

# Leek & Moorland Model Gliding Association

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



*June 2009*



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Don't forget that the next club event is the  
Two Day Scale Fun Fly on the 29th and 30th of Aug.  
It's an open event ~ Very informal ~ Everyone is invited to  
come ~ Bring a model and have a go

**Front Cover** Simon Cocker having a bit of fun at  
Rhossili on the Gower peninsular ~ This is  
a great flying slope with acres of top landing space



Your Club's  
Newsletter needs  
Your Contributions

I Bradbury  
148, Biddulph Road  
Chell Green  
Stoke-on-Trent  
ST6 6TB  
01782 851896  
i.bradbury2@ntlworld.com

## The Cost of Sending you your Newsletter

As many of you will already know, on April the 7th 2009, the cost of second class stamp went up yet again. It now costs 30p to send a standard second class letter. When this is added to the cost of printing etc; sending out Newsletters by 'Snail Mail' is quite an item in the expenses of our club where as sending newsletters by e-mail costs the club nothing at all.

I know that there are still quite a few of our members who have not got e-mail facilities. I, nor the club, have any problem whatsoever with sending these members hard copy. However, when I'm addressing some of the envelopes I know that they are going to members who are on line.

Don't forget! Electronic newsletters can be saved ~ you can request back numbers at any time, ~ There is no degrading of colour in pictures that often happens with printing, and, you get it two or three days earlier

If you have an email address and haven't yet tried receiving your newsletter by email, why not give it a go....

## May's F3F comp.

May the 17th F3F competition was scrubbed because of the weather ~at least because of the weather's forecast (heavy showers for most of the day and wind coming from south east meant a low turnout)

Scott Ravenscroft ( Comp Sec) said that he managed to do a bit of flying first thing at Elkstones but the wind was swinging and the lift was very patchy.

The next meeting is on the **29 and 30th of August** ~ This is an informal fun fly Scale event ~ Guests are very welcome

Make a note of the dates ~ It's well worth a visit even if you are only a spectator.

## THE SHED

Where has Richard Campbell been? It's quite a while  
since I've been seen.

I'd like to get inside your head and tell a tale about  
my SHED.

Now every man a shed must have, Well, I had two,  
that can't be bad.

One for gardening tools and things and one to do my modelling.  
The latter, it was far too small, for me, and planes my gear and all,  
And so I gave it to my brother, that way I then could buy another.  
Now my story does unfold. I bought a shed, 'twas big and bold  
Twelve foot long and ten foot wide, this shed would be my joy and pride.  
First a base I'd have to lay, so friends and neighbours came that day,  
To lend a hand, the job soon done. A great big thanks to everyone.  
The shed arrived, oh, what a sight. My heart was bursting with delight.  
My brother and I we lined the walls to keep out cold and wind and squalls.  
On the floor a carpet new, (with expensive underlay too.)  
Benches, cupboards, boxes new, were made to hold small parts and glue.  
Electrics done and sockets placed, pictures now the walls did grace.  
An optic and a tot to drink, a very good idea I think.  
It's nice to be inside my shed, I'm found there 'til it's time for bed.  
Painting, gluing, using lathe, taking pride in planes I've made.  
For those of you who thought me dead, no, I've just been  
inside my shed.  
But now that all is said and done, I wish I'd bought a  
BIGGER one.

Chris Campbell



Richard Campbell

## A Trip To The Orme

A few of us went to the Orme at Llandudno on Easter Sunday. As can be seen from the first photograph the weather couldn't have been better. However, the Orme is no different to anywhere else when there's a large area of high pressure hanging over it. It meant the wind never quite got its act together and slope soaring was ??????. Derek Illsley kicked off the day's flying with his 30 year old e-glider.

He was quickly followed by Ian Webb ( seen launching his Mini Dragon yes there is a propeller on it) then Scott Ravenscroft joined in.

Ian Buckley tried several time to get his Zagy away from the edge of the slope but it wanted to play silly buggers and kept pretending to be a boomerang.

