

Leek & Moorland Model Gliding Association

Web Sites: - <http://lmmga.org>
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Front Cover

Dr. Anthony 'Who' Jervis prepares for lift off in his 3/4 and a bit scale Tardis. He was more than a little miffed that it didn't win the best model in show prize

LMMGA's Scale Weekend



The winners - From left Greg Dakin and Salto, Paul Jubb with his ASW 27 and Robbie Bridson with his Weihe

I never thought I would open a report on one of our club's Scale Events with:-
 "The first thing that caught my eye on arriving at the slope was a Green Port-a-loo!"

Could it be that Ant Jervis (the event organizer) was expecting some V.I.P big knob amongst the visitors? (no pun intended) Or, maybe this year he was expecting several lady competitors? Then again, had he been listening to members' long standing moaning about turbulent blow back during those vital relief sessions?

It turned out that the Port-s-loo was nothing to do with Ant's forward planning. No one knew who was responsible for putting it there, eventually we came to the conclusion rightly or wrongly, that the MOD were on some sort of exercise over the same weekend and they were the culprits.

The wind on Saturday was a little too much in the



John Watkins a regular face at our scale day taking it easy



Just two of the many pilots who flew on Sunday



Some of the models and fliers

south for reasonable flying at the Pool so Mark Ollier went to check out Edgetop to see if it was more suitable there. The report came back that the wind was square on the slope so a decision was made move to Edgetop.

There was a touch of drizzle in the air when the convoy of vehicles first arrived; just enough to annoy the spec wearers, but this soon cleared up and the rest of the day was spent flying a mix of models. It remained overcast and some time a menacing looking cloud appeared on the horizon but no rain. These conditions didn't generate any decent thermals but the slope lift never let us down although the lift ceiling rarely extended more than a couple of hundred feet.

Sunday was a much better day; warm sunshine, almost shirtsleeve weather. It was probably the best turnout I'd seen at one of our scale events. There was the usual steady relaxed flying taking place throughout the day, with plenty of banter going on amongst member and visitors alike, although I must admit that most of the visitor had been coming to our scale event so often their names and faces were more familiar to me than some of our own members.



The flight line on Sunday was always busy

It was also nice to see some of our X members there too. Some came with models but Neil Harrison and Chris Lord were just passing through and decided to pay us a visit on the spur of the moment. We didn't let them sit around too long before thrusting a tranny in their hands. Both left later in the day with a smile on their face.

Picking a winner in the three different categories is always a daunting task. It's so subjective and let's face it, it eventually boils down to some guy's opinion. To share the responsibility, Ant Jervis enrolled the aid of Mark Ollier and yours truly to help him out. We'd both been to the Saturday and Sunday events so we had seen most of the flying.

Picking the Best Model gave us the least problem because all three of us jointly and individually, ruled out the big shiny mouth watering mouldie in favour of those that had been painstakingly put together piece by piece over many months of effort.



Stuart Howard's PWS 101 coming in to land



Left >
Mark O'Conner
and
Graham Gibbins

Right>
Ian Webb with his
33" wing span Fox.
He flew the Fox
piggyback on top
of his 3M Sharon



After all; it hardly seemed fair that some Czechoslovakian firm should be given the Leek and Moorlands Best Model Award in favour of some of our home grown produce. We couldn't find anything that flew more realistically and looked any better than Robbie Bridson's Weihe. The workmanship was first class.

Picking Best Landing and Best Flying gave us more of a headache. In the end Greg Dakin's Salto was judged best landing for its approach, touchdown and close proximity to pilot. The model judged to have been flown most realistic over the two days was Paul Jubb's ASW 27.



John Beech and Pete Barnett

There was some really spectacular flying over the two days but we concentrated on judging the flying on realism. Neither of us thought that prolonged inverted flying by something like a Grunau Baby's or knife edging a glider travelling at mach 3 only inches in front of the flight line was realistic flying.



Brian Lee with his wife Lisel

At the end of the day, it wasn't surprising that after a combination of good weather, good flying, plenty of banter, and, Anthony Jervis's $\frac{3}{4}$ and a bit scale Green Port-a-loo, there were many calls of "See you next year" from most of the visitors.



