Public Liability Incident’ report form to fill in.

On the form it clearly says in bold block capitals:

When dealing with the injured/third party – Do not admit liability; do not pay third party claim yourself; all claims must be dealt with by Royal & Sun Alliance. (RSA)

Model owner returned completed form to the BMFA with all the relevant details of the accident along with £50 excess charge.

Car Owner: Received this letter from RSA:

We can confirm that we have undertaken an investigation into the sequence of events leading up to this unfortunate incident and can confirm that liability in this case is denied.

*What investigation was undertaken?
Neither the club, car owner nor any other flyer has ever been contacted by RSA. Ed*



One of our octogenarians, Eric Parr, setting up his Easy Glide

The letter goes on:

Our investigation into liability has revealed that our insured carried out all necessary pre flight checks and was just being prepared for flight when a gust of wind picked up the model aircraft off the ground and into your vehicle. Checks were also carried out after the incident and no fault was found.

We have been advised that the flight line was over 60 yards from the car park. Our insured has over 18 years experience and confirms that the plane was only 2 years old and our insured has had no previous incident

*What a load of Bull Sh*t - An accident can happen to anyone at any time irrespective of the age of the model or how many years flying experience the pilot has had or whether or not he's had a previous accident.*

An accident is unplanned, unforeseen and happens without any deliberate intent

We are of the opinion that this incident is nothing more than an

unfortunate accident in to which this policy will not respond and therefore have no offer to make any settlement of this claim. We therefore recommend that you notify your motor insurers of this incident.

Yours Sincerely

(Names in the above letter have been deleted)

Note: The repair has been done by the car owners insurance at a cost to the owner of £100 excess and the loss of his no claims bonus and the model owner will not get his £50 back.



Bernard Starkey's scale looking all foam model

LMMA's Reaction.

When Keith Rathbone and I saw the above copy, we contacted both the BMFA and a couple of friends of ours who are in the legal profession for their reaction.

The insurance that the BMFA provide is called Civil Liability Insurance this insurance used to be called Public Liability Insurance. The underwriters are Royal & Sun Alliance (RSA)

It appears that if the model owner does what they are advised to do on the claims form, **Do not admit liability** for the accident, Royal & Sun Alliance are under no obligation to pay out for any damages unless the other party can prove negligence (Did you know about this no fault opt out clause?)

To me, this beggars belief. It makes me wonder just what sort of accident involving a model and a third party will they actually pay out on. e.g. Is it the pilots fault if, as a result of a misunderstanding with the pegboard, someone turns on a transmitter with the same frequency as the pilot and his model causes third party damage/injury? ~~ Whose fault is it if you are involved in a mid-air situation? (both could deny responsibility) Transmitter manufactures have re-called batches of transmitters over the last few years (I assume with signal problems) could all these have resulted in the RSA claiming 'The Pilot was Not at Fault'?

If your car was ever damaged by someone's model plane, whether the pilot was technically at fault or not; would you expect his insurance company to cover the

cost of repair. I certainly wouldn't expect to be out of pocket myself because some slick lawyers have compiled a 'get out of jail for free card' for the insurance company.

Keith made several phone calls to the BMFA expressing our concern at the RSA stance.

He told them that nearly all the guys he had flown with over the years say that the only reason they are members of the BMFA is for the insurance cover they provide. Nothing else! If this incident was going to be the typical response of RSA, what was the point of being a member of the BMFA?

He also told them that as a result of talking to many slope soarers in the general Peak Area, (South Cheshire, Sheffield as well as the LMMGA members) he'd got the impression that many slope soarers felt that the BMFA didn't understand the in's and out's of slope soaring and were under the impression that they (BMFA) thought of us as the poor relative of the hobby.

The BMFA said that the only redress the car owner had was to prove the model flier was negligent in some way even though he'd done nothing out of the ordinary.

