

# Leek & Moorland Model Gliding Association

Web Sites: - [www.lmmga.org](http://www.lmmga.org)  
<http://www.lmmga.co.uk/>



*March 2011*



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(Why not come along ~ All events are designed for Fun)
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A big thanks to all those who have contributed to this months newsletter ~ Please keep up the good work

### Same old faces.

If some of you are wondering why the same faces keep cropping up in our newsletter it's because the only guys who send pictures in to me are the few guys I regularly fly with. Unfortunately, I, like most of you tend to fly with the same smallish group on a regular basis and very rarely meet the majority of club members.

So please email me some of your picture so I can ring the changes more often. If possible give a description of who's in the picture and what the name of the model is etc

To: Ivan Bradbury [ibradbury2@ntlworld.com](mailto:ibradbury2@ntlworld.com) or  
Ted Horton [eghorton@talk21.com](mailto:eghorton@talk21.com)

### Front cover

Dave Read retrieving his Espresso 2m model  
Its made by Valenta models

## Competition Dates For 2011

As supplied by



Mark Ollier

Anthony Jervis



All comps start at 11 am ~ They are for Members only except for the scale even which is an open event

**April - 3rd** - Fly 4 Fun bring anything to compete (the emphasis will be on fun) could contain limbo / speed / spot-landing / knock the cans over / combat / what ever suits the conditions)  
Come and have a laugh

**May - 22nd** - F3F morning & Foamies afternoon ( ~ If enough competitors turn out the Foamies event will be a three up at a time race ) ~ (first passed the post) not against the clock)

**June 19th** The Richard Campbell Trophy This will be a Cross Country event ~ a short course set over reasonable terrain  
Suitable for all abilities of fliers

**Aug - 20th & 21st Scale Days** Anthony Jervis ( Ant) will be the events organiser this year.

I will be the usual fun days for scale models of all shapes and sizes ~ open to both members and none members

**Sept - 11th - fly 4 fun** ( See April 3rd F4F above)

**Oct- 9th** - F3F morning & Foamies afternoon  
(See May 22nd above)

**Oct- 23rd** - possible spare

**Please come along and support these events. They are fun events ~ competition is secondary ~ and every competitor gets a dip into the Luck Dip Bag**

## Boxing Day On The Slopes



From Left - Graham Gibbons, Roger Moreiora, Ivan Bradbury, Mark Ollier. Gaz Furnival, Josh Furnival ( Webby and Scott Ravenscroft had just left)

My wife has always said that there has to be a touch of insanity in the families of people who spend a small fortune buying model planes; waste hours of their spare time on the construction of the said planes and then go out and stand on the top of some hill in half a gale; risk death by hypothermia and to cap it all, they go and hurl their pride and joy into the abyss.



Graham Gibbons with his new Diamond ~ first time out

I confirmed her theory on the insanity of the slope soaring fraternity by hacking a quarter of an inch of ice of the windscreen of my car on Boxing Day and setting off up to the slopes with minus eight registering on the car temperature gauge and the smoke from several chimneys hanging like plumb-bobs in the sky.

The wind direction, according to the Beeb was due south, this was in agreement with the Buxton weather station so I headed directly to Edgetop

The first guys I came across was a very disgruntled Webby and Scott Ravenscroft. They were on their way back to the slope with Webby's 3m Nyx looking as though a spell in the intensive care unit was well and truly over due



Roger Moreiora,

On inquiring what the problem was Webby said that he'd mistaken Scott's model for his own and had been flying the wrong plane. This is not an exact quote!. Webby's sentence contained his remaining quota of 'F' and 'ings' for 2010 plus at least a couple of months quota borrowed from 2011. (Not a Happy Bunny)

A total of eight had braved the cold and were rewarded by having a cracking days fly. (Bloody cold mind you!) As for the wind, it was so strong up there that a couple of paragliders were blown out (Wind too strong for them to fly safely)

There was a couple of inches of very hard frozen snow covering the field which meant that a landing model would skid well over 30 yards sometimes up to 50 yards before coming to a stop. On at least three occasions a model disappeared over the edge and accelerated down the slope towards the sheep fence. (About 40 yards from the top) On each of these occasions, a load of up elevator enabled the model to take off again and clear the fence. Graham Gibbons new Diamond, which was on its maiden flight, came closest to removing a section of the fence but just managed to clear it with an inch to spare



