

FFLYPAPER

(2018—our 39th year)



Journal of Felbridge Flyers Radio Model Flying Club

Special points of interest:

- SAFE technology
- Bally bomber
- HS4 Air
- “B” test workshop
- September barbecue

NOTICE BOARD

The Committee are very concerned about field security; two instances of the field gate being open or unlocked in the last few weeks.

There are travellers in and around East Grinstead, just being evicted from Imberhorne Lane recreation ground. They will be looking for somewhere else to set up camp - they must not be able to access our field so always make sure the gate is closed and locked before you leave.

seem to line up properly just try it again.

--oo00oo--

I know scale models are getting ever bigger but what about a 1/3 scale B17? A guy in the USA has made one, Jack Bally of Illinois. It has a wing span of over 34 feet and is powered by 4 Hirth 4 cylinder 2 stroke engines turning scale sized propellers.

It's weight is over 1800 lbs, is made out of aluminium and took him 17 years to build. It has now flown. It was scaled up from 1/9 scale plans for an R/C model.

It is flown by an open system control device with only 1 processor, a human being sitting inside.

It is no R/C model but a flying replica that was displayed at Oskosh this year, search "Bally Bomber" on YouTube or Google.

--oo00oo--

I have been involved with an aircraft model produced by Horizon Hobby. It is a small Piper Cub with SAFE technology, AS3X gyro Rx and GPS drone capability. It has 3 "capability" modes, beginner, intermediate and experienced operated by a Tx switch.

The advertising says Beginner limits roll and pitch to quite small angles and releasing the sticks brings the aircraft back to straight and level. Intermediate limits roll and pitch but less restrictively and Experienced has not such limits. Only in Beginner mode does releasing the sticks bring the model back to straight and level. Ever the sceptic I tried it out and it indeed did

Chairman's chatter - and disconnected ramblings ?

Oh Dear not again! There have been a number of instances in the last few weeks of the gate not being secured, either being left open or the padlock not latched. This is potentially VERY SERIOUS and **must not happen again**. If travellers gain access through an un secured entrance getting them out would be a real problem and the owner would not look favourably on our continued tenancy.....

So whenever you relock the padlock **GIVE IT A GOOD TUG TO ENSURE IT IS LATCHED.**

The padlock can only be re-latched when at least one number wheel is moved from the combination. It may seem to latch with the combination set but a tug will show it is not.

The cable ties securing the padlock to the chain are there to make line up easier, please just work with them. If it does not



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work as advertised, it needs to be at least twice tree height as it cannot "see" these approaching!

It also has Geo-fencing, so when it reaches your pre-set area boundary it turns towards the take off point and waggles its wings. It is set to 150m radius of the take off point as a default but you can set the boundaries. This works well.

It will also adopt a holding pattern around the take off point if a Tx button is pressed. Again you need to be 2 times tree height to avoid a treetop landing.

It is also said to have an Autoland feature which did not appear to work at all well. This may be due to the bizarre process of setting this up. You have to turn the plane forward 2 complete revolutions in the landing direction and then turn it through 90 degrees and repeat the process.

You need the model to learn its take off point so this has to be programmed in at the field.

The problem is that the whole process of initiating the various procedures to enable the model to learn where it is are very complicated and time consuming; you can't just plug in a battery and go. It seems you have to go through the whole gamut everytime - what a faff.

It will give novices a good chance of keeping their model in one piece and get them flying in the real (as opposed to sim) world which will help them later in their training with un-stabilised models. So they have their place but need to be regarded as a stepping stone in learning to fly. A technical marvel that works surprisingly well but does little to prepare flyers for getting out of difficult situations by their own actions.

--oo00oo--

HS4 has been mooted as a link between LGW and LHR, a 15 minute journey time is promised. It is proposed that it would link to HS1 at Ashford and HS2 north of London. Now the chances of this happening soon are remote I feel, if at all.