Letters were sent out to the BMFA, Perkin Slade (Insurance Brokers for the BMFA) and RS&A. None of these letters were acknowledged and it was only as a result of a further phone call to the BMFA (15days later) we were told that we had all misunderstood the claim form. Where it says do not admit liability, it means to the third party. It does not mean that you can not admit liability on the claim form,

e.g. I underestimated the strength of the wind and should have asked for assistance in launching *(Why didn't the BMFA make this clear to the model owner from the start Ed)*

The BMFA went on to say: The insurance provided to members is Civil Liability. As such, it responds when a civil claim for damages arises against a member. If the member is liable for the damage, the insurer will pay out. If the insurer does not agree that the member is liable, then they may decline to pay out and defend the member. *(I suppose this means in court Ed)*

At no time is the member at any financial risk as the insurer either pays up or defends them.

(a bit daunting for the third party; how many ordinary guys could or would be prepared to take on someone as big as RSA for a small claim even if they thought that RSA decision was wrong)

Both BMFA and Perkin Slade say that since we had brought this to their attention they are unhappy with the way that Royal Sun Alliance have dealt with this claim and they are taking the matter up at a meeting with the insurers.

Foot Note:

This year the Third Party Liability offered by the BMFA went up from £5,000,000 to 10,000,000. It sounds very impressive and no doubt will look extremely good on their brochures. However, I will be very surprised if this increase does not have a knock-on effect on our BMFA subs in the coming years. However, if they (RSA) can wriggle out of paying a small claim as easily as they have apparently done in the above case; proclaiming a liability cover of up to £10,000,000 will be of little consolation for the type of accident the average club flier is likely to be involved in.

Over the last ten years LMMGA members have collectively paid over £30,000 into the BMFA's coffers (based on average BMFA subs of £25)
Out of this the Insurance Brokers/ Royal & Sun Alliance have pocketed approx £9,000.

During this time, this has been the only claim made by a LMMGA member. (There's only been one other claim made since the club was formed in 1973 ~ that also was for damage to a car) Words like Fair Play, Justice, Integrity, seem to have disappeared from our insurers dictionary ~ Makes you think doesn't it??

Since the car owner sent letters to the BMFA and RSA, in March this year, he has heard nothing from them up to going to press .

After many phone calls to the BMFA by Keith Rathbone; their stance has slowly change from: We are unhappy with the way RSA has dealt with this and we'll take it up with RSA:

Now the BMFA stance is ~ Their insurance policy has worked well because it has protected the model owner.

What would have happened if the plane had hit the car owner and not his car or the car owner had only third party insurance?



Don't worry chaps! The BMFA Gnome is constantly on guard to protecting all your interests

Letters

Dear Ivan

I read with interest your article on thermal and other types of lift (June's newsletter) but there is one variety which receives little, if any, mention in modelling books. The perceived wisdom is that damp ground is cold and hence generates no thermal activity but as Paul Robeson might have said, "It ain't necessarily so." Slow to warm up under the hot sun maybe, but not so quick to cool down come evening. I learnt this the hard and expensive way.

A regular flying field is at Cockerham, the field being in an area of extensive flat farmland. To the north however and perhaps half mile away tidal marshlands start and beyond this lie the Cockerham sands fronting the river Lune. On again are the Middleton sands and then comes Haysham nuclear power station.

Beyond this is Morecombe Bay and twelve miles across is Barrow in Furness. So! Six or seven years ago, yours truly had a twelve foot span powered glider resting on its dolly and ready to go. A power pod with a new Irvine 46 is fixed onto the centre section and a variometer is carried.



Derek Illsley's own designed Biggy as seen at last years scale meeting at the Mermaid It has a 6KW motor in it

The model, Nostalgia, is essentially little more than a classic free flight glider albeit with ailerons. Power is turned on to the motor via the usual slide switch on the fuselage side and the dolly is not steerable.

I knew that the dolly sides could conceivably operate the switch but this had not previously happened and I had not bothered to obviate the slight risk.

So, engine fired up with glider on dolly; a quick check that all control

surfaces are working properly, Irvine given full throttle. Gently give up elevator as the model picked up speed into a very light southerly.--- Nothing!

“The damn switch has been turned off” says I as the glider slowly accelerates and then lifts itself off the dolly.

“Best take off its ever done” was a comment from one of my ‘friends’

At about one hundred feet the glider goes into a vertical bank and I pray for the wings to fold, no way, it straightened out and climbs another two or three hundred feet and then does another vertical bank the other way. Again it straightens out then continues on a gentle circling climb. After ten minutes or so, the fuel runs out but the glider is now well down wind and over the marsh or sands.