The electric guys played around until dinner time when it was decided to try the NE side over looking the pier. ~ Disaster!! Cars in every nook and corner. They were just starting the second layer when we arrived ~ we lost Derek somewhere in the myriad of cars ~ Graham,

Buckers and myself took one look and decided it was time for home. A fantastic day for the Bank Holiday revellers but for us poor slope soarers it was - - - Well you can't win 'em all.

Webby launching the e-Mini Dragon from the car park ~ Yes believe it or not there were only modellers cars on this side of the Orme on Easter Sunday.



This was photographed by Graham Gibbons taken from the SW side of the Orme ~ it shows Anglesey in the distance but get a gander at the mill-pond



# Aero-tow at Camphill

If it was possible to order the day's weather like you can order your favourite gourmet meal at a restaurant, I don't think I could have improved on the banquet served up for the aero-tow meeting at Camphill on Monday 20th April. It was wall to wall sunshine all day (sitting on the grass with no shirt on type of weather) and the only wind was the sort generated by thermal activity (Very light and variable) The big plus was the abundance of good thermals lift for most of the day.



Just a few of the models at Camphill aero-tow

Considering it was a normal working Monday (Not a bank holiday) I was surprised when I arrived on the site (11am) at how many competitors had turned up. There must have been 60 to 70 guys with an assortment of scale models ranging from the 'Old Vintage' to the modern 'Glass Ships' and they were still arriving in dribs an drabs after I got there.



One on the way up Most were released a between 1200 and 1800 feet

During the day a variety of tugs were kept busy towing the gliders up

to what I would guess to be about 1200 ft to 1800ft depending on the size of the glider. At this height the models were just about visible in the slight haze and blue backdrop. The thermal activity was such that it was a case of deciding to land rather than having to land for much of the day.



Simon Coker holding his tug while Colin Bond starts up the motor

I had a quick word with Colin Bond, one of the tug pilots. He seemed to be having a great time. There was a constant smile on his face as he gave sound friendly advise to some of the glider pilots who were having their first aerotow. I don't know how many hours Colin was tugging gliders up but he was at it when I arrived and was still tugging when I left around 4pm.



Just a few of LMMGA members at the event ~ From Left ; Ian Webb, Steve Sherratt, Stewart Howard, unknown.

Congrats must go the Simon Cocker, Rob Faulkner and Andy Wagstaff not only for giving us a great day's model flying but for those days of hidden work that go into organising one of these shows.

A nice touch was handing out a questionnaire to all the pilots for their

thought on the days flying, and, whether they would support the aero-tow should it be staged again next year. If anyone answered no to this question I will be amazed.



There was a fair number of vintage models as well as the modern glass ships



Octogenarian Eric Parr was the club's Sec/Tres for many years. He says his flying is now restricted to the Cuckoo season. Can't stand the cold winters these days



Bob Mellor a true veteran. Was one of the clubs very first officials. Been a keen slope soarer since the 50s



Derek Illsley was part of the team that set the first British Slope Soaring record in 1956 14min 15sec

Ian Buckley Has been flying models planes since he was 8 yrs old. ( Small chuck gliders) He was the clubs comp sec during the 90s and has featured in all of the club's video night films.

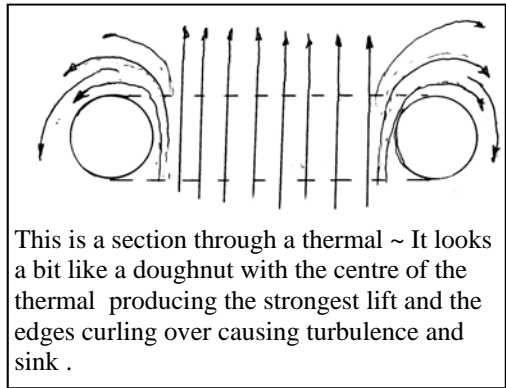




## Luck or Knowledge?

(More ramblings from an Ancient Aeromodeller)

