

Leek & Moorland Model Gliding Association

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June 2010



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May I take this opportunity, as your new Editor, to remind you to re-acquaint yourself with the club rules particularly those to do with safe flying. It is in all our interests to keep safety foremost in our minds especially when flying on moorland sites which are open to the general public.

Would you also use the frequency board? Fliers with 2.4 GHz may feel that there is no need to bother with peg boards but; a peg on our board shows other fliers that you are a member of the club and therefore have valid insured

Ted H

Front Cover Braving the cold ~ Ted Horton, Ken Buckley, Phil Clarke and Ivan Bradbury having a break at the Gate earlier this year

Important

If you change your address,
e-mail or house, Please remember to let Keith
 Rathbone know other wise you will not
 receive your newsletters

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A picture from our yester-years

This picture was taken on the Roaches in 1968. It shows (from left) Tim Mellor, Bob Mellor, Roy Day and my son Steve Bradbury.

Roy was a Paraplegic as a result of a motorbike accident in his teens. His disability never stopped him flying and he had several modelling friend who would ring him up whenever they were going up the slopes. However, it was not unknown for him to go up to the slopes on his own; (He had a converted Morris Countryman) launch the model himself and after landing, flag a passing motorist down and ask them if they wouldn't mind fetching him his model.

Letters

Nostalgic Memory

In the glory days of the late 1940's I went to a comp day organised by the Leicester M.A.C. Present thereat was a contingent from the old Northern Heights M.A.C., made famous by the likes of Bob Copeland and Roy Chesterton.

One of their group had a Dynajet powered tailless glider of about seven feet span. The Dynajet being an American pulse jet

This model had a stupendous climb and its memory lingers still. Reams of technical literature have been written on flying wings but my Zagi (48" foam wing) doesn't seem to have read such.

Thoughts of a 4M span flying wing powered with an electric motor drift into mind. It will be a pusher configuration with a folded prop; this would conform to club rules but would be a little ambitious for a first go.

I could always blow the Zagi layout up threefold but feel some slight change might be of advantage. Using three feet balsa and a sweep-back of thirty degrees would produce a span of five feet six inches. A Clark 'Y' section will be tried with the outer six inches on each trailing edge acting as reflex flaps. The rest of the trailing edge will be normal elevons, no motor, just a soarer and if it works a 4M powered version would be in the offering

Derek Illsley



Late afternoon on the Orme
Llandudno

This is the last flight of Mark Ollier's 4m Slingsby Vegar ~ He had radio failed while flying at the Orme.

It flew out over the sea and was last seen disappearing in a gentle splashdown about a ¼ mile from the beach





Calif A21S

By Keith Rathbone

I first saw pictures of the Calif in about 1974 it was featured in sailplane and gliding magazine to which I used to subscribe,

In 2006 I found out that Robbe had produced it as a kit, this was out of production at the time, and, after enquiring with Robbe they advised me of a UK stockist who still had the item in stock

The kit was very easy to assemble just a little cleaning up on the hinges on the control surfaces. Each of the wings have three control surfaces i.e. two sets of flaps plus aileron the flaps can be set in various modes to enable camber changing in marginal conditions or to slow the model for landing.

After long and hard consideration I decided to fit the twin undercarriage, I will not be able to use this on our slopes but I hope that sometime in the future I will be able to aero tow the model I didn't realize the work needed to get the doors to operate properly with minimum gap



between the fuselage and the doors. The robart hinges recommended meant a gap of about $\frac{1}{8}$ of an inch each side the door plus a similar gap in the middle this is due to the curvature on the cut out doors and the fuselage.

After trying various methods I found that using a light spring set into a brass tube on the doors and to fuselage, the small tubes were epoxied to the doors and the fuselage and anchored at the ends to allow the spring to slide inside the



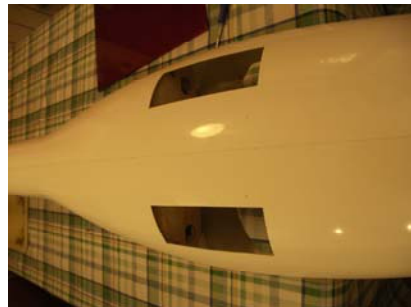
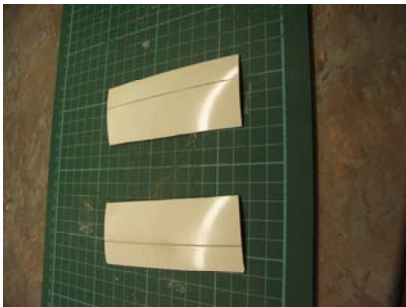
Keith at the Gate last year



This is a picture of a full size Calif in action

tubes 16 tubes and springs were made to hinge all four doors.