Rosily

Dear Ivan

As you know I am lucky enough to be able to spend quite a bit of time on the Gower peninsula where I am able to regularly visit Rosily which has the most perfect slope soaring ridge with smooth air flowing in from the sea.

Recently I was there with some non-flying friends during a long walk whereby we climbed to the top of the ridge and onwards to the far end of the ridge. The weather was perfect for soaring and indeed on the top there was a model in the air and its pilot was obviously enjoying himself.

We stopped behind him for my friends to watch and they were suitably impressed. The pilot was oblivious to our presence so I walked over and spoke to him. I was probably more surprised than my friends to discover that he was in fact a young man from Germany. He was loving it and during our chat it became clear that he had come over to the UK specifically to fly at this site because he had heard so much good about it. It transpired that he had been there for a week and he had flown at just about all the cliff tops in the area. In fact he was able to tell me some new sites!

We carried on our walk and later came across him again lower down as he had decided to try another slope closer to the beach. My friends remarked on his enthusiasm and were amazed that he had spent his holiday in this way.

I got to thinking about this encounter and made the following observations:-
How come this young German spoke better English than myself!

Isn't it great that you can meet someone from another country and immediately have a common love and enthusiasm for this hobby/sport.

We have some great flying sites to hand and perhaps do not fully appreciate them.

Certainly I have forgotten or have become reluctant to explore the less used sites that may be a little more challenging.

Just a thought...I wonder if there is anyone interested in another club trip down there for a weekend?

Regards

Dave Gains

.These letters have been forwarded on to me by Keith Rathbone. They are from members who attended the scale event.

Hi Keith,

Just a short note to thank you on behalf of Colin and myself for what was a truly excellent days flying. A thoroughly good site, club and company.

Regards

Neil T

MGS

RAF Debby

Keith,

Just to reiterate Neils email Really appreciate the friendly reception, help and just good company that underpinned a really good event. Wish I'd managed to attend Saturday as well.

This was my first scale fly in, indeed my first ever scale model (pilatus b4) Albeit I have had a few kits before but never got round to building them. Not only did I enjoy the three week challenge to build this model, I have thoroughly enjoyed flying it since its test flight, not least at your event.

Many thanks to you and the leek & moorland crowd.

Colin Waite.

Keith,

Just a quick note to thank you and the Leek boys for the cheque and a great days flying on Sunday. To win best model with all those other lovely scale jobs around I am honoured indeed.

Once again, flying all day, good weather, good company, great scenery and nothing got broken - it hardly gets better than that.

Roll on next year.

Very best,

Rob Bridson

I received this up-date from Dave Cholerton after the article on his Thunderbird appeared in September's newsletter

Hi Ivan,

Just a quick update on my Thunderking glider.

After the wing flutter problem I had on the maiden flights I (reluctantly) removed the covering from the underside of the inboard wing panels and added diagonal bracing from the leading edge to one of the spars and then from the other side of



that same spar back to the trailing edge. The diagonals couldn't go directly from LE to TE because of another spar which was in the way. Phil and Ken had kindly cut me some foam cradles for the upturned wings to sit in so as to prevent any chance of warping and also to protect them from damage while I worked on them. I then re-covered the wings and re Ronsealed them - pretty much an invisible repair.

Next, I fitted two 1/4 inch dowels between the fuselage and the ply wing root ribs, one just behind the leading edge and the other as near to the trailing edge as was practical. This was to prevent any unwanted movement between the wing tongue and the tongue

box.

So finally, after waiting for the weather and also for Terry, my flying buddy, to have the time to go, we went to 'our' field at Mapperley today. The grass had been cut recently so was in perfect condition and there was very little wind.

First flight was just a climb out and then a gently diving glide to check the wings at a 'higher than normal' speed for the model. No sign of any flutter, so climbed out again but there was turbulence at anything between about two hundred and five hundred feet. Didn't realise it was turbulence at first but all our models were getting 'chucked around' the same.