Gaz Furnival with his newly acquired Dragon. He gave it a really good hack around



Scott keeping a watchful eye on Webby after his disastrous mix-up earlier in the day



Ivan trying out an arctic sheepskin lined coat. Verdict ~ extremely warm



Josh Furnival with his M60 ~ Josh is one of our juniors ~ he only took it up in 2010 but he's beginning to fly like a true veteran

Boxing Day flying is getting a bit of a ritual for a few of our hardier members.

This year, with bad weather preventing flying for the latter part of November and most of December it was good to get back on the slope. The old thumbs may have been a bit stiff to start with but the break from flying hadn't affected the banter one jot. Ask Webby!!



Scott Ravenscroft's mini Vector ~ Looks a crisp mover

## *Richard Campbell Trophy.*

*As most of you probably know by now, Richard Campbell who died last September bequeathed all his models and radio gear be sold and the proceeds to go into the LMMGA's funds.*

*In appreciation of this, we thought it would only be fitting to run some type of annual event in recognition of his generosity.*

*Therefore, in memory of Richard', the club has decided to resurrect a competition we used to run on a regular basis a few years ago. It is the Cross Country event.*

*I think this type of event would have suited Richard no end because there were several models in his fleet that were highly suitable for this type of competition.*

*Weather permitting I hope that there will be a good turnout*

*See details on times and dates page 3.*

*I would like to say a big thanks to Richards's brother Alex and sister-in-law Chris for all the help and kindness shown by sorting though Richard's treasures on behalf of the club in what must have been a distressing time for them*



Richard

Andy Wagstaff asked if we could mention this in the newsletter

SSA Slope fly-in, Callow Bank, May 14th\*, 15th\*.

An opportunity to bring along your modern, vintage scale, or other class of glider and fly in the beautiful Peak District.

Non powered gliders only\*\*.

35mhz EVEN channels only, 27mhz and 2.4Ghz welcome. Pegboard for all frequencies in use (peg on).

BMFA insurance only

\* Provisional dates, alternative dates are 21st and 22nd May, depending on weather conditions

## Our New Pegboard

At the last AGM (Nov 2010) there was a lengthy discussion about how members used the Pegboard. These were the salient points >>

1. Some members on 2.4 GHz are not using the pegboard because the risk of a frequency clash no longer concerns them.
2. Is there any point in members with 2.4 GHz using the pegboard?
3. Is the existing Pegboard too cumbersome and inconvenient to transport from the box by the gate to our other sites.

Conclusions>>

1) The reason our club adopted the peg on the board system was two fold.

- To prevent accidental frequency clashes (This was before the advent of 2.4GHz)
- To quickly check that the people flying are members of the club and therefore have insurance. Our Pegboard tag shows at a glance the **member's name** and **date** The 2011 tag now has **2.4GHz** on the reverse side for the benefit of those who fly on this frequency ( explanation later)

2) It has been stated many times in the LMMGA's newsletter that we have had to assure all our site owners that the club's policy is 'No insurance No flying' This particularly applies to all our moorland sites



This Pegboard is permanently fixed at Edgetop



which are open to the general public (Mermaid/Roaches) The Moorland sites are owned/controlled by Peak Parks, Natural England or the MoD and they are sticklers about insurance.

- If everyone uses the pegboard, both 35Mgh and 2.4 MHz, the Safety Office can quickly check if someone is flying without or with an improper tag on the board and if they are not recognised as a current member he can asked the flier for proof of insurance
- Who is the Safety Officer? We do have an official safety officer ( Stuart Howard) but everyone who fly's a model plane on any of our sites is responsible for safety. Unfortunately, no matter how safety conscious a pilot is they can be involved in an accident. This is the reason for the club's policy of 'No insurances No flying' and the rigour of checking members insurance on joining the club  
Most will agree that it is foolhardy and irresponsible to fly our type of model aircraft without third party insurance. It is also grossly unfair to the people flying with you.

