

FFLYPAPER

(2013—our 34th year)



Journal of Felbridge Flyers Radio Model Flying Club

Special points of interest:

- Test pilot to talk at Club night.
- RTF model woes.
- Slope flying.
- Interference a mystery



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NOTICE BOARD

Please do come along to our Club meeting on 4th December, we have a return visit from **John Farley** the retired test pilot forever linked with the Harrier. He will be talking about "flying the oldies" He has flown the iconic Spitfire (MH434) and the Hurricane ("Last of the Many"), now in the B of B Memorial Flight, extensively, also many other types. He is an interesting speaker with a wealth of experience and a nice bloke to boot. Please do come along to get a good turn out for him; juniors particularly welcome.

Well done to John Lipscombe who achieved his first solo flight, he was presented with his certificate at the October Club night; "A" test next.

Chairman's chatter - and dis-connected ramblings ?

Our bouts of suspected interference in August have proved difficult to track down. We suspected a microwave link between 2 mobile phone masts may have been the cause as a line drawn between the masts (Pond Farm and Croydonbarn Lane) passed over our field 100m north of our strip. The problem is these masts do not have a microwave link between them...

Another thought was the radiation pattern from the Tx aerial, but Spektrum have not bothered to reply to my e-mail asking the question.

Another possibility is illegal WiFi boosters which we are looking toward a scanner to weed out. Problems with high power signals should not affect the more mod-

ern systems such as DSMX and FASST as these change frequencies 100 times a second. The new standard for 2.4 GHz is "listen before transmit" which means a frequency hopping system will check the channel it proposes to use is checked before being used, all at 100 times per second - isn't modern technology fantastic (and difficult for my brain cells to grasp - if it ain't got cogs and wheels I don't understand it!). It is worth noting that illegal imported equipment will not necessarily accord with this standard (ETSI standard EN 300 328 V1.8.1).

Our item on the loose mounting bolts in the Zephyr model have been noted by John Farley (the retired test pilot and FFRMFC honorary aeronautical consultant) who has been prompted to check his Zephyr. Also noted that the motor on Howard Furness' Zephyr gets VERY hot, some cooling holes would be of benefit here I think.

I turned up on a blustery Wednesday and asked if anyone had flown, "Yes, I have" came the cheery reply from a member. "What was it like up there?" I asked, "Don't know I was on the ground" came the reply. To save embarrassment I won't mention that the member was Brian Hadfield....

Many so called RTF aircraft are anything but. I have purchased 3 high quality German Gliders from Tangent sailplanes (not all for me!) and even these are wanting in some areas.

One had parts missing, an incomplete fuselage (no fin post bonded in nor in the kit) and a rudder hinge 30% out of true. Another had parts missing and very sloppy tail feather fixing that required larger diameter joiners and reaming out of the bearing bush, the tailplane not even being square with the wings. The control horns supplied for the flap caused the control rods to

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foul the servo covers and all instructions were only in German.....

If this were not bad enough they just don't want to reply to e-mails so getting things put right is not easy. I have written a letter to the MD (Geschäftsführer) returning the rudder and making my views known. I suppose I should make some allowances as they have just de-merged from Graupner and this must have caused some problems along with a re-location. Max Woodhead had similar problems with them over a glider he purchased, he assures me they do speak good English so language would not appear to be the problem.

Mike Dyke has also had numerous problems with RTF models with parts not fitting properly or different to the instructions. Mike, being an experienced long time modeller, is able to cope with these problems but they should be right when put in the market place.

The East Sussex Soaring Association (ESSA) have been trying to get some "A" tests completed by their members. Stuart Willis the BMFA S E Area Chairman, asked if I would mind doing some.

The slope soaring test is very different from the power fixed wing test but I can conduct these tests. I travelled down to Butts Lane twice and the Long Man site once and conducted 12 tests. I brought along an old Middle Phase II which got me back into slope flying. The last visit was on 6th October which turned out a most fabulous day. Very light winds to start



Part way up to The Long Man looking W

with and a bank of mist in the valley, becoming breezier as the day progressed. It was warm, cloudless and gin clear, you could see for miles and miles. It was one of the best days flying I have had and to be on the top of the south downs on such a day was, to use that overused word, "awesome". John Prior came along with me for his first taste of slope soaring and he loved it. One of the ESSA members teach-

ing him the art of slopeside landing in the bowl at The Long Man; not easy to get right.

I have an old Phase 6 slope soarer but the wings have de-laminated. I popped down to Chris Foss' factory in Shoeham to pick up a wing kit, he says he still sells a few kits or ARTB models - almost ready to build, open the box and within a few minutes you are ready to stick parts together.