Just as well really as the proposed route crosses the A22 between Newchapel and Blindley Heath. Just where our flying field is situated..... It would also have high speed trains thundering along currently peaceful countryside. Can you imagine the chaos during the many years of construction? I think I will move to Northumberland if I am still around where it is more peaceful, but colder.

--oo00oo--

I went along to the Biggin Hill airshow with John Salter on 18th August. It was a great day with mostly light winds, no rain, broken sunshine and superb flying displays. The catering, as is usual for these events, was overpriced and mediocre but at least the chips were cooked, the last time I went the chips served up were still frozen in the middle.

The show started with the Stearman biplane wing walking pair, now not sponsored by Brietling. These PT17s were SO NOISY it is hardly surprising Brietling did not renew their sponsorship. When will these anti social cowboys realise that to have some form of silencing on their engines/props would help their cause and make them welcome at local airfields? We learnt many years ago that effective silencing had no detrimental effect on our model's performance but made us good neighbours.

The racket made by these aircraft was such a contrast to the Bristol Centurus engine of the Hawker Fury which gave effortless low noise power despite its 57 litre capacity and nearly 3000 BHP. This aircraft (better known in its Naval form of Hawker Sea Fury) was displayed in a very smooth manner showing off its lines and performance so well.

The Red Arrows were their immaculate



Photo - John Salter

elves performing their low level rolling display due to London airspace restrictions, their precision is to be marvelled at.

The BBMF Lancaster, Hurricane and Spitfire was also impressive with smooth but sometimes high G manoeuvres.

There was a Bristol Blenheim flying with 2 Hurricanes. Many of the Heritage collection Spitfires and a Merlin engined bf109 were

mock dogfighting with some impressive pyrotechnics and some really big explosions.



Photo - John Salter

The B17, Sally B, took off and did a great low level display. A Pitts Special did a very enthusiastic aerobatic display with some amazing flick and tumble manoeuvres; it even did some prop hanging which I had not seen before on a full size display.

Four brightly painted Turbulents were doing well in the sometimes frisky wind, they are just like big models really.

So, apart from the Red Arrows it was all prop driven piston engine old aeroplanes, the promised fly-by of the Typhoon had not happened before we left - now that WOULD have been noisy.

We called in to the "Fly in a Spitfire" tent, despite the £200 off voucher I did not sign up to the 20 minute flight, although tempted..... I will probably regret it just as I regret not taking up a \$600 P51 Mustang flight when I was in the USA at "Planes of Fame".

--oo00oo--

September 2nd is our BMFA "B" test workshop. We will run both morning and afternoon sessions. Do get in touch if you want to participate and watch the forum for last minute details. No problem if you just turn up.

--oo00oo--

We will be holding a late Summer barbecue (DIY) on Sunday 16th September. Our charcoal grill will be going for you to cook your own BBQ food. Bring along some chairs and family and make a pleasant afternoon out. It is the closest Sunday to Battle of Britain day so we can think about and honour "The Few".

--oo00oo--

The sale of Peter Blake's models and odds and ends have raised over a thousand pounds for his widow so thank you for those who have helped sell and/or bought items.

CLUB DATES

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CLUB DATES AND OTHER EVENTS

SUNDAY 2ND SEPTEMBER - "B" TEST WORKSHOP, 2 SESSIONS 10:00 - NOON AND 14:00 - 16:00. OTHER FLYING WILL CONTINUE AS NORMAL.

SUNDAY 16TH SEPTEMBER - DIY BARBECUE TO CELEBRATE BATTLE OF BRITAIN DAY. COME ALONG WITH THE FAMILY AND YOUR OWN FOOD TO COOK.

There are some items left, we will post a list on the forum.

--oo00oo--

Over the last few months there have been quite a few departures from controlled flight, many resulting in tree recoveries. One model is still to be found, Brian Hadfield's Acro Wot. Ian Dinan has flown his Easy Star over the likely crash area with a recording camera looking down, so far with no positive sightings. We will be organising some search parties if it is not found soon. A particular problem area is just north of the strip when low on an approach.

