

# FFLYPAPER

(2018—our 39th year)



*Journal of Felbridge Flyers Radio Model Flying Club*

**Special points of interest:**

- Soft field take of
- EASA
- GDPR?
- Soft field take offs
- Bring and buy

## NOTICE BOARD

**Welcome to Tim Mitra our newest member. Although new to Radio control flying, as a commercial pilot and former flying instructor he is picking it up pretty well.**

**Watch out for details of the Mid Sussex Flyers/FFRMFC bring and buy on the evening of Friday 16th March at The Haven Centre.**

flights on wet ground as you may get caught out.

OK, so you are ready to start the take off roll. Hold on just enough "up" to prevent a nose over, as the speed builds up relax the pressure to the point the model leaves the ground. All very well to write but what will probably happen is the model will take to the air at too low a speed. This is where you have to be quick in taking off all the "up" to fly level with the ground to build up speed above the stall when you can climb away normally. If you don't allow the speed to build the model will start to flick roll one way or the other (usually to the left due to engine torque).

If it goes left the temptation is to apply full right aileron which will only worsen the situation. How many times have you heard in these circumstances "I held on full right aileron but it still rolled in to the left". It is the aileron control which has made the situation worse. The down going left aileron effectively creates a greater angle of attack on the left wing which then fully stalls that wing continuing the flick to the left. The up going right aileron unstalls the right wing which increases the roll to the left.

What you need to do quickly is increase flying speed and avoid aileron opposite to the direction of the flick. Using rudder here will be better than aileron. As

## Chairman's chatter - and disconnected ramblings ?

**Taking off when the ground is wet** - With the strip currently quite wet the drag on the wheels is quite high, this makes take off difficult. To ensure satisfactory take offs a "soft field" technique is called for. It differs depending on the U/C layout, i.e tail dragger or tricycle.

**Tail dragger** - Here the problem is nosing over. You need to keep the tail exerting a downward force until the speed has built up. The obvious way to do this is by holding on "up". The danger is that this may well get the model airborne below the stalling speed of the wing in its nose up attitude. If this happens the model will flick roll in an instant depending on the model type and engine power. The key here is knowing your model. Don't try maiden



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the model would have gained some height as it leaps in to the air some "down" will help to increase speed and unstall the wing. Let the speed build and gently climb out using minimal aileron throw. A high powered model will get you out of some of these situations but you have to unstall the wing first.

Eric Brown used engine power to fly below the stall speed when deck landing the D H Mosquito. The arrester wires could not take a landing speed of greater than 83mph for the weight of the Mosquito. He slowed the approach speed to 78mph at touchdown when the stall speed of the aircraft was 110mph with a normal approach speed of 125mph. The difference here is that Eric Brown was an exceptionally gifted test pilot who knew exactly what he was doing. I do not like to think of what would have happened had he had a problem with one of the engines - it would have flick rolled over the side or into the deck island.....(He did simulate an engine failure, at height, he said it went inverted in 2 seconds). It was however in wartime so risks were taken

**Tricycle U/C** - Here the 3 main wheels increase the drag so the model just does not accelerate beyond a certain speed, usually below flying speed. So you have to reduce the load on the front wheel. Again you do this by starting your take off run with lots of "up". The model will smartly get into the air but at too low a speed. Again you have to be quick on the elevator to kill the climb and fly level with the ground until the speed has built up when you can climb away normally. The key here is getting the "up" off as soon as the model unsticks or you will enter the flick roll scenario mentioned above. The advantage here though is that the wing angle of attack will be smaller than the tail dragger situation at the point of lift off so the flick roll tendency will be less marked.

--oo00oo--

We said at the AGM last May that our regular monthly winter meetings would not be held as attendances had been poor and it was difficult to get speakers. We said we may have a single meeting with a speaker if we could get the appropriate person. Well we have and we will.

Dave Knott is an accomplished scale model-

ler and won the Nationals scale competition last year with his latest Hawker Hurricane model. He is coming to give an illustrated talk on **Thursday** 5th April. He will hopefully bring with him his Nationals winning model.

I have seen this model during its construction phase and it is truly stunning with working details like a sprung oleo tail wheel amongst other delights.