Second flight - a couple of hours later - and it had calmed right down although the lift had gone too. Super smooth air now and zero wind, I had the Thunderking up to 960 feet according to my altimeter. (If I'd have known it was so close I would have gone the extra 40 feet)

I had two tiny 'cheepo' Chinese video cameras on board too, one looking straight along one wing and the other looking out at an angle to one side. The one looking at the wing worked OK but most of the frame was filled with wing, and the other had failed to work! Must try harder next time!

All in all a very satisfying day and relief that the flutter problem is fixed.

Hope I've not bored you too much ~~ Dave .



Seen at the scale event ~ From Left: Roger Moreira Malcolm Carter, Chris Hunt,



Back::: left: Ivan Bradbury, Mark. O'Conner ,Ian Webb, Ian B,uckley Neil Barnett ::: Front Gary Furnival and Scott Ravenscroft

September's Fly for Fun

I always make a point to do my best to turn out for one of our comp days for two reasons.

1. Somebody as usual gone to a lot of trouble preparing for the event and I feel somewhat obliged to support them.
- 2 On a good day I can get a whole month's quota of laughs in and I feel one hell of a lot better on the way home than I did going up to the slope.

Nevertheless, the 11th of September's forecast was for strong winds with more than a fair chance of some heavy showers. When I looked through the window on Sunday morning the strong wind had arrived and with those threatening dark clouds the heavy showers only seemed minutes away. It was one of those really crap looking days that any betting man would take an odds on bet that the competition would be cancelled let alone start.

After a little deliberation I decided to give it a go even if it was only to see how many



Neil Barnett with his Mini-Vector

more idiots had ignored common sense and turned out.

A grand total 13 other members/non-members arrived at Edgetop in time for the kickoff. There was just one rule ~ you had to fly the same model for all rounds.

The wind was even stronger than it was at home, but; the rain hadn't materialised and it remained that way for the rest of the day.

Out of the 14, only 9 decided to compete. The first round was to complete as many loops as possible in three minutes. As long as the plane went over without stalling off the top or skewing out it counted as one loop. Because of the strong wind and a few untrimmed models the club could easily have got into the Guinness book of records for the largest number of miss-shaped loops.

The second round was a sort of pylon race where you stood at one end of the course and flew the model to the other distant flag. Unlike a proper pylon race, you had to guess whether or not you had reached



Scott doing a few minor adjustments

the turning point (the flagman gave no indication as to whether you'd flown way past the flag or cut it. A cut didn't count. He scored one for a pass, nothing for a cut. I must give a big thanks at this point to Dave Edwards, a non member who volunteered (I think) for the job of counter at the far flag.

Julian Bayley's 'Bluto' was very impressive, (60" EPP wing) it was by far the



Terry Simpson helping Ivan to fit more ballast on his Halfpipe

fastest foamy and coped with the windy conditions remarkably well.



Julian Bayley's impressively fast 60" Bluto made from EPP

However nothing came close to Scott's 3M mouldy for out and out speed. It was in its element in these conditions.

The last round was a limbo: unfortunately the wind was so strong it kept breaking the tape so it was decided that a model would score two points if it flew between the poles below a line of sight with the top of the poles and one point if it flew between the poles above that height.

Scott Ravenscroft was the only pilot who tried to limbo in the true sense of the word. By a combination of quick blips on the crow brakes he coaxed his 3M model through the poles under the line of sight with remarkable skill. On the other hand

Mark 'Dastardly' Ollier made no attempt what so ever to get below the imaginary tape. He was satisfied to go hell-for-leather for Max point one at a time.

Mark O'Conner did a bit of lateral thinking and attempted to fly his Halfpipe through the poles by doing a series of consecutive loops taking pot luck as to whether the model flew under or over the 'tape line'

Ian Buckley's attempt at the pylon got my vote for the most hair-



Mark O'Conner
The lateral
thinker



Ian Buckley seen slinging his Mini-Dragon off for what turned out to be three minutes of pure adrenalin rush as he attempts to impress the spectators with his limbo skills

raising flight of the day. His Mini-Dragon had only completed 30 seconds of its three minutes slot when the Safety Officer asked spectators to move to an adjacent field on Health and Safety grounds. The Mini-Dragon glitched, twitched and lurched its way round a figure of eight course at break neck speed. A torrent of advice was yelled at Ian, the most sensible being :-> "You'll fly a smoother course if you switch the tranny off"

When all the points were eventually totted up I think the overall 'Top Gun' was Ian Buckley. But ay! Who gives a dam!! It was a great day out with the now mandatory banter taking place resulting in loads of laughs.