Simon Tester (see ad page 5) will recover models stuck in trees, usually with no further damage. He has agreed to undertake the recovery within 2 days, usually one. He will do this for a flat fee of £30 which is an increase over his previous price but the service is good and speedy.

--oo00oo--

Some sad news to pass on - we have just learnt that Bob Cutter, one of the Club's founder members, passed away on 29th August. Our thoughts are with his family.



Whats been happening

Wednesday 4th July - Lovely calm day so flew my Highlight soarer. It was low over the Wildlife Centre trees when I got a telemetry range warning before it spiraled behind and into them. This model

does have a limited range Rx (no space for anything bigger) which had exhibited no problems in over 2 years operation. Perhaps being low the battery may have shielded the Rx aerial, just out of reach but Simon Tester got it out for me a day later. Cliff Whittaker also had an unscheduled arrival in a Wildlife Centre tree after a structural failure of the tailplane, our retrieval pole got that out though.

Sunday 8th July - A very hot day with quite a strong wind, not many at the field. John Prior lost sight of his Super Chipmunk behind The Wildlife Centre trees. He tried to make it climb to re-acquire visual but realising this was not possible he closed the throttle, a few seconds later he heard the model contact tree branches. A subsequent search failed to find it.

Tuesday 10th July - We had the outfield cut and while I was at the field to answer questions about the cutting John Prior and me decided to have a casual look for his Chipmunk. We walked to the copse on the far side of the lake scanning the trees. There is a track into the copse that we walked along and there, on the ground, was the model, barely 15 yards from the track in some very light vegetation. It had clattered through the light upper branches of some silver birch trees and got to the ground. The fuselage had minimal damage but one wing was a bit worse for wear, the prop was not even broken.

Sunday 15th July - Can't remember the weather conditions as did not note them down, probably nice. Stuart's Katana lost contact and had uncontrolled flight into terrain in The Wildlife Centre, not repairable. We got Ian Stone's Stitson into the air after a long time not being flown. Mike Dyke had his big vintage Majestic Major which he allowed me to fly, very relaxing and gentle flyer showing you don't need ailerons.

Thursday 19th July - Good to see Leigh Cranfield flying again, he had his old Riot going. John Gill was still having problems with the motor on his Agwagon crop sprayer, it would just not run cleanly. (*Eds note: this was subsequently traced to a tiny piece of silicone fuel tube sliver in the carb.*)

Sunday 22nd July - Good turn out with

Leigh's Riot successfully extracted from a tree by members.

Wednesday 25th July - From memory a bit windy so not much flying done. Taj Manning the Mid Sussex Flyers Chairman paid a visit so a good deal of chatting was done. Jon Tanner flew his Ryan but his ebay Antonov AN2 biplane stayed on the ground.

Wednesday 1st August - Sunny warm day with a gusty wind. Brian Hadfield had a miserable day, none of his I/C engines would run properly so he mainly stayed on the ground. Mike Dyke had his big Toucano but it was a bit windy to fly it after the nose gear repair.

Despite the wind, and his dislike of it, John Salter was doing good circuits as his training progresses, Jon Tanner brought along his new SebArt Wind S but thought the wind a bit too high for a first flight; his Antonov stayed on the ground as well.

Stuart had his big Sebach and small Spitfire, both going well.

Friday 17th August - Hot and sunny with light winds. Jon Tanner got his SebArt Wind S going, has a 6s battery and low Kv motor so plenty of power with low current drain, the batteries hardly got warm - a good recipe for long battery life, sensible if you look at the price of 6s packs.....

Wednesday 22nd August - Mike Dyke had repaired the noseleg on his Toucano and had a realistic flight. It would not taxi back after landing as the nosewheel was rotated 90 degrees, otherwise uneventful. John Tanner was still not able to fly his Antonov as an aileron servo decided to go on strike. John Pri-



John Prior's Skylane

Photo John Salter

or has increased the flap travel on his Sky-lane but the trim change was worse than he had programmed his mixer for, corrected on subsequent flights. It still lands quite fast.