Yours truly holding Derek Illsley’s modified 21Ft span Biggy at the gate while Derek is doing a range check (far left)

Simon Cocker checking the throws. The modified version was flown at the Gate for the first time at the beginning of August this year.

It was still climbing and when last seen through binoculars the model appeared to be approaching the nuclear power station but at a great height.

A fortnight or so later I learnt that some of the wing bits had been picked up out of the bay by a fishing boat close to Barrow.

The lessons had been half learned at the price of a 12ft glider; also into the glider had gone a new Irvine 46, variometer, an eight channel PCM receiver, five servos and other bits and pieces.

The lessons were completed three years ago last April. We had been slope flying on one of those rare early spring days when the winds were light and the sun warm. Electric power had enabled the 2m floater to keep aloft

in the windless intervals and there had been three or four hours of complete relaxation

Arriving home about five o'clock I realised that the wind had dropped right away. Across Morecombe Bay the fells were starting to take on the pinkish hue of what promised to be a glorious sunset. Temptation couldn't be resisted; half an hour of fast charging and out to the top of the garden. Hand launch and the floater circled gently away as I sat down.

I played around at a moderate height for a bit and then climbed higher, the glider quite visible as it flew in a straight line overhead.

Carnforth, two hundred feet below and a mile away lay under a light blanket of smog and all seemed quiet and calm. Suddenly the model tipped a wing, turned, and I lost sight of it. There was no wind to talk of, just the barest drift towards the west and I was not unduly worried believing that it would appear as it came down,

Ten minutes later I went indoors to get the binoculars. Jets barely visible without the binoculars were easily seen through the glasses but there was no sight of my model; Morecombe Bay had won again.

Similar situations can arise when slope flying in the evening. One can be struggling to stay aloft in a light breeze and suddenly without warning the glider is lofted as ground temperatures change.

The lesson learned?

- 1) Never take anything for granted, if it can go wrong it will
- 2) Steady and extensive bands of rising air can develop in the evenings of hot days. Land breezes near the sea are heading out seawards so beware!

Derek Illsley

Hi Ivan

Scale sailplanes are addictive..!

I still chuckle to myself when I recall the images in my mind of our illustrious leader "Ivan the mighty" launching my 1:3 scale Ventus 2c recently off the slope beside the gate into a less than generous NorWesterly.

You see Ivan is a most genial gentleman... not genius! There are not many of us left as we all know, and rather than letting me struggle launching the 6m span beauty on my own as I usually do,

Ivan foolishly offered to take the strain for me.

Having pre-flighted the model all was set for Ivan to pick up the Ventus and adopt the pre-launch stance.

I had turned around to look out at the vista before us to get a handle on the lift conditions, and I was taking in the beauty of our flying arena when I became aware of some odd grunting and protesting noises behind me. I wondered if one of the sheep was being attacked by a roaming Black Grizzly Bear, as we have a family of these magnificent animals scavenging at times on our moors you know.

A moment later these horrific noises were supplemented by human sounds, terrible expletives which I knew were most definitely not of an animal kind. I was relieved not to have to face the old Grizzly again, well not the Bear as it transpired but a scary incarnation of Grizzly Adams in the form of "Ivan the just ruptured Hernia".

The Ventus was slowly being raised from the sheep dropping infested grass to waist height; it looked like raising the Titanic would have been easier!

I realized then that I had overlooked mentioning that the model weighs over 30 pounds, so Ivan did inpolitely mention that perhaps I had conspired with his wife to finish him off.

Well, I was rumbled at the start on this one and figured Ivan must have seen the wad of tenners sprouting from my back pocket....his missus only gave me one of them, but as I did not want a duff launch I kept that snippet to myself, after all Ivan was not dead at this stage and he had my 2grand toy almost in his grasp!

With some assistance we managed to levitate the model to the correct launch attitude, although Ivan's attitude was fast becoming more alarming and the barrage of abuse and protestation kept coming just as forcibly as the Northwesterly which had by now fortunately increased to a steady 15mph.

I gave Ivan the signal to unleash all his pent up frustration ,energy and power by channeling this into generating the forward motion needed to bring the Ventus up to its dynamic flying speed, thus propelling the massive machine skywards just like the Space Shuttle does off its fiery launch pad....well ,not quite as steeply perhaps!

