

# FFLYPAPER

(2018—our 39th year)



*Journal of Felbridge Flyers Radio Model Flying Club*

### Special points of interest:

- Charger review
- Looking for lost models
- Dynam Meteor
- Field cutting soon.
- SebArt Shark

## NOTICE BOARD

**Sad to say that John Farley, our honorary aerodynamic consultant, and noted former test pilot passed away in June. Many of you will remember the talks he gave to us on the Harrier and "flying the oldies". He gave all his talks with no fee.**

**John's test flying of the Harrier is legendary and his book, "A view from the Hover" is a great read with much humour. Mike Dyke worked with him on the Harrier development and introduced him to the Club.**

just allow them some free air-time and delay your flight by a few minutes, it just reduces the stress for everyone.

--oo00oo--

Our D - Day warbird fly-in and DIY barbecue on 10th June was plagued by unfavourable winds yet again. It seems that all of our recent warbird events have had high winds to contend with. Only a few members turned up and only 2 warbirds, a Spitfire and a Fiesler Storch. The barbecue was hardly used.

## Chairman's chatter - and disconnected ramblings ?

I have mentioned in previous issues of my lapses of judgement with respect to instructing. Well the latest issue, involving a mid air collision, has convinced me to take a sabbatical.

This has highlighted the resource difficulties of conducting meaningful training. We do take this into account when potential novice members wish to join and advise them that training is conducted by volunteers and may mean it can take some time. One of the keys to effective learning is regular flying when no other flying activity is taking place. Trainees need to make contact

with their lead (or any) instructor to organise sessions and to avoid being in the air when other flying is taking place. If a trainee flight is about to take place

These events do require some pre event and on the day organisation. For example the barbecue grill does not clean itself and the charcoal does not magically appear as if teleported to the container. There is also a cost from our Club funds.

There would appear to be little enthusiasm from members regarding this sort of event. We will have to look at the future events planned and decide what to do.

--oo00oo--

John Gill has built an I/C start up table which is now at the field. It has built in model re-



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straints that prevent the wing going forward. There is a shelf on the left for your flight box. I used it to fuel up and start my Auster the other day and it makes things very easy. If you have been used to starting your models on the ground you need to be aware that the prop is now much higher. We may make it a bit lower; feed back your comments to the Committee please.

--oo00oo--

Sad to say but Pete Blake lost his fight with his brain tumour and passed away in June. He had a varied career from Psychiatric nurse to chauffer via IT manager and Policeman. He was a great craftsman/builder. It is amazing what you learn about people only when they are no longer with us.



## GT Power ProQuad charger - user report by Tony Culshaw

One of the disadvantages of flying electric planes is the chore of recharging the batteries when you get back from the field, and as I don't fly I.C. this is an ongoing task to be completed after every session.

After a good stint I can end up with 6 or 8 flat LiPo's which each take about 45 minutes to charge using a low charge rate on a Balance setting. Simple maths tells you this is an all-day process. As I charge my batteries in the garage, it's inconvenient to go out every hour or so to check on progress and connect up the next one.

About a year ago I read a review in RCM&E of the G.T. Power ProQuad Charger from [www.4-max.co.uk](http://www.4-max.co.uk). The review was positive, but being naturally cautious and never having read a review that says a product is rubbish I held back to consider before buying. After thinking about it for a while (at £150 it's not cheap) I eventually decided to take the plunge and get one.

I have been using it now for a couple of months and can confirm it does what it says on the box. The unit can charge up to 4 different batteries (LiPo, Li-ion, NiCd etc) simultaneously, each on its own charging circuit. This dramatically cuts the overall



charging time down enabling me to charge 8 batteries in a couple of hours. You can mix battery types and sizes without a problem as each channel is completely independent of the others. It is in effect four chargers in a single case.

If you needed to, you could fast charge a 6S LiPo on one channel, balance charge a 3S LiPo on another while discharging a Pb battery on another, all simultaneously – a truly versatile piece of kit.



The display is clear and provides the usual information – Charge Current, Voltage, Time etc. and the controls are intuitive.

The few minor issues I have are:

There is no On/Off switch so the charger is live as soon as it's plugged into the mains socket. As my preferred socket in the garage doesn't have a switch, I have to unplug each time I've finished charging. Minor issue but it

frustrates me.

The controls although functional are definitely built to a price. The buttons feel like ones on a child's toy and are a little flimsy, although the 'click' is positive when pressed. The charge and balance leads are separate for each 'channel' so you have to be extra vigilant to make sure you are connecting the battery to the same channel for power and balance. Colour coded or labelled leads would have been a nice touch here. As an interim solution I'm going to put some Heat Shrink sleeving over each pair of charge and balance leads for each channel.

Apart from these minor issues it works extremely well and I'm pleased with the unit as it saves me a lot of time.