3) It was decided at the AGM that Keith Rathbone/Simon Cocker should look into designing a new/lighter peg board that was either easily transportable or one that could be fixed permanently at each of our main sites.

Keith took our existing pegboard to a firm who designs and makes signs and asked for their advice.

The brief was >> To make a weatherproof board as small and as



The pegboard at the Gate and this one at the Butts are kept in the metal box by the gate ~They are clipped to the post by a keyhole-slot method ~ the posts are permanently fixed  
Would the last flier please put the pegboard back in the metal box before leaving

lightweight as possible and one that would hold our existing tags or a smaller tags that would carried the same information as the existing tag.

It was found that the smallest practical tag available wouldn't reduce the board a significant amount and it would have meant scraping our existing stock of tags and sending out replacement tags to every member of the club. It was decided that this would be an unacceptable expense for a slightly smaller board and we decided to scrap this idea and stick with our existing tags.

The new board has places for all the 35 MHz channels and nine places for 2.4GHz

It is realised that the number of members operating on 35MGz will decrease over time and those operating on 2.4 GHz will increase. It is for this reason we have put 2.4 GHz along with name and date, on the reverse side of the pegboard tag.

In the unlikely event that more than nine models are flying on 2.4GHz at the same time, subsequent 2.4 GHz pilots can double up by putting their tag on an already occupied 2.4 spot or any vacant 35 meg spot ( If the tag places on a 35 meg slot is reversed it will show that the flier is on 2.4 GHz)

It is hoped that all members will co-operate by using their current pegboard tag on our new boards ---Thank you

**Don't Forget** Please return the keyhole slotted pegboard used at the Gate and Butts back to the metal box by the gate at the end of a days flying

If you've lost your plastic pegboard tag you can get a replacement one from Keith Rathbone (See contact address on your membership card) for the princely sum of £1 ~ this includes P&P

## Letters

### Spektrum Tranny

Hi,

There's a neat way of programming a throttle kill switch on a Spektrum tranny. If you don't think this is widely known amongst Spektrum owners in the Club it might be worth posting the link in the next newsletter. Apart from being a good safety measure it allows you to disable the throttle while you adjust other things.

<http://www.rc-soar.com/spektrum/index.htm>

Best wishes Roger Lombard

### Old Memories

When I saw the obituary of Ron Moulton in December's BMFA News it brought back a flood of memories, one of which was a trip to a competition at Woodford Airfield Cheshire. ~ (as many of you know, Ron Moulton was, amongst many other things, the editor of Aeromodeller from the 1950s to 89) ~

The trip was in the late 40s when most things were still rationed; this included petrol which was then only available for businesses that were deemed essential vehicle users.

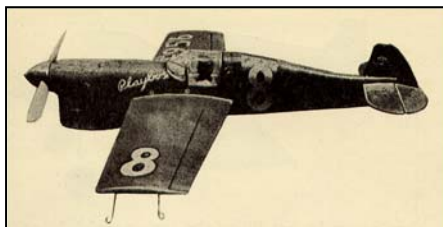
We went to Woodford in an old furniture van that was driven by a fellow member of 'The Five Towns Model Aero Club' who worked for a furniture shop. We all sat on



Phantom control line model popular in the 50's ~ usually powered by 1.5 cc diesel on 35ft lines ~ could get up a fair head of steam for those days

dustsheets in the back of the van and I remember that there was a piano fastened to the head of the van with thick webbing straps.

Because the trip to Woodford was by no stretch of the imagination essential business, the piano was there as a cover story in case we were stopped by the police. The story was that the van was delivering a piano to somewhere in Woodford and had stopped to pick us hitch-hikers up enroute.



Ron Moulton's Playboy ~ It had a 5cc glow plug engine mounted inverted and flew at 75/80 mph ( Date about 1950)

I don't know if the police would have swallowed this story because we were taking a few hefty flight boxes with us

Some of the events taking place at Woodford then would not be recognisable by most of today's modellers:

e.g. Free flying power model had to do a realistic take-off the ground followed by gently circles to the left or right and then end the flight by making a good landing all in a time limit of three minutes. Most of the guys flying in this event timed the engine run by limiting the amount of fuel used.