I used the BMFA Classified ads service to sell a couple of wing servos and its been great. I put the ad in one afternoon on a whim and by the evening they were sold and I had the cash in my PayPal account. The interest is certainly there with multiple views only minutes after posting the ad - recommended.

--ooOoo--

With all the important things going on in the world I am sure you will be comforted by the fact that men graduating from Cambridge University will be allowed to wear skirts.... (shame the England cricketers were not wearing them at their late night celebrations on the wicket at the Oval, the yobos could have p****d on the wicket unnoticed).

SRI, a research company, have found in supermarkets "that products at eye level sell better..." Well I would never have guessed that?

A Liverpool magistrates clerk was jailed for 6 years for falsifying driving licence points but a couple who stole £130,000 life savings from a 91 year old woman with dementia were jailed for 2 1/2 years, doesn't seem quite balanced to my old fashioned views... bring back flogging - oh sorry, can't say that.

(Opinions expressed are the personal ones of the Editor and not necessarily those of Felbridge Flyers)



What has been happening ?

Wednesday 28th August - What a perfect model flying day, just a breath of wind to calm in the evening. Pleasant temperature and no turbulence of any sort.

Mike Lippert was flying his SeBart Sukhoi which is so good. Stuart Willis his Puppeteer and foam Glider and Mike Dyke his re engined Spitfire and P47 "Jug". He had a starboard gear lock up on his first landing with the P47 so put it down, with no damage, in the long grass left just for this purpose.

Pete Stoner did his first take off and John Lipscombe getting better all the time, hope to get

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him solo soon. Howard Furness was doing some great flying but knocked the nose off his glider on a "go around" that did not go to plan, he is thinking of a Discovery to continue.

Pete Blake brought along his new RTF Smart trainer, very like the SeBart Shark but in foam. Had problems with throwing the prop off, the temporary repair curtailed the first flight due to vibration.

Jim Christie was having fun with his stable of models and the 4 instructors present were kept busy with multiple training flights. Considering the superb conditions a sparse turn out in the evening. I don't know about the afternoon as I only arrived just after 17:00.

Saturday 31st August - Summer DIY barbecue day blessed with clear sunny weather and moderate wind reducing as the day progressed. Two barbecues were going, one charcoal and one gas.

A couple of light hearted competitions were held, the Airmanship Shield and spot landing, both won by Kevin Hill with 7 seconds flight difference and 3m from the designated spot. A special award was made to Ian Dinan for the largest proportion of a flight at full throttle...

Several warbirds were present (Spitfires and P51 Mustang) which all flew well. Chris Wise, who arrived at 10:30 was enjoying his Jive (he's that age you know!) and knocked the U/C off his Skywalker again.

Howard Furness was enjoying the conditions with his Zephyr model and did a fantastic landing that any expert would have been proud of.

Most of the participants cooked their banquets on the barbies which were well used from about 4pm onwards. Turn out could have been better for such a good day, only one group of non members turned out, my wife, son and grandson who seemed gobsmacked by all the planes.

Sunday 1st September - Four members ventured out to Ashdown Forest for the Cross Country gliding event organised by ESSA. We met up with the others in a car park opposite the old Radio Station on the top. A 1 mile course was laid out along the footpaths with 4 turning points on a gently sloping west facing slope.

The idea was to fly around the course, circling outside the turning points in the fastest time, following the models on foot. Electric launch gliders were the

CLUB NIGHTS

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CLUB NIGHTS AND OTHER EVENTS

CLUB NIGHTS

CLUB NIGHTS

SATURDAY 16TH NOVEMBER - CLUB MEETING AND INDOOR FLYING AT SACKVILLE SCHOOL SPORTS HALL. FLYING FROM 14:00, CLUB BUSINESS AT AROUND 14:30. NO CHARGE FOR THOSE NOT FLYING. THERE WILL BE INDIVIDUAL 5 MIN SLOTS FOR THE LARGER SHOCK FLYERS.

WEDNESDAY 4TH DECEMBER- CLUB MEETING AT THE HAVEN CENTRE, START 20:00

. OUR GUEST SPEAKER WILL BE JOHN FARLEY THE RETIRED TEST PILOT TALKING ABOUT "FLYING THE OLDIES". NOT TO BE MISSED. JOHN'S BOOK, A VIEW FROM THE HOVER, IS VERY READABLE AND WILL MAKE A GOOD CHRISTMAS PRESENT. WE WILL GET HIM TO BRING SOME TO BUY WHICH I AM SURE HE WILL SIGN AND DEDICATE.