*Tony Culshaw*

*(Ed's note - thanks for the article, always good to get items. May be a good idea to charge back to storage voltage when you get back from flying with a full charge before using them again)*

## Whats been happening

**Thursday 3rd May** - With the recent rain the runway was still very wet but the summer parking still in use. John Prior brought along his big "JUB" which pottered around with great authority. Even with its huge balloon wheels it was having problems with the wet surface.

**Monday 7th May** - Great weather for a Bank Holiday, warm and sunny. Got 4 training flights in with John Greatorex which was good, his last sortie was in August last year so any continuity a bit disjointed. Stuart Willis brought along his 1/4 scale Fokker DR1 which just looks huge. Successfully passed the noise test after a prop change to a larger diameter lower pitch. Same rpm as the smaller prop but 2 dba lower noise. It follows on from our earlier studies that the major area of noise with modern engines is the prop. I exclude here some of the converted 2 stroke petrol motors where the exhaust system often plays no part in reducing noise. It is not just the prop de-

## CLUB DATES

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### CLUB DATES AND OTHER EVENTS

**WELL THERE IS NOT MUCH GOING ON WITH REGARD TO EVENTS, SEE PAGE 1.**

**IF FURTHER EVENTS ARE ORGANISED THEY WILL BE ADVERTISED ON THE CLUB FORUM**

sign but its rigidity. Carbon fibre props are reported to be good in this respect but we have not tested any as they seem to start at £40 or so and you will need to try 3 or 4 for the best result.

Jon Tanner had his little crop sprayer model and Taylorcraft pre war cabin monoplane, both going well.

**Sunday 13th May** - It was a good weather day, quite warm with a bit of a cross-wind. Ron Freeland's Wot4 foam-e has an ESC problem so he flew his little ARTF low winger, soon back to rolling circles. Tim Mitra came along and we got 3 training flights (still on the "grab back the Tx" basis) with no worries. Did his first take off and a complete take off to touch down flight on his 3rd flight. Stuart Willis and me both had our Sebachs, mine a light-weight electric and Stuart's an I/C version. The both fly as if on rails. Mike Dyke had his Vanquish.

**Tuesday 15th May** - Brian Hadfield and Martin Adam flying in the quite brisk wind. I only came to cut the grass.

**Friday 25th May** - Warm bright but mostly overcast day. Little wind but you needed a model with a bold colour scheme to stand out against the claggy sky. Cliff Whittaker had a problem with his S/H model which was in RAF "raspberry ripple" colour scheme. It was reluctant to turn left and dropped behind the trees to the south going right. Cliff went over to look and a few of us joined him to search. Cliff had no joy and got very wet feet, I suggested we look further along the track and we found the model, much worse for wear (see his

forum post). As is usual in these cases the radio was working; with no "black box" we will never know what happened.

We had another trip to the Wildlife Centre when Tim Mitra's electric Wot4 foundered on the same track. Tim had flown the model before but we had not got a buddy box set up (he has Futaba gear). Despite Ripmax's assurances the buddy lead we needed to use a loaned Futaba Tx as a slave was the correct one, it would not work - so much for the importers product knowledge. We lost the programming on his Tx whilst trying to set it up so Tim re programmed it on site.

All was well with rates and expo set and all going in the correct direction. Instruction proceeded on the "grab the Tx back" principle. It was at this point that things went pear shaped. As his instructor I should have done a check flight to ensure the trims were all set correctly. They were not and this resulted in a broken plane for Tim. All avoidable if I had done the check flight - as I said in the previous newsletter I am making mistakes so doubting my instructor status.

Things went better for John Salter where we had 3 good dual flights with John doing good approaches and landings as well as figure 8s.

Jon Tanner had a lovely Ryan scale model to test fly which went very well and Stuart Willis his Katana model, also going well.

**Sunday 27th May** - Something must have happened but I can't for the life of me recall what.....

**Monday 28th May** - Phew - what a scorcher. Hot, mostly sunny and quite humid, stiff breeze mostly down the strip but quite turbulent over the trees. I had my big Onyx thermal soarer which is just majestic, I did not find any thermals (surprising) and as always astonished at the slow steep landing approach with flaps and crow brakes. John Salter was practicing dead stick landings which was a new skill, becoming a more instinctive flyer now.

**Wednesday 30th May** - Overcast humid afternoon, 19 degrees with a 5 mph wind from the SE. John Prior brought along his newly built Fiesler Storch built from the Svenson kit. This is a big model 93 1/2 inch span & weighing in at around 4Kg. The 91 four stroke was

noise tested and all the pre flight checks done so the only thing to do was the test flight. John had got the engine running well with nice smooth tick over and smooth transition to max power, he asked me to do the first flight. First run it did not want to unstick so take off aborted. Second run I allowed the speed to build up and quite a lot of up was needed to initiate the climb which was kept quite shallow to avoid any stall. Flew fine after some minimal trimming. The elevator on low rate did not provide adequate pitch control for a flare and at max rate was a bit sensitive. The landing was made with the approach flown on low rate with a change to full rate as the threshold was crossed allowing for a landing flare. Flaps were not used for the landing. John went on to have several more flights himself.