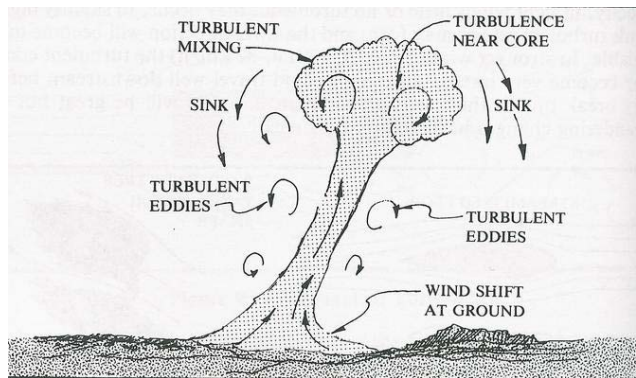
During one of those barmy type days earlier this year while flying at the 'Gate'; my 3m Dragon was slowly circling higher and higher in a thermal while most of the other models were either scratching below the flightline level or landing out. One of the guys who was just about to do the walk turned to me; glanced up at my model and said, "You bloody lucky bugger".



This is a section through a thermal ~ It looks a bit like a doughnut with the centre of the thermal producing the strongest lift and the edges curling over causing turbulence and sink .

My thoughts flashed back to a time over 30yrs ago when I was flying in a comp at Crooks Peak (in the Mendips) sometime during the early 70s. This time it was me doing the walking.

Just as I was setting off down the slope I noticed a guy called Pat Teakle thermalling at a good height. As I passed him I said "You bloody lucky bugger Pat" He turned to me and said with a knowing smile, "Never confuse luck with knowledge Ivan" I've never forgotten that advice.



With slope soarers relying most of the time on pure unadulterated slope lift, many become blinkered to other forms of lift so it's not surprising that we don't exploit them to the full.

When there is a good blow and the conditions are ideal for slope soaring, it's almost possible to fly a building block. If you have problems keeping a model plane airborne when there are winds equivalent to thousands of

horsepower trying to push it upwards, you definitely need 'L' Plates..

It's when slope lift is fluctuating between 'Poor' and the proverbial 'Oh Shit' and we are forced to hunt around to find areas where lift other than slope lift is being generated that life (flying) becomes interesting.

In marginal condition, knowledge of soaring and in particular knowledge of the slope you are flying on pays dividends. Mind you! I'll be the first to admit that luck can and does play a big part in keeping a model flying when other are landing out: but luck can be extremely fickle and unreliable and often needs a helping hand.

I've been slope soaring on our local sites for more than 50 years give or take, and if there's one thing I've learned about slope soaring it's how little I really know. For instance, how do you explain why it is that I can go out on six consecutive days when the wind direction/strength, are more similar than peas in a pod, yet the flying conditions can be as different as chalk and cheese on each of the days? I suppose it's not surprising when you think how many ingredients go into the 'lift pot'. A bit like my wife's Christmas cake. There's only got to be one of the many ingredients missing or a bit too much of another and the cake has a completely different taste. Nevertheless I have, dare I say, managed to peel off some of the outer layer of the complex stuff we call lift, and, I reckon that if I live for another



Lenticular clouds are caused by wave lift. Although the hills around us are not particularly high, lenticular clouds are produced quite regularly. Even a small protrusion lying a mile or more upwind and lower than our slope, may affect our lift.



Cumulus clouds enhanced by thermal convection. Good sign for both models and full size gliders.

thousand years, I might eventually get down to the fruit level.