SATURDAY 14TH DECEMBER - INDOOR FLYING AT SACKVILLE SCHOOL SPORTS HALL. FLYING FROM 14:00 - 17:00.

prominent models used.

30 seconds of power were allowed to start (or a tow launch) and every re launch was counted, the person with the quickest time and smallest number of re launches wins. You walk round with a helper/scorer who helps the pilot not to fall into holes or trip over. It is difficult to fly and look where you are going, if you look ahead and back your model can be difficult to find, as I discovered.

I got round, with John Prior as my helper/scorer, in 59 minutes with 10 re launches, the winner did it in 40 mins with 4 re launches. Stuart Willis went round in 45 mins with 6 re launches. The winning glider was a 4 metre super carbon fibre/Kevlar masterpiece and Stuart with an MPX Easy Glider, a superb achievement. Kevin was happy flying around at the start point as his back was playing up.

A great day out.

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Wednesday 4th September - Sunny warm day with a bit of a crosswind. John Lipscombe had his first solo flight which pleased him. I had a "flame out" just climbing out after a touch and go and just failed to make the long grass so the U/C was taken off my Rainbow, the LiPo pack had reduced capacity by 50% so now consigned to the bin...As we have come to expect the gluing of the airframe left much to be critical of.

Ian Dinan also had LiPo problems on his little MPX Easy Star, they fell out. No damage as the model just floated down, we did not even look for the battery as there was no chance of finding it.

Mike Dyke's re engined Spitfire flew well with no more burnt out components. Stuart Willis flew his sea eagle which kept any buzzards in the trees. Stuart was last to leave with shadows getting ever longer and the sun going down.

Saturday 21st September - *At last a Saturday in September that was flyable. Light winds if a bit cloudy so a bright coloured aircraft was needed, how Brian Hadfield could see his foamy Acrowot in this cloudy sky amazed me. Six members turned up to a good days flying with no radio interference so let's hope that is the last we see of that!!!! It was interesting that Chris Searle's Blenheim landed a lot better with the U/C doors removed. It seems when the undercarriage was lowered the doors were acting as an air brake and making it almost stall on landing, after removing the doors it landed a lot better. Keith Lover flew his Riot after sorting out the esc problem.*

Sunday 22nd September - The nearest good day to Battle of Britain Sunday (which was 15th) for me to fly my Hurricane which is now 19 years old. It has had a few repairs and refurbs in the past, the most recent detailed in the last newsletter. Well the new pilot did well and flew the model superbly, even the first landing with full flap just greased on with a taxi back to dispersal for shut down and refuel, the second not so good but no damage apart from a bent aerial mast. Did some flying with Kevin Hill's PRU Spit which was nice.

Great Club turn out on a warm, windless, bright overcast day. Lots and lots of models with Ron Freeland making one of his less frequent visits. I had to leave before 3pm and some people had not arrived by then. No reports of any interference although Ron did experience some short lived

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A "Lizzie" build part IV by Max Woodhead

What goes around, comes around. This is a saying that oftentimes is proved to be true and so it was with the choice of which full-size Lysander to be the subject of my model. Back in February 1976 I was reading the latest edition of Aeroplane Monthly and there was an article about a P51D Mustang called "Stump Jumper" that I just had to make a model of. In fact I made two over the years the first from a Brian Taylor plan in the 70s, the second a Topflite kit which I flew at Newchapel for several seasons in the noughties.

At that time I got in touch with the owner of Stump Jumper, his name is Robin Collord and we have been in touch off and on ever since. Now with the advent of email and Skype this is much easier. Recently I told Robin I was building a Lysander expecting the reply to be "gee Elmer what the hell is that " ! Well shame on me Robin's reply was "I used to fly one of those at airshows in the seventies". Robin explained that whilst on the airshow circuit with his Mustang another pilot had a Lysander so there was a lot of aeroplane swapping going on and he loved flying the Lysander and knows about its history.

The Lysander was owned by Dwight Brooks who secured two or three Lizzie wrecks from Canada and set about making one flyable aircraft from all the parts, a goal he achieved. Dwight chose Special Duties Lysander AC-B of 138 Squadron as the subject of the paint scheme, black undersides and sea camouflage on top surfaces. Dwight was also a lifelong model ship and model aircraft builder so this clinched the choice for me.