There was chuck glider duration events the winner being the one with the longest flight out of a total of five rounds; plus the glider and rubber powered events. However, the show stopper for me that day was when I homed in on the sound of a high revving diesel engine. There I found a large circle of spectators (about two deep) and in the middle of the circle was a guy with a model on the end of two lines. This was a jaw dropping moment for me because it was the first time I'd seen a model that was still under control once it had left the ground.

This model was doing a series of consecutive loops, bunts, wing-overs etc. It was simply magic! "Who's the chap in the middle" I asked one of the spectators. "It's a guy called Ron Moulton"



Three man team racing started to become very popular around the 1948 ~50's

he said. For me (a teenaged lad) Ron Moulton was immediately elevated to ranks of an Aeromodelling God and a control-line model became my single most must have.

IVAN B

PS>> At this time my complete fleet of aircraft comprised of > 1 chuck glider ~ 1 X 40" wing span towline gliders ~ 1 Keil Kraft Ajax, a rubber powered free flight model Arrrrhh by gum lads! Those were the days!! And that smell of those diesel engines ~ It was something ya could really get hooked on .

## I ARTF's and all that

I read Ivan's article in the December's Newsletter (*'The Changing Face' where he talked about the decline of build your own model in favour of the ARTF models*)

No mention of the A Frame pushers, no mention of the Frog Interceptor, nothing to say about the catapult launched gliders, it shows is relative youth.

The Frog Interceptor was of 1938 vintage (or thereabouts) of about a foot span and cost 6d. (A tanner in English speak) The sixteenth inch balsa wing pushed through a stiffened card fuselage and the whole was finished in silver. It came with a geared cradle to speed up the winding process and would climb to about 30 ft

Spring 1947 saw the first public demonstration by Ron Moulton Of

control line flying. This was at Walsall Airport and was watched by thousands. The K.K. Phantom appeared shortly afterwards and immediately demonstrated two types of Aeromodeller. There were those who preferred the challenge and beauty of free flight and those who went for the thrill of tethered flight

A six foot span glider in the late 1940's was considered big and could be built in a few weeks of evening endeavour. There were no similar ATRF's and prowess in competitions was achieved by a combination of build and ability; (lift sniffing and trimming skills).



A bit of formation flying by Mark Ollier and Ivan Bradbury's with their Extremes

The advent of radio control, changing attitudes, differential of wages across the world changed everything. Mass production catering for a world wide market has also played a large part in the change.

Five hundred hours to build a 15m model at £20 an hour and wondering if the CofG is in the right place. Then throwing £10,000 of effort off a hillside is different to throwing off £2,000 worth of proven design.

At the end of the day if it wasn't for the easy to finish kits there would be few model shops to cater for the building fraternity. Thirty five quid's worth of Zagi is the best value I ever had. It has survived into old age, its skin falling off due to too much sunshine.

*Derek Illsley*

*. I agree but in those days Derek, catapult launched cardboard models, and the Frog Interceptor, were considered to be small lads toys and not the sort of thing big lads played with. (I.B)*

# In the Beginning

## Part 2

By Graham Gibbons

We have already established from my last contribution that God made heaven & the hills around Leek and left Sundays free for gliding, and eventually I joined the club following a crash free day, in other words the models went home in the same amount of pieces as they arrived, which could be compared to a steak cooked by a French chef, RARE.

Over the next few years a range of other models were purchased such as the Phase 6, Heron & Bobcat, but over time they eventually went to the model grave yard in the sky or to be more accurate buried in the hillsides around Leek, at this time EPP & superglue had not been invented, so all you had for quick repairs on the slope was 5 minute epoxy and lots of tape, in those days the tape was supplied by Gary Furnival (green and yellow stripped electrical tape) this was used extensively by Ian Buckley who today is still an expert in this subject.

A few of us started to take an interest in PSS, I purchased a PJ Models Hawk Trainer which is still flying today, Ian Webb had a Alpha Jet & a Hunter, Gary had a Tornado, & Nigel Brewer designed a stunning A10 Thunderbolt, Simon Cocker out classed us all by turning up with a gigantic B52, Lear Jet, U2 and many more.