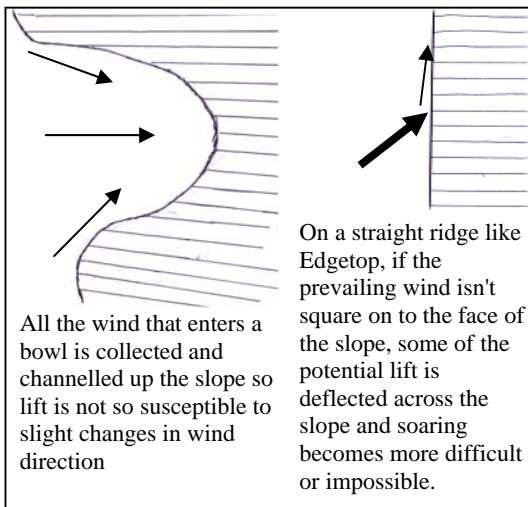
At the risk of being accused of telling grandmother how to suck eggs; I'll press on and cover some of what I've gleaned plus a bit about one of my favourite slopes 'The Gate' ~My excuse is there's always a sprinkling of new members joining the club who may appreciate the help.

### **The model.**

I'm sure we all agree that the choice of model in marginal conditions is important. I'm also sure that most would agree that in these conditions, a good big 'un will beat a good little 'un any day. Big models are more efficient in all conditions but this definitely shows in marginal lift.

Another advantage of big models is that because of their size, they can be safely flown much farther afield than the sub 2M models; very useful when searching out thermals. There's one proviso though, the really big models (4M plus scale) take some slowing down on landing if there's little wind; not ideal on some of our slopes.

In the early days of slope soaring, I, along with most slopers thought that a slow lightweight model was the ideal choice for these conditions; some of our members are still of that mind today. But with many of today's composite models having more efficient wing sections which gives them a better glide angle and the ability to cover



Phil Clarke at Edgetop with his Sophisticated Lady It's one of those slow flying all balsa open structure rudder elevator model's that, along with its sister 'Gentle Lady', was often seen on slopes in the 70's

the ground much faster; I now think this type of model has a marked advantage over the open structured all balsa models. Don't forget that for every thermal there is an area of sink. A slow flying model is wonderful when there is little wind with very light slope lift, but, it's not always fast enough to get out of those sink area before it runs out of height. It is for this reason that I have become a convert to the composite model. (Not necessary all glass models ~ I include many foam veneered winged model in this group)

### **Lift at the Gate.**

Ignoring all other factors; the best slope lift at the gate is when the wind is coming from what most of us refer to as 'The Cheshire Gap'. This is the gap between the end of the Bosley Cloud on the distance horizon, and, the Southern end of the Roaches; this is equally true in marginal lift conditions too.

With this wind direction the slope works pretty well along its entire face. However, if there is only a little wind, a small shift in wind direction can make the difference between flying and landing out.

It goes without saying that the best thermal activity occurs when there is a bit of sunshine. What I didn't know until I read an article a couple of years ago is that on our type of terrain, (undulating moorland with hollows, crevices and an assortment of different types of vegetation cover) the norm is for small clusters of hot spots to develop. These hotspots produce small thermals which



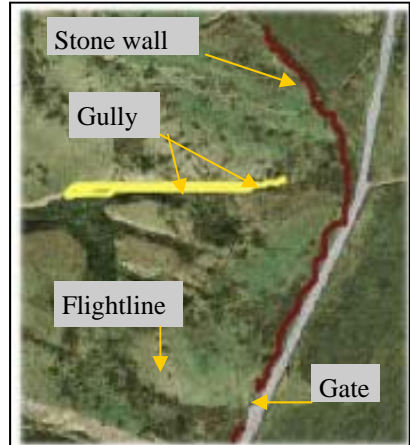
My 3M Dragon ~ I find it a good all rounder ~ Flies in a wide range of winds including the scratchy stuff and it was ( Don't know now since the pounds fluctuations) a reasonable priced model



The 'Cheshire Gap' viewed from the Mermaid pub's car park ~ Hen Cloud in the foreground with the southern end of the Roaches on its right and Bosley Cloud behind the sign on the distant horizon



The deep gully on the left of the flight line just past the reed beds ~ Some of these gullies on moorland sites can act as sun traps and produce thermal activity



Aerial view of the Gate site ~ Extra lift can be obtained over the Gully if the wind swing a little towards the left of the Cheshire Gap

when rising; slowly join up to form a much bigger thermal. This may explain why it is that models having reached a certain height, seem to have no problems staying up while lower flying models struggle to maintain height.