Jon Tanner had the first flight of his Super Chipmunk which was all OK. Ron Freeland had an ESC problem with his Wot 4 foam-e so it stayed on the ground but he was doing his rolling circles with his eflite Leader. Jim Christie had a "moment" with his Funray glider, nearly in the hedge.....

**Sunday 3rd June** - A very warm sunny and almost calm day, temp info mid twenties. John Prior had another new model with him, a Cessna Skylane which was beautifully made and quite large, 120 four stroke powered. He has reproduced the corrugated finish on moving surfaces very realistically. I did the first flight on this as well and it flew very well needing almost no trim changes. The landing was quite fast in the calm conditions as we were not sure of the trim changes and flare demand with the flaps deployed. Front wheel spat detached but otherwise all well. David Fry had a new ARTF Wots Wot with electric power which had prodigious pull but high noise. Power reduced and did get through the noise test, not flown as some headwind always advisable for an untried model.

John Salter's second instruction flight was terminated rather dramatically with a mid air collision which vaporised his Discovery; its second mid air. A big shower of foam bits raining down, not a repair prospect. The other aircraft suffered only a sheared off U/C, discovered later in the long grass. I should have spotted the potential conflict but did

not. The other aircraft landed safely. I breached the safety code by going to recover the model by crossing the runway, I had assumed the other aircraft had crashed but did not check - black mark to me. *(Ed's note - John found another Discovery for sale on ebay with only 2 hours to run that evening. It looked unflown, had 3 sets of LiPos and a Spektrum satellite Rx. John's bid of just over £100 won it - collection in Edenbridge. This model has flown now and is straight and true with the batteries giving easy 11 minute flights)*

Another electric model was deemed to be noisy so was submitted for test, it recorded 90DbA (our limit is 81). It was the motor configuration to blame here, it was a pusher and the prop passed very close to the aircraft structure which caused the excessive noise. This problem is quite severe in what I call PIS (prop In Slot) models with a central prop running in a slot, so steer clear of these as they seldom pass.

**Mike's Dynam Meteor** - Mike Dyke was captivated by the EDF Meteor produced by Dynam; he bought one. It is a fair sized model of foam construction in the usual Dynam style. The motors included drew almost 100 amps (on a 6s battery), or over 2Kw. It produced a very overpowered aeroplane, not scale like at all. Mike put in some less powerful motors drawing less current and the flights were much more relaxed and scale like - even enjoyable. On the second flight with the new configuration control was lost on a couple of occasions resulting in a wheels up landing in the long outfield grass, a blessing.

A reduced power range check revealed at least 70m so that was OK - mystery. A subsequent check on the ESC set up as delivered showed that if voltage is detected as getting to the threshold it reduces power, something you do not always notice. The ESCs also are marginal on the numbers of servos the BEC circuit can support. A case of being built to a price, so often the case with our far eastern products.

I always set up my ESCs to cut power when voltage gets to below the threshold so you instantly know. If when this happens you cut the throttle as well as plan your dead stick landing you will have a power burst available to stretch the glide as the battery would have

had some recovery time allowing the voltage to recover to above the threshold cut off point.

**SebArt Shark** - Tony Culshaw asked me to check out his recent ebay purchase as he thought it a bit poor at slow speed. It is a bit unusual at slow speed but safe. On the landing approach it needs quite a bit of power; could be tricky on a dead stick.

**Sunday 24th June** - Warm sunny day with lightish winds a bit variable at times, we were swapping ends quite a bit, 23 degrees, a bit turbulent near the ground.

We helped Tony Culshaw search for his lost flying wing in the field to the NE but with no success; we will be conducting a drone search. The grass is so long that you could be a few feet from the model and not see it.

Cliff Whittaker brought along his repaired low wing model (see forum) which I test flew for him. Even with the controls set to low rate it was very sensitive in pitch and roll. Landed OK and Cliff gone back to the workshop to redo the control throws. Mike Dyke had his quite large Senior Falcon which looked good in flight. I brought along my Ancient DB Auster which had not been flown for about 10 months. The Laser 70 started with ease and the model flew in its usual stately manner, buffeted on the approach by the turbulence. The second flight was 20 minutes which used up just 4 ozs of fuel, the motor is seldom above 25% throttle.