Cutting the out the doors was heart stopping you don't get a second chance if you get it wrong, after careful measurement for the correct position over the internal bulkhead I taped a metal ruler on each of the marked lines and used a hacksaw blade to pierce through the fibreglass.



Cutting out and hinging the doors for the undercarriage was quite a challenge ~ not much room for error

I copied the colour scheme from the box except that the underside of the wing I covered in cub yellow to make it easier to see with my aging eyes.

The model specification

Wingspan 4120 mm

Length 1510mm

All up weight 5000 gm

Wing section SD 7062

The Caproni Vizzola Calif was a family of sailplanes produced in Italy in the 70's and 80's.

Of typical sailplane configuration with 'T' tail, they featured distinctive wings with centre section of constant cord and trapezoidal outer panels

The forward fuselage was constructed of fibreglass over an alloy frame, while the rear fuselage, wing and empennage were metal covered

The most significant member of the family, and the only one produced in quantity (around) 150 by the early 1980's was the A21S, a two-seat version that accommodated the pilot and passenger side by side. At one time, this aircraft concurrently held four world records for two-seat sailplanes, including the women's closed-circuit speed record set by Adele Orsi and Franca Bellcugeri in August 1974.

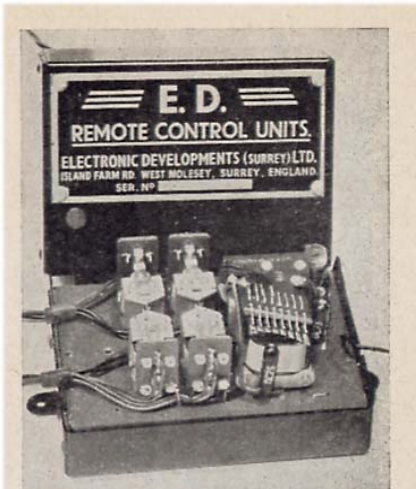
To changing your frequency Key Fob

To insert your new key fob, the one that Keith sends you when you renew your subs ::::

Hold the fob by the ring and slap the opposite end of the fob on a hard surface several times (Logo facing downward)

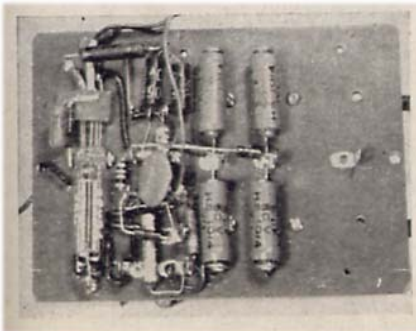
The front cover of the fob should come off ~ Insert this year's replacement and replace the front cover making sure that the curve on the cover (if there is one) is facing outwards

Another Peek into my Archive folder



Above: Receiver with top removed. Note that eight reeds are installed on this four channel unit though four only in use. Below: Underside of the unit.

This equipment was considered to be the 'Dogs Scrotum' in its day.' The servos were switched on and off by vibrating reed switches (See top left of picture)



This is the under side of the PC board on the above receiver



E.D. (Electronic Development) was one of the earliest manufacturers to produce RC gear in both kit and ready to use

One of the annoying things about being old (annoying for the young that is) is that old uns tend to rabbit on about the 'Good Old Days'

e.g. "I remember when radio were nar but a bloody tin box wee a switch on th'outside an' a couple o big valves on th'inside".

This annoying habit is made even worse by the fact that we have told and retold our anecdotes so many times that we forget who we've told them to and proceed to bore the pants off the same few friends time and time

again with.. “ I
remember th'time when -
- - -”

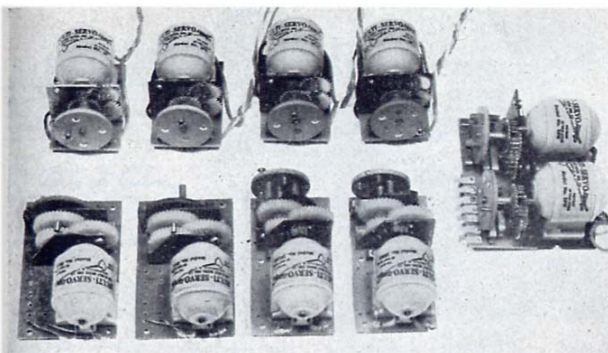
With this in mind; on the first of January I made a New Year's resolution not to bore the pants of any more of my friends with boring stories from the past” This means that I've now got to get my nostalgic buzz by flicking through some of my dog eared magazines just to remind myself where our hobby

has come from . When I look through these old magazines, it never fails to amaze me at the unimagined progress that has been made in our hobby from those 1950's early 60's; particular in radio I've put these few picture together because I thought some of you might like to take a peek back into our yesteryears.