I watched with horror as "Ivan the merciless" trundled under his buckling limbs with the speed of the "Crawler"...(This is the

caterpillar base unit upon which stands the Shuttle and its monstrous solid rocket boosters as it is carefully and ever so slowly transported its volatile cargo to the launch position.)

For a moment I thought this was just a wind up as the Ventus would never be able to take off at this snail's pace....OH my God....!!! This was "The launch" and there was no stopping the mighty Ivan, so I braced myself for the "grass surfing" of my favourite sailplane down the face of the slope. I had the presence of mind to drop in the thermal flap at the last second just in case that may help avert disaster.

The Ventus 2c slipped its earthly and Ivanly bounds and slid gently into the buoyant air with ease much to the surprise and relief of us all. Mrs. Bradbury is still demanding her cash back but I have so far refused on the basis that I had not given up on the original plan called the "Mermaid Sanction" the "Eiger Sanction" having already been successfully completed the previous week.

I have therefore insisted that Ivan will launch the new DG-1000 which weighs well over twice the Ventus and I am certain this will finally accomplish the sanction!

"Are you mad mate??"

There seems to be a recurring question about the DG-1000 project



and that is “Why on earth are you so crazy as to want to build and fly such a ridiculously huge model sailplane?...Have you lost the plot?”

I did lose my marbles some years ago when I took up aeromodelling as a hobby, but now it is officially recognized as a sport, so I feel better and more self-assured about belonging to this category of elitists'. At least we are all in the same league as Freddie Flintoff, Lewis Hamilton and Roger Federer.

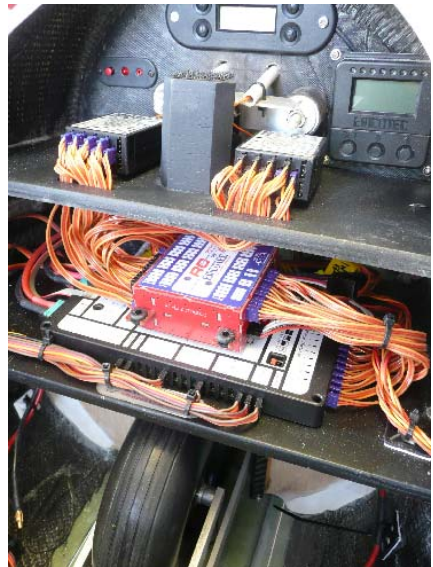


DG 1000 Cockpit

Obviously there is some rivalry and envy from David Beckham as he heard about Ivan's feat of sportsmanship with the Ventus and wrote to the LMMGA to express his desire to participate in the next round of madness. I suggested to David that he may like to rise to the challenge of launching the 9m

span 75-pound DG-1000. He has not been in touch since. I can tell you that the DG-1000 is a pussy cat to fly and has impeccable flying manners. It is a flying experience way beyond the feeling of a 1:3 scale sailplane and those friends who have had hold of the transmitter for a fly have also been amazed at the realism, stability and joy that the model provides.

The DG-1000 is the pinnacle of our sport in this particular discipline and for me the ultimate accolade in a long journey to achieve this goal. I have aerotowed the big girl this year at



Some of the electronics in the DC 1000

a couple of events and have enjoyed over 35 flights all with perfect landings!

At Middle Wallop John Greenfield towed the model to over 3000ft and then I climbed in a thermal to over 4000ft and I could still easily see the aircraft under the grey cloud.

At the Sandheys meeting in July I started to roll the huge airframe and execute fast low passes with wing overs and all that kind of stuff. That was really exciting and fantastic to see such a massive amount of model so close and with tons of energy. You can feel the air being displaced as the DG-1000 zooms through and the sound of her passing is awesome too.

There is so much more to discover of the DG as I unfold the flight envelope step by step, and for sure, this is very special and utterly rewarding experience. It is perhaps the nearest I can get to flying a full size Sailplane without actually getting in one myself.

With a little luck I hope to fly this model up at Leek on the South West slope when the weather is spot on, so, till that day I will carry on using the Long Mynd in Shropshire. The old adage is true ... "Size does matter"!!