Jim Christie had a squadron of 4 agile (and some very quick) models. Jon Tanner had his Ryan and Gee Bee racer, the former had some U/C problems. John Gill had his Pawnee crop duster and Acro Wot and John Lipscombe his Gemini and Discovery. Ian Dinan had his Eindexer which was having some engine problems.

John Gretorex came along with some recent RCM&E magazines which we will keep in the shed when we erect it.

**Tony Culshaw's lost model** - Further searches have been made using quadcopters with downward facing cameras transmitting pictures to a tablet computer in HD. I hasten to add here that the drone pilot is always in line of sight of the drone and the

camera images looked at by others on the ground (no FPV).

The problem is the field is a big one and it is difficult to cover all of it and not cover an area already searched or miss out some large areas. The bigger drone, a dji could be programmed perhaps to execute a search pattern using its GPS but that feature may not have been present. The dji is a clever bit of kit, it will maintain a set hover point even in wind and will automatically return to the take off point if it's battery is nearly run down.

**Hobby King** - I have not used Hobby King products since their Hurricane model I purchased self destructed due to faulty manufacture around the motor. Their Customer Service was just non existent and they could not have cared less.

Mike Dyke is currently having problems over a LiPo battery delivered with a faulty cell, not even used it. Their process seems so convoluted and process driven that it is as though they are deliberately making it difficult in the hope that the hapless Customer will just give up. He was unable to send in the computer pro-forma but they have sent another battery without seeing the duff one, an improvement.

**Wood store roof** - The roof of the wood store has been rebuilt, it makes a great additional assembly area and somewhere to work on your model. Ron Freeland is the man responsible and it was he, all those years ago, that also laid the concrete from the road to the field gate, before than we were scabbing for grip getting out - Thank you Ron.

#### IS IT ME???????

*The Met police spent £8.5million on 13,763 flights over the last 3 years, £400,000 on first class fares. Funny but I did not realise you could get flights within the Met area..... Small wonder that they won't attend burglaries, takes too long to get a ticket.*

*A lady in Ely had her caravan stolen by Travellers. It was identified on their site by witnesses and aerial surveillance. Even presented with this evidence the Police refused to go on site to recover it. "We tried for 5 hours to get in but the Travellers would not let us". Seems the law of the land does not apply to Travellers, but we knew that?*

*I must be a Philistine as I don't rate the artist Picasso, his pictures could have been painted by a 5 year old and are horrible. Wish I had one though to sell it, get something good instead like the Ferrari 250 GTO recently sold for £53million.....*

*Ninety five percent of Welsh lamb is exported yet the UK imports 50% of the entire EU quota for New Zealand lamb, why - the air miles are horrendous? You see I just don't get this international trade..... Must be something to do with profit for the middle men (or women).*

*Drax power station say they are carbon negative in their electricity generation with CO2 capture technology burning wood pellets. The wood is all grown in the Pacific coast of North America and shipped to the UK, they don't count the carbon footprint of all that - what a con.*

*The Met Police (them again!) are spending £10million over 2 years sending all officers sergeant or above on a leadership course, that would fund about 400 more officers. A "how to catch a criminal" course would be better I think.*

*A Police force in Kent sent a marked car with officers twice to a lady telling her she should not feed a cat that slept in her greenhouse, she was handed a community protection order banning her from letting anyone else's pet into her house - well I suppose its easier than catching thieves and criminals,*

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



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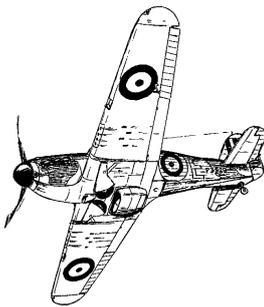
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*Event Co-ordinator – John Gill (01342 313009)*

### Field Report

Cut the strip with the Club tractor on 15th May and it is looking good. As of then it still has some drying out to do but experience says that will happen quickly. Our tractor does not cut it that short even on the lowest settings so will look at cutting it shorter with another mower. Managed to get our other tractor going as well after over a year. I remembered to turn the ignition on this time but after a few "pulls" nothing. Took out the plug and a blob of oil was across the electrodes, cleaned this off and started first pull. This cuts shorter but has no grass collector so we mowed the strip with it and "hoovered" the grass up with our other mower. We used it to cut the car park area as well. Thanks Chris for helping out here.

Michael Silk was able to transport the 6 x 4 shed to site in a quite large van and we will erect this alongside the shelter. We can keep the chairs and windsock (or should it be sleeve?) inside. Nothing of value will be stored there. Thanks Michael, much appreciated. The proposed additional land drain for the northern walkway has been put on



hold as the cost was high. We will re assess after the next winter to see if the cost is justified.

The outfield will be cut sometime, hopefully, in early July. The dilemma is if we cut it too soon it will need another cut before the summer is out. This is a costly exercise so we only do it once. We will maintain our soft landing area of uncut grass to the East.