Hee by gum lad!! Yo young uns dunna know ya born these days

The size of the transmitter makes it convenient to carry in one hand whilst operation of the controls is carried out with the other. The aerial is also of quite unique construction being telescopic from 10 in. to its fully extended length of 5 ft. Loaded to resonance by an internal series inductance, this type of aerial is fully efficient, such losses as there are being very small indeed when compared with a full quarter wavelength aerial of 8 ft. 6 ins.

Above is an extract from the article that went with these pictures. It gives some indication about those early radios when it talks of the transmitter having a unique telescopic aerial instead of an 8ft 6ins aerial (The 8'6" aerials were part of a ground based transmitters which had a fly-lead to a hand held button switch)



Ivan B

How about putting four of these into a Mini-Dragon wing not to mention some of those low profile fuselages

DE BOLT SERVO SERIES

WELL TESTED UNITS FOR SINGLE- OR MULTI-
CHANNEL NOW AVAILABLE IN GT. BRITAIN

More Comments on the 'Greensleeve'

2-M ARTF Electric Glider.

Phil Clarke.

As some of you know, my son and his family live out in the U.S.A. and have now been out there for over twenty years. They took out American citizenship last year so it looks as though they might be staying there for good! In spite of heavy involvement with his job at G.E., Jonathan still enjoys flying (and building when he can find the time) R/C models of all types and loves to come up to the 'slope' when he is over here on a visit. However, out there, although there seem to be plenty of thermals around the area where they live (Cincinnati), the terrain is only mildly undulating so there are no suitable slopes for soaring. We have come across a group of guys doing some 'flat field' flying using electric-powered towline launches but neither of us finds this very appealing.



So-, early last year I had this brilliant idea of fixing him up with an electric glider and having browsed the 'net', I spotted the ARTF 'Greensleeve' which was on offer and which looked as though it would fit the bill perfectly. It would also give me something to fly whilst I was out there since most of Jon's models are of the small and very fast electric type which I find challenging to say the least due to eyes that don't seem to improve with age.

I decided to have the kit delivered to me here in the U.K. so that I could do all the necessary servo installation etc, check that everything else was o.k., hand carry the box of parts to the U.S.A, arriving with an RTF model as opposed to an ARTF model. - which is exactly what I did.

You may remember in my 'Letter from America' last September I reported that the model flew very well indeed but that I wasn't too impressed with some of the features found in the kit. This prompted the adverse comment I made which I still think was justified and so, in more detail, here's why.

Having received the kit safely through the postal system (always a slight concern

'cause they don't always come through unscathed), I was initially quite pleased with the appearance and quality (plastic fuselage with built-up flying surfaces) but then I started to examine things more closely.

1) As supplied, the model is fitted with a nondescript 550 brush motor which I'm sure would have been o.k. but did seem to be heavy @ 7.5oz.. Indeed, the instructions recommended that servos and batteries (NiCads or NiMhs) should be fitted as far rearwards as possible under the wing platform to compensate. This was not really a problem but I decided to remove the motor anyway since there was no side or downthrust incorporated. Once out I decided to replace it with an equivalent brushless motor and chose the Turnigy TR 35-30C which I had already used as a replacement in my own design 2-M 'Electrolyte' and with which I was quite happy . This particular motor weighs just 2.7oz. by the way! – a saving of just under 5oz. These motors I find very smooth ,quiet and good quality at a very reasonable price.(HobbyKing of course).

A further saving in weight was achieved by using 3-cell LiPos resulting in a total weight reduction of 10oz, well worth the trouble of now having to move the battery as far forward as possible to compensate for the much lighter power plant.

2 I don't know what material had been used for the hinging of the control surfaces but they were so stiff that even standard servos would have struggled. I had no option but to remove them all – ailerons, elevator and rudder, not an easy task -and replace with thin flexible Mylar thus leaving more of the servo power to cope with the aerodynamic loads.



3) Another minor irritation was the fact that the manufacturer had very thoughtfully incorporated cotton or thread 'pull-throughs' between the aileron servo box and wing root to facilitate installation of the servo leads. Trouble was, they had been held in position with pieces of Selotape which had dried out over time and so the thread had become detached and was no longer accessible to do the job intended.