The date is **Thursday** 5th April and the venue The Oak Room at The Haven Centre in Crawley Down starting at 20:00 hrs.

--oo00oo--

The European Aviation Safety Agency (EASA) are keen to legislate against the threat of Drone strikes with full size aviation. Their first proposals would have made it illegal to fly any self made model aircraft with a weight exceeding 250g. Their proposals included any Small Unmanned Aircraft (SUA) which of course included our models.

These proposals caused alarm among European model aircraft operators and significant objections were raised by individuals and model aircraft bodies across Europe, the BMFA included. Dave Phipps (BMFA CEO) was appointed as Technical Officer for unmanned aircraft - Europe Air Sports and has been leading the European analysis of the proposals together with the FIA.

One of our members, Cliff Whittaker, has been providing help here as before he retired was working for the CAA on regulatory issues; he has provided much useful background information on the priorities of the CAA.

The latest proposals are now much more model aircraft friendly. A link to the proposals can be found on our website forum under "Club Notices".

The proposal is that control of model flying in the UK will be devolved to the CAA working with the BMFA, very much as it does now. There are lots of details to be worked out but individual aircraft will not have to be registered and that operators, i.e. us, will be registered via BMFA membership. Those people who are not BMFA members will have to register separately I imagine. The proposals talk

of basic competency requirements without detailing exactly what is required.

It is altogether a much more workable set of proposals, we can thank the BMFA (and Cliff) for getting this more pragmatic approach on the table.

The UK Dept for Transport have independently come up with more proposals, more as a political gesture to be seen to be doing something rather than a well thought out legislative framework. Politicians seldom look at the big picture but let us hope they will fall in behind the EASA ideas.

--oo00oo--

I send a copy of the newsletter to Steve Quigley in Eire (it's a long story....), my ramblings stirred a memory and he wrote -

" Hi Norman,

*You brought a chuckle to me remembering the old days of Radio Control. It's a long way from rate switches and exponential settings that we cut our teeth on controlling a model aircraft.*

*I keep emphasising to new members the virtue of mechanically adjusting control linkages rather than continual use of sub-trims, end point adjust, etc. These are great features but without a grounding in the basic law of the lever beginners don't have a chance in R/C problem solving."*

Thanks Steve, good to know someone reads my waffle.....



## Bring & Buy - 16th March

This is being run with Mid Sussex Flyers and will be held in The Oak Room at The Haven Centre in Crawley Down between 19:30 and 21:30 on 16th March, it's a Friday evening.

Bring along modelling items you want to sell and set yourself up on a table (no charge). If you have items for sale you will be asked to donate an item to the "charity" table. This does not have to be a 60 four stroke (nice though that would be) but can be anything that can be of use. Sales from this table we go to the charity that an MSF member, who sadly passed away unexpectedly, supported.

If you have nothing to sell come along as a buyer, you may find just what you are looking for. We will have the remainder of "The Smith's" collection that will be going at very

## CLUB DATES

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### CLUB DATES AND OTHER EVENTS

**SATURDAY 3RD MARCH - INDOOR FLYING AT SACKVILLE SCHOOL, 14:00 - 16:00.**

**FRIDAY 16TH MARCH - BRING AND BUY SALE AT THE HAVEN CENTRE, 19:30 - 21:30. SEE LATER IN THE NEWSLETTER FOR DETAILS.**

**THURSDAY 5TH APRIL - CLUB NIGHT. ILLUSTRATED PRESENTATION BY DAVE KNOTT, WHO WON THE SCALE NATIONALS LAST YEAR WITH HIS NEW HURRICANE. SEE THE SCALE MODELERS ART IN CLOSE UP. START AT 20:00 IN THE OAK ROOM AT THE HAVEN CENTRE IN CRAWLEY DOWN. LOTS OF PARKING AND AN ON SITE BAR FOR THOSE NOT DRIVING.**

**THURSDAY 3RD MAY - CLUB AGM. START AT 20:00 IN THE OAK ROOM AT THE HAVEN CENTRE IN CRAWLEY DOWN.**

low prices, or in some cases free.

There is plenty of parking at The Haven Centre and there is a members bar that we can use.