Simon Cocker



Juels Bayley with his full scale RC thingamabob
Eat your heart out
Simon Cocker !

**Mark Ollier has got
three 35meg receivers
for sale
Ring 01538 386693**

For Sale

Sitar Special

100" Span

Foam Veneer wings

All moving Tailplane

Glass Fuz

Including all the bits and bobs

Still in original box

Contact Terry Simpson

Tel: 07976735586

It's a Matter of Balance (More ramblings from an Ancient Aeromodeller)

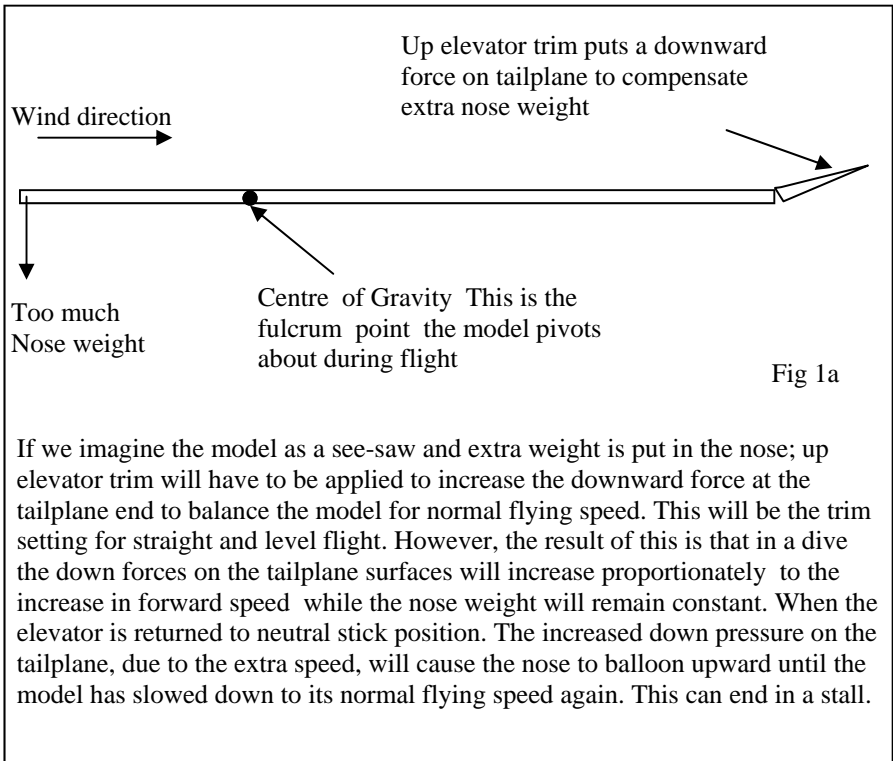
If there's one topic that raises its head more than most others on the slopes it is 'Centre of Gravity'. (CG) I've covered this topic before in our newsletter, but it's so long ago now that I can't remember when it was so here we go again.

The problem with us ancient aeromodellers is that we've seen this type of article so many times our selves, we mistakenly assume that every man and his dog is so well informed that editors like me think they are in danger of boring the pants off their readers every time CG appears in print. Mind you! Some of the ancient Aeromodellers occasionally get it wrong from time to time. (Probably due to a senior moment) Even Ray Jones (Slopeside BMFA News) got it the wrong way round in his June article. He later corrected it in the August edition.

So, I suppose a few of you, even some of our seniors gentlemen like myself may benefit from a re-run of the salient points
When you think about it though; with so many ARTF models about these days, all giving the position of the CG, it's not surprising some of us get a wee bit rusty when it comes to sorting the CG out for ourselves. Nevertheless, we should all be aware that the CG positions given with ARTF models are at best only a safe starting point and at worst a complete disaster as was the case with the one given with Ken Buckley's all glass model called Ruby, manufactured in one of the East European countries. The CG on this was marked at 48% from the leading edge

We all know that the C of G is a single point where all the bits and bobs (fuselage, wings, tail, fin and all the linkages and gear) balance out to produce a downwards force. But how many know about the other centre point?