I remember going to the Great Orme with Ian Webb, I flew the Hawk while Ian flew his Hunter over the notorious North East slope, not so much a slope, as a 300ft vertical drop to the pier and marine drive below, a fantastic days flying. Some of this flying was recorded on my newly purchased Panasonic camcorder and appeared some years later in the now infamous LMMGA video's we



My PJ Models Hawk over the North East cliff on the Great Orme

produced, a subject I'll come to later. Anything goes wrong while flying off this slope it's not worth the trip down for the bits, there won't be any.

I was lying in bed the other day mending a puncture, reminiscing about some of the places we used to venture off to in those early days, here are a few I came up with.

### Hole of Horcum (Heartbeat Country)

Myself, Gary Fernival and Ian Webb set off with a car packed full of models to watch and take part in a F3F weekend, it was one of those days where there were storms all around us, we could see lightning in the distance, most missed the hill and flying continued, but eventually one nasty bugger was right above us, flying was stopped and we took cover from the hail under a big fishing umbrella, the static in the air was so intense all my hair stood up vertical which amused the other two immensely, one brave sole (idiot) was outside with his transmitter aerial extended admiring the purple haze dancing around it, our luck held and the lightning didn't strike, but for a time certain muscles in our bodies were clenched.

### Yr Eifl ( the Rifles in English ) on the Lleyn Peninsular

This is a magnificent slope at the beginning of the peninsular overlooking the start of the Menai Straits Anglesey & Caernarfon, there were a good gang of us on this occasion, Eric, Ivan, Steve Bennett, Carl, & Ian Webb, it was already blowing about 40mph when we got there and I decided my floater wasn't the right model for the day, so I put together my Simprop electric glider which flew like a sack of spuds as an electric model, but once I had thrown the motor and 10cells away and converted it to a slope machine this would be just the job for these conditions.

Ivan did the customary launch in the 40mph blow, I was already leaning into wind just to stay upright, lots of down was applied to get the thing to penetrate, I'm told the following few seconds was like time slowing down, the wind got under the canopy which detached from the model and departed for Abersoch at great speed, with the model still slowly penetrating, the next thing to be sucked out was the battery pack which also headed for Abersoch and for all I know it may have made it because



we never found it, the model then landed in the forgiving heather, followed by a few customary cartwheels, it survived and we laugh about it today

### Abersoch on the Lleyrn Peninsula

This was another great gathering of LMMGA flyers, hundreds of miles had been covered well before the sparrows had stirred, and for what, not a dam breath of wind, even the seagulls were flapping as they passed on there way to harass the holiday makers. Ian Buckley and his mighty left arm flung his model into the sky time after time achieving one circuit per throw, he could go home and say to Mrs Buckley he had the longest flight of the day, if you join all the circuits together. I had put my Sophisticated Lady in the car which should fly in about 3mph, but we didn't have 3mph and it didn't, some bright spark noticed I had a hook in the model and suggested if we had some string we could tow it up, (I think you can see where this is going) amazingly Eric had some bailing string in his pocket, we never did find out why, or what he used it for, but on this occasion we were glad he did, somehow we managed to get about 15ft in total including shoe laces, this was attached to the hook, and a launcher was appointed who legged it down the slope at great speed, the Lady took off and at the peak of her climb snapped in two. All caught on video for later viewing.

Can you take anymore? If so read on

### Aberdaron on the Lleyrn Peninsular

This was another mass exodus of LMMGA members and for once the weather and wind were perfect, bang on the cliff, you would wonder what could go wrong, flying commenced within a few minutes of arriving and we were soon seeking revenge on the seagulls for all those stolen ice creams they nicked from our childhood, with the sky clear



Combat at Aberdaron

of gulls we decided to have some combat, foamies were launched so let battle commence.