4) When I came to assemble the wings and try to fit them to the fuselage, the two brass location eyelets, one in the leading of each wing, were so badly skewed that they would not match up with the pegs in the front former so the wing would

not fit. I cured this problem by removing the former, which was actually a half-former, and replaced it with a full-depth version with the location pegs skewed to match the wing eyelets thus allowing the wing to sit correctly on the wing platform

Removal of the half-former was so easy that I doubt very much whether, if everything else had been o.k., it would have survived the first outing. It was fixed in position very crudely but insecurely with what looked like glue from a hot glue gun and this had not adhered properly to



the plastic fuselage material. The manufacturer saw fit to use self-tapping screws to locate and fix the servo tray but not the wing location former!

The new full-depth former was both araldited and screwed in position and this also acted as the rear location for the now forward-mounted battery pack which was placed immediately behind the motor and therefore nice and accessible under the removable canopy.

I spent far more time than expected on getting this so-called ARTF model airworthy. I think that, had I been a newcomer to the hobby, I doubt that I would have been able to cope with the problems encountered without some experienced help. This model, in my opinion was certainly not ARTF.

Having said that, when I finally arrived at my destination, experiencing a few minor problems en-route like getting the box through the security checks at Gatwick (I offered to show them inside the box but I think they thought that would be too time-consuming and



leaving the outer edge of the ailerons exposed and a little vulnerable so we decided to add some, more to protect the ailerons than anything else. We needed a quick job here so nothing fancy (no curves like Hoener tips seen on many declined), we were able to put the model together very quickly, install a 72Mhz receiver, program the tranny and we were off to the flying field at the first available opportunity.

First flight was perfectly o.k (a dream really with no shortage of thermal

activity – could have stayed aloft all day), though with full throttle it was necessary to hold in some down elevator during the climb (had programmed some in but obviously not enough). Maybe a bit more downthrust would also have helped but this would have meant removal of the motor (again) so, being an idle so-and-so, I went for the easier option and anyway the additional down elevator seemed to do the job well enough. We spent the rest of the session doing low fly-bys.

The model as supplied was not fitted with proper wingfull-size aircraft and indeed on many of the beautifully moulded and expensive glass models available today). The outcome was something between a conventional tip and a winglet which may

or may not have done something for the aerodynamics. Subsequent flights were certainly no worse than the first ones.

The last time we flew before I returned home was one evening when the light was beginning to fade. Having just landed, Jonathan turned to me and said ' I'm not flying anymore, lets go home!' ' Why'? said I. 'Is the battery flat'? 'No' said he, ' I can't see it anymore. It's too dark. Let's call at the 'Crooked Nail' for a pint'.

P.S. The 'Crooked Nail' is an American attempt to provide an English pub and is about a mile from where Jonathan lives. They sell 'Bass' and 'Old Speckled Hen',



all much too cold of course, but more Americans frequent the place than Brits so they naturally cater for the majority. It has been there for at least ten year and I always try to pay it a visit when I'm over there. The bad news is that Jonathan told me last week that it has recently closed down. What a shame.



A wonderful way to end a day wouldn't you say?

So, after much swearing and hard work, the 'Greensleeve' has turned out to be a very pretty, well performing and satisfying model.. Hope it is still there on my next visit!

Bernard Starkey

Keith Rathbone rang me, late April, to tell me that Bernard had died and would I mention this in our Newsletter.

Bernard was not a regular visitor to our slopes (He came from Warwickshire) and I only flew with him on a couple of occasions one of which was when I helped him to trim out his beautiful finished 3M 'Bird of Time' (Bernard and model were featured on the front cover of June 2008 newsletter.)

I found Bernard a pleasant and friendly guy who readily joined in with the usual slope banter.

I offer my sincere condolences to his family and modelling friends in the Warwickshire area



Bernard with his
Bird of Time

Ivan

Brian Horsley

I was saddened to hear that Brian had died on Friday 9th April after a short illness; this after his successful recovery from heart bypass surgery a couple of years earlier.

Brian was a member of the club for many years and was often seen flying not only a mixed bag of RC

models on our slopes but also one of his many free flight magnet models. It was while he was flying one of these magnet models that I got a real insight into Brian's dry sense of humour. The model dethermalised over the pool and gently came down to settle right bang in the middle of the pool.

Brian turned to me and said with a very serious look on his face "Now to get that sort of accuracy with a dethermalised landing take a hell of a lot more skill than plonking one of these bloody RC models down! Wouldn't you say so Ivan?"
Brian will be sadly missed by his many flying friends.