If you search the internet for Dwight F Brooks you will find a youtube slideshow of Dwight building a B17 RC model. Sadly he is no longer with us, he died in 1996. He had previously donated his Lysander to the Smithsonian Museum where today it hangs from the ceiling of the Steven F. Udvar-Hazy building near Washington Dulles airport. Whilst looking for pictures of this aircraft I discovered it was the subject of an article in the December 1974 edition of Aeroplane Monthly so we have gone around and come back, it only took thirty seven years.

Now I have some Paxolin its back to building the fuselage, you know what Paxolin is by now don't you ? As soon as I cut it with a hack saw the smell took me back to my days as an apprentice electrical fitter making insulators for copper buss bars. No Victoria was not still on the throne at the time. I can just hear a certain FF member saying this in my head. Can you guess who it is?

The Paxolin provided the engine mount so with the engine fixed in position the crankshaft provided the centre for final shaping of the cowling. Add on the

blisters for the rocker covers, a dummy exhaust and air intake complete the cowl which has been a joy to make, no moulded plastic here all balsa and ply. Whilst building this and studying photos of the real cowl I realised the skill of the folks who made the exhaust collector ring, this is sheetmetal work of highest quality.



Tailplane and fin were glued in next with the usual stress about "is it square". This done I could fit the steerable tail wheel and then balsa sheet around the tail and the front fuselage. There is no moulded canopy for this model as it is not required. All the glazing is made from flat acetate sheet and the only compound curve is the small piece above the windscreen which I formed by making a balsa plug and persuaded the acetate into shape with a hot air paint stripper. Thin strips of acetate are glued on the outside to simulate the metal frames of the real canopies. I considered putting



in double glazing in these eco sensitive days but the weight penalty ruled it out.

The pilot's side windows were shown on the plan as one piece. The real item is made in three sections hinged together so they can slide down into the fuselage side following a curved track. This looked easy to do using mylar for the hinges and plastic control snake with a slot cut

along it for the tracks glued to the formers. The frames were made from 1/8" square balsa with piano wire pins glued in the ends to follow the track. This worked well and gives me easy access to the cockpit later for adding some details or hiding a radio switch.

After sanding down the stringers I covered the fuselage in Solartex having consulted my betters amongst Felbridge Flyers I scrapped the notion of using nylon. Solartex I know, nylon I do not know. All the sheet areas were covered in glass cloth with three coats of resin applied with a roller (the only way) a light sanding of each coat then a couple of coats of cellulose primer most of which will be rubbed off with wet & dry used wet to leave a good surface to take paint.

There are two radio bays in the bottom of the fuselage so not much radio gear visible from above. Elevators, rudder, their pushrods and servos installed all straight forward standard work. It still pays off to

install servos and pushrods correctly even in these days of computer radio with all its adjustment possibilities. Pretend you have old school radio, no adjustment and you have a copy of the RM Propo book. Am I on a soapbox again? Norman will explain if this does not make sense.



Norman very kindly made me a set of landing light frames as he was making some for his Hawker Typhoon which are of the same type as mine. I fitted a bright white led to the frames and a reflector from a small led torch. With the frame painted black and installed in the spats they look great. Thanks Norman.

Now my target weight for the model is ten pounds. I loaded up everything and it weighs eight and a half pounds. This is without covering on the wing and paint all over so I maybe OK or even a little under target weight. I hope so because my estimate of the wing area works out to be not a lot so I hope my numbers are on the pessimistic side.

I have really enjoyed building this model, it is a testament to the skills of designer Dennis Bryant. I hope that by Christmas, when it is a year since I started, it will be all done bar a few details and ready for a maiden flight in the spring, we will see. Anyway I expect that I will do only two more of these articles one showing the paintwork and a few other items and then a test flight report. Is that a sigh of relief I hear?

Max Woodhead

(Continued from page 4)

control problems. The pits was as full as I have ever seen it and the parking area pretty full too. Lets hope it is not a last gasp before the poor weather sets in..

Wednesday 25th September - Another warm almost windless day with good sunshine through scattered clouds. Another good turn out with some new models flown (and one sadly broken). I flew my little indoor Extra 300 to sharpen up my reflexes for the coming indoor season. Brian Hadfield and Chris Wise had their Spitfires but Brian's was lucky to survive a partially plugged in aileron servo cable so don't forget that vital controls check before take off.

Kevin Hill brought along his first kit built model, a Flair Puppeteer which shed a wheel on one of the landings but with no damage. John Dowd did a great landing with his scale Pilatus Porter but during the roll out the undercart was ripped off, RTF models don't seem to be built for long life.