The observant slope soarers will have noticed that during thermal activity, what wind there is seems to blow hot and cold. This is a direct result of passing thermals.

When the front of a thermal reaches the slope, the wind tends to ease off and feels warmer. As the thermal passes by, the wind cools and tend to increase slightly. The mistake that many slope soarers make is launching their model in this increased wind thinking it's slope lift where as it can be the sinking



This gully is on the extreme right of the gate's flight line ( see aerial view of gate) It runs from the road to the bottom of the slope dividing the west facing slope and the Southwest facing (Pool ) slope. It often channels the wind producing a little extra lift when the wind swings south of the Cheshire Gap

colder air at the back of the thermal, During the cold blow there's often a slight change in wind direction ( Left or right) depending on whether the



Two views (left and right) taken from the top of the steep incline just after passing the Mermaid pub ~ There is quite a steep curving ridge that produces good lift when the wind is coming from the direction of Tittisworth Reservoir Ideal for flying close to and below the ridge (pylon type racing)

centre of the thermal past on the right or left side of the flightline.

At the Gate thermals can breakout just about anywhere. But! Thermals like slope lift can not be predicted by the strength of just one element. (Sun in the case of thermals) Many things go into the pot.

e.g. During a period of sunshine and showers. If the ground is wet after a rain shower, the sun when it comes out starts to evaporate the surface water; this prevents the ground from warming up and forming thermals (A bit like the evaporation from a pigskin water bottle keeping the water inside the bottle cool)



A view of the gully right at the bottom of the slope where it rises up the south facing slope (Extreme right of the pool site) Can be a source of thermal lift in sunny conditions but you need a large model to fly at that distance from the gate.

Barry Gilman wrote an interesting article a few years ago in the newsletter where he said that there were 7 main types of lift. I've no doubt that each and every one of the 7 types can be effected to a lesser or greater extent by a multitude of other factors such as humidity and temperature etc. It's this mixed bag and the unpredictability of slope soaring that has kept my interest in the soaring side of our hobby all these years. And,

although I love those conditions when it's possible to hack a model around and go straight from one manoeuvre into another without a care in the world, I think, although I'm reluctant to admit it, I get a real sense of achievement after completing a lengthy flight having survived a number of those 'Oh Shit' moments.

On occasions like these, particularly when the banter is toing and froing, I often remind the other punters that my success is down to 100% superior knowledge. However, if it's me that's landing out while others are high and dry, I'm forced to admit that there is an element of luck involved. ....



Colin Bond Flying his Dragon in marginal lift at the gate Makes a change from aero towing



Neil Edwards on a rare visit to the slopes during the Whit Hols



It must be warm if Rex Collier is flying without his anorak

Andy Wagstaff told me that after the aero tow meet at Camphill he drove around the site on a litter picking exercise and despite such a large turnout he didn't find one bit of litter. This didn't surprise me. I've always held the view that most Aeromodellers are responsible guys and realise that as guests on someone's property we would get short shift if we left stuff behind. Not surprising considering that litter can be a danger to animals as well as looking so unsightly.

## The Aquila

By Phil Clarke  
(I pronounce it, rightly or wrongly -  
Akeela).

The design was built from a reduced plan which was included in an article written by the designer Lee Renaud and which appeared in the May 1975 issue of the American RC Modeller magazine. The model was completed in summer the of the same year and is constructed of ply and balsa (as they were in those days of yore) and although an 'old technology' machine, it has somehow survived all those years, including a quite severe mid-air collision with Ken Buckley's so-called 12' span 'lightweight' at Elkstone about fourteen years ago - there were just the two of us that day and we had the whole of the sky to ourselves. How can it happen! The give-away is the fact that the required new inner wing panel was covered in pale blue because I couldn't get any more of the original darker blue film - see pictures. Just be careful when you are sharing thermals!