I was trying out a different trainer aircraft for Jeff Travis to use as Discovery models are currently unobtainable. It is a Dynam Smart trainer that Pete Blake had in his collection. It flies very well with a good low speed handling and large enough to fly in windy conditions. A few configuration changes needed to be made and some small repairs to the motor. The downside is that it uses 3300/4s LiPos rather than the more general 2200/3s but you get an easy 10 minute flight.

Thursday 23rd August - Ian Dinan joined me after I had flown the Smart after doing some changes. He showed me a little gadget that can be carried in a model (about small Rx size) and shows where it is on Google maps if you "ask" it. It needs a PAYG sim card. So, if a model is lost, call up the device from your smartphone and it will show on Google Maps where it is. Brilliant. Will put link on forum so you can click it.

Tuesday 28th August - Lovely morning, got Jeff Travis to try out the Smart trainer which he got on with very well, he will buy it. He

was doing touch and goes.

Pete Wards Dynam Hurricane seemed to get some interference and was in the top of a big oak to the NW. He was able to get it down using the motor and recovered if from the lower blackthorn hedge. We have had unexplained control losses here before.

IS IT ME???????

How dare the bloated water Companies nag on at us in that superior way to save water when they allow 25% of their output to just leak away through their broken pipes. 300 billion litres a day is wasted.

I understand that legislation will soon be passed to make it a requirement for all new houses to have an electric vehicle charging point - I thought every house has one already, its called a mains socket.

"Use each obstacle to gain momentum" it says in the Peugeot SUV ads - what the heck does that mean? Ad men been on the bottle too much, they are pretty much in LaLa land anyway.

The Government tell us that Fixed Odds Betting machines are the "crack cocaine" of gambling so why does it take 2 years to change the max stake from £100 to £2 even though the legislation has been passed - I think we all know that the Government get a huge tax take?

Facebook, that great protector of your personal data, has requested that Banks release their Customers account details to them to "enhance the user experience" - who the heck are they trying to kid?

Not only has a "Think Tank" (whatever that actually is) suggested a further £50 billion or so be budgeted for HS2 with additional link ups (taking the cost to near £100 billion) 25% of the current 1532 staff are on £100k plus per year with the boss on £600k. They have also spent £600 million on Consultants as well (definition of a consultant - they use your watch to tell you what time it is).

I am not a "Boris" fan but all the "who ha" about what certain people look like when dressed in certain clothing is just so much hot air. It is his opinion and all the critics should be getting on with the important stuff like a good deal for the UK on Brexit. Its much easier though to deal with this trivia that get on with proper work, makes them feel all puffed up and important.

*Bells on bikes - they must be sold with one but they don't legally have to be retained - what's the b****y point?*

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

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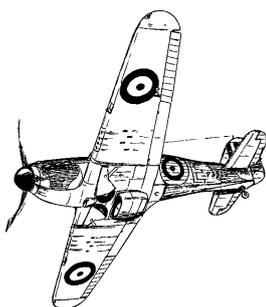
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Field Report

We did have the outfield cut at the end of July, right in the middle of the hot dry spell. This stopped the grass growing through which it is just beginning to do now, end of August.

The centreline markers will be replaced when the concrete hard ground had softened up a bit. You realise how useful they are only when they are not there..... The 2 outermost markers were replaced on 19th August so we are getting there.

Ron Freeland and me erected the small shed alongside the shelter and it is looking good. Ron also scraped the lichen off the Tx stand and gave it a coat of preservative, thanks Ron. He also fixed the roofing felt. The windsock and chairs are now stored in the shed which will be left unlocked. John Gretorex donated a number of modelling magazines which will also be kept in the shed, thanks John.



In Memory of Robert Cutter RIP