Sunday 29th September - Blowing a bit strong and gusty but straight down the strip. Max Woodhead came down from rural Lincolnshire but the model he brought along was unsuitable for the wind. A few of us turned up and John Lipscombe was coping with the breeze well and gallantly trying figure 8s in the wind!

Tuesday 1st October - Smashing Autumn day, sunny and warm. John Prior went tree climbing when his flying wing caught the hedge opposite the entrance. Being green and white it was difficult to locate. We went back for the Tx and a burst of power located it, unfortunately some twigs had entered the fan and the burst of power sheared all the blades. Strip cut again as with all this sun and warmth it is still growing.

Saturday 5th October - *A lovely autumn day, no wind at all making it an almost perfect flying day except for the sun. You had to either fly over it or under it on your landing approach. Five members turned up, we had two mishaps, one was a maiden flight of a Fokker D 8 which decided to do a spin on its own and would not recover (see note 1). The other one was an Acro that run out of lipo battery power. Talking of running out of power, I had a lipo battery that I thought was not holding its charge but having charged it up the night before I did a battery check at the field and it was 96% so decided to fly it, after 3 minute of flight the battery died on me but fortunately for me it was right on the approach to the runway so I just landed it without any mishap. So I*

now know, if I think my lipo are a bit suspect it is not worth the risk. That battery has now had the salt water treatment and disposed of down our local tip which have a place to dispose of your old batteries safely. (ed's note: The battery checkers only use pack voltage to give a percent charge figure and in no way check the health of the battery. Taking current out of the pack may make a cell break down, lose voltage and trip the low voltage limit in the esc. They are great to check if the battery you are about to put into your model is a charged or flat one though!!!)

Wednesday 9th October - Bit of a blustery but bright afternoon with wind at 90 degrees to the runway. A few hardy souls ventured out and got John Gill a couple of training flights with his small trainer. He coped well with the wind but I had to land with a 45 degree approach and straighten up for touch down, exciting stuff.

Saturday 12th October - *Only two members turned up today, not a bad day, wind not too strong and a lovely sunny day. Where is everyone, I know winter is on its way but today was not that bad? I think I will have to do a recruitment campaign to boost the Saturday Flyers.!! Sunday is fairly busy but on a Saturdays we are lucky to have more than 5 members. We are not that bad are we?*

Saturday 19th October - First of the winter season indoor flying sessions. I could not attend due to a last minute clash of dates so Andy Musgrove stepped in, so thanks Andy. Nine members attended which is lowish but made for a relaxed session according to the report from Chris Wise - *I tried out my new Ares Tiger Moth. This little Tiger flew really well and is perfect for indoor flying, unlike the Parkzone Mustang etc. You can actually fly the Tiger Moth in the hall without hitting the walls; it is a dream to fly and looks great as well. Can highly recommend this little model if you like indoor flying.*

(Items in italics provided by our Saturday reporter, Chris Wise.)

Note 1. John Farley, in his book "A View from the Hover", says there is no rule that says if the aircraft controls can initiate a spin they can also get it out!!!!



Committee and General

Journal of Felbridge Flyers Radio Model Flying Club

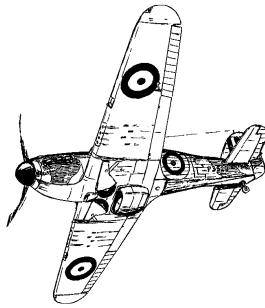
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Ordinary Member – Bob Cutter (01342 713175)

Field Report

Cut the strip and walkways on 20th September which was just as well as the turnout for the Sunday was large. The soil is getting a bit softer now with the rain, dew and reduced sunshine. Still good to use even if there are a few worm casts.

The rabbits have not dug so many holes as last year and they were filled in as well. There is now a bucket of soil under the roller cover so if you do spot a hole, fill it up and firm it down with your foot.

Several more cuts were completed before the end of October and the grass has, we thought, at last stopped growing. As we move toward winter the strip will become softer so larger wheels will be called for. Unfortunately the grass has continued to grow after the last cut due to the high October temperatures; it is quite "draggy", the chances of a further cut are remote with all the late October rain.

The winter parking area has been strimmed so if the cones are across the track park on the hard standing by the gate, there is hard core under the grass.

We hope to get rid of the thistle plants on the strip, where they grow they form a hole. We certainly hope to improve the grass on the strip next year, at least getting rid of the weeds.

We plan to improve the drainage at the south end of the pits to drain the big puddle that often forms there, we will extend



the existing drain line by about 20 feet or so which should help.

Wellies (or waterproof shoes) are really the best sort of footwear now unless we get a prolonged dry spell.