I copied the letter (Below) from the RCMF forum.~ It was written by Dave Edwards the guy who volunteered to be one of our judges. Thought you'd like to know what one of our visitor's thinks of the club

As a relatively inexperienced flyer (2 years) I posted on this forum looking for an introduction to Slope Soaring.

I certainly got what I wished for!

I'd like to send a BIG thank you to all of the guys (particularly Scott) who I met at the LMMGA Fun Fly today! A great bunch of blokes who made me feel very welcome, answered my questions and offered some good advice too.

I was invited to participate in things (actually I think the correct term is hoodwinked) and got to stand on the side of a very cold and windy hillside to act as a judge on one competition!

I can certainly see why they dress for Arctic conditions!

As this was a Fun Fly having a good time and a laugh was the order of the day but don't misunderstand me, these are some seriously skilled and experienced flyers and there was also plenty of attention to safety.

After today's eye-opener I'll certainly be investing in a foamie - probably a Reaper, Weasel or Half-Pipe (*think I'll wait a while before investing £7k in a real one Scott!*) and hope to be invited along again in the future!

To summarise - If you're looking to experience some great flying in stunning surroundings then the LMMGA is for you!

Bad Weather and Competitions – Got to be Sods Law

Both Oct 9th and 23rd f3f competitions were cancelled due to bad weather conditions. The forecast for Sunday the 9th was so bad that Mark cancelled the event the day before by sending out emails to most members to save them a wasted journey

The forecast for the 23rd was no rain with a southerly 15-18mph winds, ideal for Edgetop. When I arrived at Edgetop, the pennant on the gate was telling me that the wind was more in the east than I'd expected. I could see a couple of models flying but they seem to be struggling on the right to left leg.

On inquiring what the lift was like I was told that it was worse than 'Crap'. Nevertheless, I thought I would get myself a basin full of this 'Worse than Crap lift' so I assembled my already ballasted Dragon and flung it off the edge. Over the next 5 minutes the lift varied from just about flyable, to, will I be able to land back on the top.

We hung about for an hour or so just in case things changed only to see the wind swing further to the east. Finally we decided that there'd be no more flying at Edgetop; scrubbed any idea of running the comp and convoy of vehicles set off for Winkle Minn. Although I'd seen much smoother lift at Winkle it was at least flyable and nine or ten of us spent the rest of the day just hacking around.



Left: Rob Faulkner's beautiful 1/5th scale Capstan and
Right, Rob and colleague in the real McCoy



Then 1951

Ken Buckley
With his control line Mercury
Monitor
Designed by Henry J Nichols



Now August 2011

Ken Buckley
With his radio control Mercury Monitor
Less Dolly (drop off undercarriage)
At the gate



Ivan launching Kens Monitor on its
maiden flight

It needed a few tweaks to the
C of G and Ken tells me is latest mod
is to convert the ailerons into elevons
so that it has both elevons and or
elevator control

LMMGA 2011 AGM Report

There were 21 members present plus several wives and 6 apologies

Apologies > Antony Jervis, Anup Das, Keith Powel, Dave Gains, Graham Gibbons, Dave Brewer.

Keith Rathbone opened the meeting and thanked everyone for coming. He handed out the year's account details and went over them covering most points in detail

He said that the total income for this year just about covered the out goings. These included Christmas presents for the site farmers and site rent, new peg board, post printing etc. He said that although there seemed to be a large surplus this year this it was entirely due to the sale of Richard Campbell's models and equipment left to the club in Richard's will.

The sale of these items had raised £740 up to the time of the meeting and there were still several smaller items yet to be sold.

In view of this the 2012 Subs will remain the same ~ £8 if paid up to the last day in February ~ £10 if paid after this date

Stewart Howard Safety Officer said that there had not been any accidents/incidents throughout the year so there was nothing to report on that front

Mark Ollier said there had been three competitions held this year (That included the two day Scale Event) The rest had to be cancelled because of adverse weather condition He thanked members for turning up and said he was pleased everyone seemed to enjoy themselves. He also said he had tried to maintain a good standard of safety throughout the events.