Phil with his Aquila at Edgetop



A nice steady low fly-past

### Detail of the Aquila

Span :- 100"

Wing Loading: 7.5 oz/sq.ft.

Radio (airborne) - Skyleader 6-Ch. Rx. and Skyleader Servos.-  
(told you I was old).

Controls:- Rudder, Elevator , Spoilers.



Still get a lot of pleasure flying it when conditions are right though I have to acknowledge that many of the latest moulded glass and carbon fibre designs are a dream to fly.

## Taken from the BBC Web Site.

Sent in by Andrew Beswick

### Aviation History - Charlie Brown's Story

Charlie Brown was a B-17 Flying Fortress pilot with the 379th Bomber Group at Kimbolton, England. His B-17 was called 'Ye Old Pub' and was in a terrible state, having been hit by flak and fighters. The compass was damaged and they were flying deeper over enemy territory instead of heading home to Kimbolton. After flying over an enemy airfield, a pilot named Franz Steigler was ordered to take off and shoot down the B-17. When he got near the B-17, he could not believe his eyes. In his words, he 'had never seen a plane in such a bad state'. The tail and rear section was severely damaged, and the tail gunner wounded. The top gunner was all over the top of the fuselage. The nose was smashed and there were holes everywhere. Despite having ammunition, Franz flew to the side of the B-17 and looked at Charlie Brown, the pilot. Brown was scared and struggling to control his damaged and blood-stained plane

Aware that they had no idea where they were going, Franz waved at Charlie to turn 180 degrees. Franz escorted and guided the stricken plane to and slightly over the North Sea towards England. He then saluted Charlie Brown and turned away, back to Europe. When Franz landed



he told the c/o that the plane had been shot down over the sea, and never told the truth to anybody. Charlie Brown and the remains of his crew told all at their briefing, but were ordered never to talk about it. More than 40 years later, Charlie Brown wanted to find the Luftwaffe pilot who saved the crew. After years of research, Franz was found. He had never talked about the incident, not even at post-war reunions. They met in the USA at a 379th Bomber Group reunion, together with 25 people who are alive now - all because Franz never fired his guns that day.

Research shows that Charlie Brown lived in Seattle and Franz Steigler had moved to Vancouver, BC after the war. When they finally met, they discovered they had lived less than 200 miles apart for the past 50 years!!



L-R German Ace Feanz Stigler, artist Ernie Boyett, and B-17 pilot Charlie Brown

When asked why he didn't shoot them down, Stigler later said, "I didn't have the heart to finish those brave men. I flew beside them for a long time. They were trying desperately to get home and I was going to let them do that. I could not have shot at them. It would have been the same as shooting at a man in a parachute."



Ian Webb getting shelter from the wind at the 'Butts' watched by Mark Ollier, Yours truly and Graham Gibbons

## A Close Encounter of the Nearly Disastrous Kind

Occasionally we all have one of those mad moments when a good idea at the time later seems stark staring bonkers. Ian Buckley and I had one of those moments when he strapped his Flycam (Rear facing) onto his Mini-Dragon and said "Let's get some aerial shots of your plane ( 3M Dragon) coming up close behind my model"  
That night he emailed me these pictures taken from the film...



This shows my Dragon coming up behind Ian's model



Three seconds later the Dragon passes over Ian's model. Note the shadow on the Mini Dragon's fuselage



This is another one of several passes we made

This was at Elkstones on Sun. 31st May. The models at the time were about 600 ft and going up in a cracking thermal.  
We knew they were close but not this close



Ken Buckley and Dave Read comparing Trannys at the Gate ~



Pat Kennelly with his Blizzard at the Roaches



This is a scene in one of the rooms at the Large Model show at Wigan this year