On behalf of the LMMGA I have sent our sincere condolences to Brian's wife and family

Ivan



Brian with one of his colourful magnet models



Now that's what I call one hell of a good landing

Rex Collier called to say that he has found a pair of spectacles by the gate and would I mention this in the newsletter
If anyone thinks they may be their glasses, get in touch and I'll pass the message on to Rex.

Events

LMMGA – Sunday 18th April 2010

Our organiser Simon directed everyone to the Elkstone trig point as the wind was ENE, very light and inconsistent. So much so that Simon declared it a 'non-event'. Those with a fan on the front enjoyed a reasonable day but for the rest it was 'good to talk'. Simon showed us all what might have been with his 4m with lipo



This is what the wind should have been like

powered electrics. Ian Webb and Scott Ravenscroft were brave enough to try and catch some lift and we were treated to an excellent display of 'launch and go round' flying in very marginal conditions. They then tried Simon's bungee but this was too heavy for the models to lift in these conditions. The 'craic' was good though!

Aerotow Meeting at Camphill – Monday 26th April 2010.

In complete contrast this event enjoyed much better conditions as reported to me by Andy Wagstaff: -
 "We had a total of 32, yes 32 people flying at Camphill last Monday. The wind was on the west slope all of the day. We had 2 flight lines; one on the slope and the other on the field for aero towing. After a breezy damp start, the conditions improved considerably and thermals had developed well around lunch time. The slope lift was outstanding; smooth and



Harbinger being hitched up to the tow

generous. We had 4 tugs that operated well into the late afternoon. All had another enjoyable day with excellent weather again.

Camphill certainly seems to have its own micro climate that has treated us very wmeetings. We plan to



Another one up and safely away

have our 4th event on Monday October 4th this year the start of the Gliding Club's ell during the last 3

winter flying arrangements (Monday being a no flying day)".

I think these big glider guiders have an arrangement with the weather Gods!

LMMGA – Sunday 16th May 2010

In the 'event' there wasn't one! When I arrived at 10:45 there were half a dozen cars and several members flying but when I enquired about the nature of the competition Keith said that there wasn't one. Apparently Simon had a prior engagement and no one could be found to organise it.

Now I know that the club's 'raison d'être' is its informality but surely we can communicate. Ivan and myself maintain a file of e-mail address for the distribution of the 'pdf' version of this newsletter. This file is constantly maintained with new and retiring members. May I suggest, through this Newsletter, that we use this file to send 'Event' information to those members with e-mail facilities. Who knows, it might even prompt some members to come along on the day! Letters/e-mails on the subject very welcome



Anthony Jervis having a bit to eat



Ian Webb at the Mermaid earlier this year



Simon Cocker's
new model

I've heard that he's
experimenting with
a new hush hush
propulsion system
based on strong
laxatives

Another one from
Simon's collection
~

No idea what it is,
but, whatever it
was I don't think
there'll be much
left worth picking
up



Scott Ravenscroft's
high speed spot
landing at our last
scale event

Scott's stance says it
all

Back Page

A blank page to fill and no more contributions so I will try to emulate my mentor with some unimportant ramblings. Sitting here, gazing at the sky, I wonder how many members have heard of the Cloud Appreciation Society

(www.cloudappreciationsociety.org). This was started by Gavin

Pretor-Pinney (I know!) and my first thought, when I heard of this, was that he must live in the south of France on the proceeds of the joining fee (now £4) but not so. He is a very serious cloud man, has written several books on the subject, made a documentary for the BBC and has even been a guest on 'Woman's Hour'! Since joining I have discovered a lot more about the atmosphere and how it works. The snag I find

is that clouds are classified according to a Latin Linnean system (like the one used for plants and animals ie. Genus, Species etc.) so saying "Oh look, there's a Stratocumulus-castellanus-perlucidus" is a bit of a mouthful. I'm not a big one for seeing shapes in clouds but these are quite popular. Amongst the

numbers spotted 'three' and

'four' are quite common but a 'nine' is very rare. So if you spot one take a photograph and send it to CAS.

On a completely different subject, our older members may remember that the Staffordshire Gliding Club used to fly from the area across the road from the 'Mermaid' pub and I wondered why they moved. Chatting recently with Peter Gill, the CFI at the time, he said there were three main reasons – the number of times a year when there was a low cloud base, the landing strip was not really long enough for modern glass ships and the third was airspace. There was a ceiling height of 4000 feet and the strip was already at 1500 feet leaving not much room for manoeuvre! They moved to Seighford when the owner contacted them in response to an advert! This an old wartime airfield and just ten minutes from the M6. They even get wave there sometimes.



This is the astonishing roll cloud called 'The Morning Glory' in Australia. It is surfed by full size gliders