Ivan read out a statement from Anthony Jervis (Scale day organiser) in which he said that in future he would allow none scale models to fly on Saturday because not so many scale fliers turned out and it was more of a fun day but; on the Sunday he would prefer only scale models to fly.

He also said that there were several occasion on the Sunday when models flew dangerously close to the flight line. Next year he would insist that pilots kept a good safety margin between model and flight line.

At this point there was quite a discussion regarding the proposed ban on flying none scale models on Sunday. Some thought it would encourage members who hadn't a scale model to come along if there was a chance of the odd fly. Others thought that to give up only one day's flying in the year for the scale event was no big deal.

It was decided to ask Anthony if it would be possible to have an official dinner break for the scale fliers (about one hour) and give that time to the none scale guys. However, Anthony as the event organiser would always have the final word.

Ted Horton editor said that he hadn't contributed much to the newsletters this year and didn't wish to continue to do the job. He said that with Ivan doing most of the work he hoped he would continue to do what he'd been doing for so long ~ Ivan thanked Ted for his help and asked members to inform him when they changed their email addresses because if they didn't it not only meant that the member didn't get his newsletter it sometimes caused the whole batch to be rejected by the server.

He also said it was essential that members continued to send material in if they wanted the newsletter to maintain its present format.

No one was forthcoming to do a stint at being a LMMGA officer although Ivan got a tentative offer from Scott that he would step into the Editors shoes next year So existing officers agreed to continue in their present posts

AOB

Keith said that there had been a problem with the new pegboards. The hooks had started to rust and the wind, when strong, would sometimes blow the fobs off the board. He said he would change the hooks for stainless steel ones and see if there were some available that had better hooks. The board on the Edgetop site had been used as a scratching post by some of the animals snapping off some of the lower hooks. The board would be lowered to ground level to see if this would prevent further damage

Safety again seemed to dominate A.O.B.~ Mandatory rules were discussed. Scott Ravenscroft said that it would not make any sense to have a rule on low passes close to the flight line without having other rules for safe launching and landing procedures. ~ Ian Webb said that it was pointless to have rules that would be difficult if not impossible to enforce. It was also pointed out that there were already club rules regarding launching and landing procedures. Antony Bagnall said that he was still at that stage where landings were difficult and to land without damaging his model was a success let alone landing in a designated area.

In view of the weight and speed of some modern glass planes, a consensus of opinion seemed to be in favour of keeping a no fly zone of at least 30 feet in front of the flight line.

We were reminded again that all LMMGA members had a responsibility for

safety and if at any time a member felt unsafe with someone's flying they should politely broach the matter with those concerned. It was said that if commonsense prevailed there wouldn't be a need to introduce more rules and it was this absence of any straight jacket rules that gave the club its friendly atmosphere

Meeting ended

Thought I would print the club rules on launching and landing procedure. The rules were last amended in 2009 (Red text)

Before launching your model: -

* If you are not sure of your ability, please ask for help. (Only applicable if there are other pilots on site)

* Check your model and transmitter are switched on and that the control surfaces operating the correct way round (left is left etc.)

* Announce your intention to launch so that other flyer can take appropriate action.

* In the event of a frequency clash, please inform the other pilot so that they are also aware of the situation. We suggested that 15-minute slots should be used unless other arrangements are agreed.

- **In strong winds always seek assistance with your pre-flight checks and the launching of your model, and, launch well in front of the flightline.**

Landing: -

* Announce your intention to land so that other flyers are aware of the situation.

* If you are unsure of your ability please ask for help.

* Check that the landing area is clear.

* Avoid landing near other pilots and the model compound



This picture was taken by a guy who was doing an article on the Staffordshire Moorlands for the Peak Parks ~ from left. Stuart Howard, Dave Read, Ivan Bradbury and Ken Buckley



Ian Webb launching Neil Barnett's mini Vector



It's not all those many years ago when this was the only way to get an air to ground shot



Rex Collier is another one of our members who has had more stick time on the slopes than anyone can remember