Hopefully we can natter about the better weather just around the corner. As I write this the forecast is for the coldest week of the winter just about to start.

## GDPR - whatever that is

GDPR stands for General Data Protection Regulations. It is a significant enhancement to the current Data Protection Act. It will affect how the Club maintains records of our members which is deemed to be Personal Data. The enhanced regulations come into effect from the end of May 2018.

We keep your records (address, telephone numbers, BMFA number, etc) on a PC da-

tabase maintained by our Committee members. This will need an extra level of security to prevent the information being "hacked".

We think we can do this without too much problem. We ONLY use your personal data to administer the Club and send out e-mails and items such as newsletters. We do not make it available to anyone else, nor will we.

If we were not able to maintain these records on a PC the Club administration would be very time consuming and inefficient - basically not workable at all.

We may be able to satisfy the regulations by a simple Consent Form that you will sign when completing your application form every year. We will have some further information before the AGM in May.

## Whats been happening

**Wednesday 9th January** - The first opportunity to go flying since well before C\*\*\*\*\*s. After many windy, cold, concrete sky days it was wonderful to get a sunny almost windless day with the temperature just into double figures. Many members thought the same and 13 cars were in the winter parking area. With a bit more discipline we could get 16 in.

The rain of the preceding days had taken its toll as the strip was quite soggy with water creating drag for the wheels. Most models coped well with the exception of John Gill's new Wots Wot biplane. John asked me to test fly it but we just could not get it to take off before the wet areas caused it to tip forward. It is quite heavy at 10 lbs so its ground footprint was high. I tried increasing the elevator throw on the 3 stage rates but was unwilling to go to the highest rate as it risked a flick roll on take off as the motor (electric) did not seem to be putting out enough "grunt" (or Humpty Dumpty). He has a Taranis Tx which has voice alerts in US female drawl which to me was very irritating.

Mick Catt and Jeff Travis got in some training flights before Jeff's further holiday in the far East, I rather flippantly said I hope it would be hot and steamy. A potential new member came along and flew his powered glider com-

petently. Ian Stone was unlucky to wipe out the U/C on his foam-e Wot 4 after his first flight after many weeks. Jon Tanner was revelling in the super flying precision of his SebArt Sukhoi. Our Glider guiders (John Prior and Jim Christie) were getting in lots of air time but reported no thermals.

**Sunday 14th January** - It turned out a lovely day, almost no wind and patchy sunshine, quite cold though at around 8 degrees. Small turnout which is probably just as well as the A22 going north was jammed with traffic diverted from the closed M23. John Prior had his plan built "Woodpecker" open structure model with high nose mounted electric motor (think English Electric Wren). Flew very well, a "pussycat" John remarked. Chris Searle had his flying wing along which does good slow rolls despite having no moveable rudders. Jon Tanner had his lovely Sukhoi going well, it is light which makes "flick" manoeuvres impressive. Mike Dyke has overcome the take off problems with his Vanquish and Ian Dinan was flying his ARTF electric Wot 4. My Rockstar doing reliable service as usual.

**Tuesday 30th January** - The afternoon started sunny and almost calm at 8 degrees but got windier and more cloudy. Good to get flying again after all the wind and rain of the previous 2 weeks. Seven of us had a good afternoon although the temperature was dropping. Good to see John Salter active again picking up his training where he left off hardly having forgotten anything. Got the mower running to charge up the battery.

**Indoor flying Saturday 3rd February** - Eight Felbridge Flyers and 2 MSF members flew at the event. With the weather so cold and wet it was good to get together and actually do some flying. Mick Catt bought the other Vapor from the Dave Nice collection and was flying it with the Club DX5e as his DX6 is not DSM2 which the Vapor requires, he was getting along fine.

Pete Blake was brought along by his son (Rob), Daughter in law (Sam) and grandson (Danny) who was "gobsmacked" by the models, we gave him a go under careful instruction, he is only 4. We presented Pete with The David Bell Memorial Trophy which has now been engraved. Pete was looking very smart and was moved by the presenta-

tion, his illness however makes speech difficult and restricts his mobility.