I've heard this point called by several names; Centre of Pressure, (CP) Centre of Lift (CL) Neutral Point (NP) etc; but, what ever you call it, it is where all the upward forces produced by those bits and bobs mentioned above operate through a single point to push the model in an upwards direction, 'Lift' (see Fig 1b)



The stability of your model depends on the relevant position these two 'centre' points are to each other. {see Fig 1b} The closer the (CG) is moved rearwards to the (CL) the more sensitive the model is to pitch. {The elevator can become over sensitive and the model difficult to control}

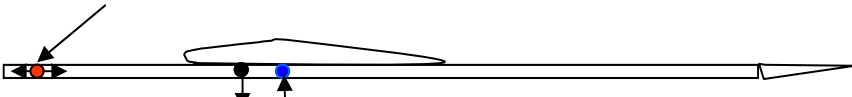
The more forward the (CG) is moved from the (CL) the more stable to pitch the model becomes. If it's over done it can make loops and inverted flight difficult or impossible to do.

Don't forget that too little throw on the elevator can also have a similar affect with loops and inverted flying

One test that's often performed to check the accuracy of the CG is to build up speed by putting the model into a shallow dive, (30° to 40°). When the model has a fair head of speed, centralise the elevator stick. If the model balloons up into a steep climb, the nose is too

heavy. If the model has to be pulled out of the dive by pulling back on the stick the CG is a touch too far back. If the model starts to tuck under during the dive the CG is too close to the CL and I would strongly advise you invest in a large black plastic bag if you insist on

Adjustable nose weight moves the CG forwards or backwards



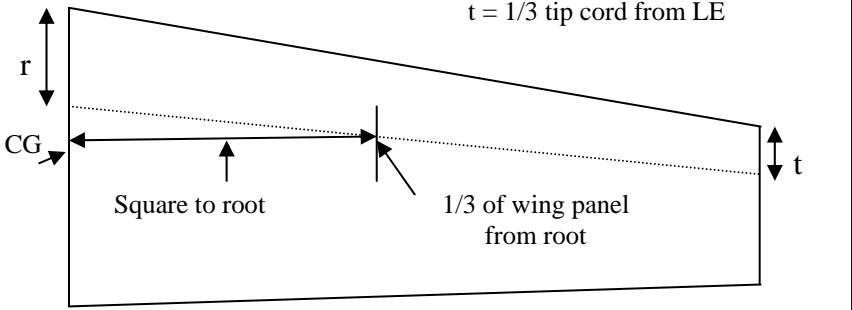
CG must always be in front of the CL
How far it is, is a matter of personal preference Too far in front and the model becomes sluggish. Too little and the model becomes very twitchy

Fig 1b

The problem with the CL is that the guy on the slope can't see it, can't measure it and doesn't quite know exactly where it's located. The only reason we know that it's there is because the model flies. The only reason we know that the CG is at its ideal distance from the CL is because the model performs just as we like it. If it doesn't, try moving the CG but only a little at a time

flying at this setting.

Fig 2 shows an unconventional way of finding a CG. It's always worked for me on standard, fuselage tailplane models and it can be done on the finished model with a water based felt pen if the model isn't too large. Fig3 is the more traditional way of finding the CG