It wasn't long before there was contact followed by cheers and slanderous comments, after a couple of knocks I levelled out my slightly scarred piece of foam and pointed it out to sea, and it continued out to sea, no matter what I did it would not turn back, It was perfectly trimmed so it just kept going, I turned the transmitter off and on in desperation but it was hopeless, by this time my loyal and trusted colleagues of many years were falling about laughing and commented it looks like your going paddling & did you bring your trunks, my only hope was if the wind turned the model back towards the cliff it would be saved and I could have my revenge, it didn't and the model plunged in to the sea. I set off down the cliff trying not to make eye contact with the holiday makers who were also laughing. Eventually with trousers pulled up as far as they would go I waded in and recovered the model from the surf, only to look up and see Ian Buckley with his video camera, he got the lot and needless to say the hole sequence of events appeared in one of our videos some years later.

I suppose the moral of these ramblings if indeed there is one, if you want a laugh at my expense just "COME FLY WITH ME".

Moving on a few years and to this day I can't remember who suggested it, but myself, Ivan, Ian Buckley Mark Ollier and Ian Webb decided to get together and make a video, so a editing production company was formed (GGTV) that was me. What followed over the next 5 years can only be described as fun, crazy, mad and sometimes dangerous as some of the stunts we did were explosive, literally. We used to start planning in the Winter usually with a meal and pint at the Red Lion, that was always a good place to start, we would scribble down idea's and scenarios on a pad then try and sort out which ones we could actually do, what prop's we would need or have to make, and were they technically possible. The equipment when we started was one Panasonic C format camcorder, back home at the editing suite I had two VCR's linked through a transition effects gismo, a title generator & a stop watch, so everything was tape to tape, we didn't think they would become so popular but at are final presentation some years later at the Winking Man 58 members and friends turned out to watch our efforts, and of coarse in many cases, see

themselves as we always tried to fit as many members in as possible, if not in the action, certainly in the annual photo's we included. There were many occasions where we turned out to fly and film and just filmed all day, just because it took so long to get everything right. One of my personal challenges was to get pictures from the air, coming from an



The camera & microwave Tx in the Diamond



The portable receiving station

electronics background, I bolted in to my Simprop Diamond a camera and a 12volt supply, along with a microwave transmitter, the ground station was a UHF aerial a power supply made up of three 12v 7AH lead acid batteries (which no one wanted to carry to the slope) a receiver, a portable VCR and a 12v monitor, and look what we have today to do the job. We had limited success and the biggest problem was picture break up after about 50 meters, we tried for months to crack it, but it was never going to be good enough to be included.

The next generation of cameras appeared on the scene which were digital and small, I got my hands on one and bolted it into the Diamond, I had a day off work and went up the slope, the weather was perfect and only a couple of flyers were there and they were sworn not to tell what I was up to or something nasty would happen to them, even my fellow actors didn't know, I balanced the model and launched, it flew well, considering this great big airbrake was sticking 3 inches above the cockpit, the one thing that did cause some clenching of the lower rear muscles was the landing. This camera was worth £1300, I got away with it although it's never rewound as it should, but the pictures were brilliant and they went into the video.

It used to take us three to four months to make, edit, and produce the final

result for showing, technology moved on, and the last couple of video's were edited on my pc and DVD's were produced. The last video we produced was in 2006, I'm not sure if we will ever do another one, but we've talked about it many times over sandwiches on the slope.

For those of you who reading this, and have not had the pleasure of viewing one of our master pieces, I usually have a couple of DVD's with

me when I'm on the slope, so if you want to approach me, I'll be only too pleased to lend you one, but beware, there are scenes in some of them not for the faint hearted, and all those taking part, have not had there names changed to protect themselves, and there is sexual innuendo what ever that is, and we've slagged a few people off as well.



The is a picture taken from outside my garage It's part of an opening scene from one of our videos

If you have reached this far down the page and are still awake, thank you, because here is the good bit, they say every picture can tell a story but if I added all the pictures that I have to support these ramblings there would be no room for anything else in the magazine, so I have gathered together over a hundred pictures of these 22 years, and Mark Ollier has kindly put them on the web site for everyone to see.

The first Interactive Article

Have a look at - [www.lmmga.org](http://www.lmmga.org)

*Thanks for bringing back a few good memories Graham ~ Those Video nights we had were not only a social meet for many of the club members (Well over half of the club membership turned out if I remember right ) they were a good belly shaking laugh ~ almost as good as the laughs the production team had making them (I.B)*