**Friday 16th February** - First chance of some outdoor flying in February. Great afternoon, sunny (9 degrees) with a SSW wind from calm to about 5 mph, some turbulence in the early part of the afternoon. I was doing spin practice with my Rockstar in preparation for "B" test demonstration. I need to do a 3 turn spin exiting on the same heading as entry, some recoveries were a bit low..... John Prior got nearer the trees than me though, his Blaze was running low on power but he just climbed enough to miss the hedge, phew. Jim Christie's Funray was going well, lots of high "G" manoeuvres and near vertical climbs. He had fitted a new ESC which he had not programmed for "brake" so the spinning prop caused quite a bit of drag, made landing easy without flaps but hindered the glide.

John Prior's bf109 caught the prop on the ground and pushed the motor shaft back. Chris Searle was enjoying his Limbo Dancer. The low wind speed made accurate landing a simple matter and Jon Tanner was enjoying flying his Sukhoi to walking pace landings.

Mike Dyke was saying that with all the other models he has in the pipeline ready to fly he may not be flying his Vanquish again for some time, nevertheless it is still going well with it's revised U/C.

**Sunday 18th February** - It was overcast and a bit windy but 4 members ventured out to get some fresh air.

(rest of month unflyable due to wind and extreme cold - roll on Spring proper)

**IS IT ME????????**

*The BBC has announced that the maximum pay for a newsreader will be £320k. For reading the b\*\*\*\*y news? £30k is too much I would say. How many lives do they save? Do they make anything? Are they any use at all? Do they contribute to the prosperity of the Country?*

*A walker had to be rescued from a peak in the Caingorms over the weekend of 10th/11th February due to blizzard conditions. A rescue helicopter and the mountain rescue services were called out. The weather forecast was for these conditions so why did the idiot walker still set out? These people seem to think the warnings are for everybody else not them.*

*I really don't get all this Bitcoin/Cryptocurrency malarkey, probably my age. It seems though it could well use all the planet's energy. In Iceland for example "mining" for Bitcoin already uses more electricity than the whole country does to power its homes. Its not such a problem in Iceland where they use renewable energy but not so the rest of the world. Can anybody tell me whats going on????????????????*

*It seems a Russian competitor at the Winter Olympics has been found to be taking a performance enhancing banned drug. These drugs can make you run faster and perform at a higher physical level. Was it a speed skater, a cross country skier, a slalom skier, Ice hockey player? No - a curler. Now curling is very skilful but physical endurance is hardly a prerequisite - I wonder why they take these substances.*

*With KFC running out of chicken it is worth quoting their new distribution partner (DHL) on the deal - "we will set a benchmark for delivering fresh products in a sustainable way" - they have certainly done that..... DHL should stick to delivering parcels.*

*(Views expressed here are the editor's, not of FFRMFC)*



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## Committee and General

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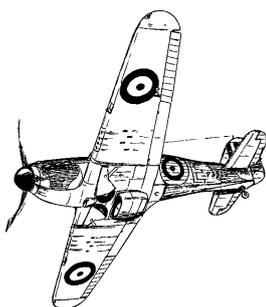
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*Current Committee:*

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*Secretary – Chris Searle (01342 325535)*

*Treasurer – Ian Stone (01342 327036)*

*Mem. Secretary – Mike Lippert (01342 328797)*

*Webmaster & BMFA rep – Stuart Willis (01293 402733)*

*Event Co-ordinator – John Gill (01342 313009)*

### Field Report

Gosh it has been wet these past few weeks. Some puddles on the west edge of the strip but drain still running keeping the northern end better drained. We may need to get the rods out to clean these to keep it all flowing I think.

The 2 outlets into the stream are running well draining many gallons of water an hour away. The southern walkway is not the sea of mud it used to be and there is little water to the north of the walkway, flooded to the south.

The extended winter parking area has been a boon, it is firm and not muddy at all. We did have 13 cars there on 9th January. Don't get your driven wheels off the hard standing though. If its likely to be busy we need to park a little more closely together and always at right angles to the track, keeping driven wheels fully on the hard standing.

The field sale seems to have gone quiet for the moment but our landlord has advised us of a rent rise, the first in 10 years. We are



assessing the effects but think a modest increase in subs will be needed at the AGM. The Committee are assessing the impact and will report at the AGM.