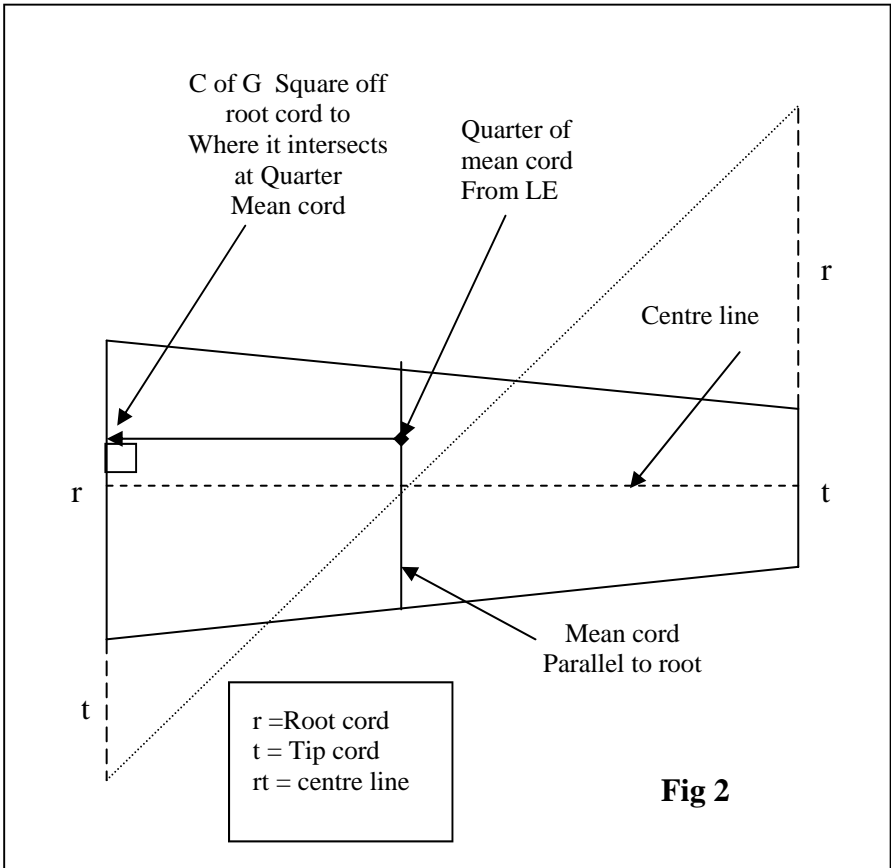
CG

Square to root

1/3 of wing panel from root

$r = 1/3$ root cord from LE
 $t = 1/3$ tip cord from LE

Fig 2 (not to scale)



Wings:

The *CG* on a flying wing is more critical than that of conventional models. Extra sweep back on the leading and trailing edge of the wing can have some damping affect on the pitch. A good starting point for a wing's *CG* is to have 15° to 18° of the wing area in front of the *CG*.

From my experience, throws on the elevator need to be kept on the small side too.



Terry Simpson with his Weasel Pro (900mm span)

Two Day Scale Event



The weekend (29th 30th Aug) saw a mixed bag of flying conditions that ranged from a good south-westerly blow producing constant lift on the Saturday to a wind on Sunday that backed from WSW to due south within minutes of pitching camp at the at the Pool making a move to Edgetop inevitable. There was also a constant threat of rain from an overcast sky on Sunday which eventually stopped play by mid afternoon.

Saturday saw a load of good flying despite a lowish turnout; it also saw all the drama.

Early in the day saw Scott Ravenscroft showing his 'Compact Wizard' who was the master, (it was screaming around with three pounds of ballast on board) when his mobile phone rang. He had barley got the word 'Hello' out before the Wizard lost signal and ended up doing a 200 foot vertical veeerrry high speed dive into the side of the hill. It took Scott and Anthony Jervis about 15 minutes to dig the fuz



Scott's Wizard is now in the intensive care unit linked to life support equipment. It will probably take another Wizard to breath fresh life into it

out. Whether the problem was due to the switched on mobile or a hick-up with his recently purchased 2.4 GB module, I don't know

During the afternoon session, Simon Cocker was giving Derek Illsley's own designed 12ft powered glider it's maiden flight; initially without power (There was a 6Kw Hacker motor up front plus a combination of 3x3cell Lipos. After 10 minutes of hacking it round as a glider doing the usual loops rolls and stall turns, a decision was made to see how it performed on half power. A few seconds after the initial surge of speed there was a bang and we saw the motor and prop dropping stone like to the ground. (it had ripped the front bulkhead out) The sudden loss of nose weight caused the model to be blown down wind over the pool in a series of tight loop-like stalls. Finally it did an almost perfect landing just clearing the far side of the pool by a yard or so. The motor and prop were soon found but it took a diligent search by a team of fliers and spectators over an hour to find the three separate packs of Lipos. Amazingly there was little damage to the plane

It was a pity the weather conditions on Sunday didn't reflect the good turnout. I was a little surprised to see so many vintage models in the air. They outnumbered the modern glass ships at one times. There was also several nice looking PSS models being flown

Maybe if next years event can be arranged so that it doesn't clash with the Nats Weekend, we could probably get a better turnout on both days.



Derek Illsley (left) looking on a little anxiously as Simon puts his model through its paces



Ant Jervis getting another big 'un away