

# FFLYPAPER

(2018—our 39th year)



*Journal of Felbridge Flyers Radio Model Flying Club*

### Special points of interest:

- Remembrance Sunday silence
- “Dark months” indoor
- Radio dilemma
- Mobile phones
- Clones

## NOTICE BOARD

**With Armistice day and Remembrance Sunday falling on the same day why don't we gather at the field at 11:00 for our own 2 minutes silence on 11th November to remember all those who died fighting for the freedoms we now enjoy. We can get the barbecue going afterwards for an alfresco lunch.**

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**Indoor flying 10th November**

can occur when Tx's have firm/software updates that these non OEM Rx's do not work properly. We would always advocate a range check when any software is updated but be particularly vigilant if using non OEM Rx's. I would not personally use them, is it worth the possible crash to save a few pounds?

--oo00oo--

Mobile phones can cause problems to modern Tx systems so they should not be carried onto the pilot boxes. It seems that data calls are the culprit (Whats App messages are data). BMFA guidance is to leave them in the car. We would be quite happy if you left them in the pits area centrally or on your flight box. Other members present can alert you to calls/messages when you return to the pits. They probably won't need your urgent attention anyway.

--oo00oo--

As I have mentioned in previous newsletters I am looking for a replacement for my Weatronic BAT 64 radio system. The system suits me very well and does everything I want of it but if it goes wrong there is no repair organisation able to service it, the manufacturer having gone out of business.

Powerbox Systems have taken over Weatronic's intellectual property rights and have developed a high end system based on Weatronic principles - due for release in November. They will have a "semi tray" type Tx but I have not been able to handle it or try it out. Powerbox have said that as an existing BAT 64 owner they will offer a substantial

## Chairman's chatter - and disconnected ramblings ?

FrSky have developed a wireless buddy box system that, unlike other systems, uses Bluetooth technology. It has a very low power output of 10Mw. There have been cases of the signal from the buddy Tx being masked with resultant loss of control. We use the Spektrum wireless buddy system which uses a 100Mw signal on 2.4Ghz which has proved trouble free. We have a few FrSky systems in the Club so if any are used in wireless buddy mode do be aware of this problem.

--oo00oo--

There are a number of "clone" Rx's on the market which are cheaper than Original Equipment Manufacturers (OEM) for a number of 2.4Ghz systems. There is in my opinion a reason why they are cheaper, they are not as good. However it has been flagged by users that problems



### Inside this issue:

Chairman's Chatter	1 - 3
Reader's e-mail	3
Whats been happening	3 - 7
Field report	8



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discount on the Tx and supply Rx's on an exchange basis at half price.

I have been looking at alternatives and the Jeti Duplex system is one I am considering. It has a good reputation, has all the programming options I could ever want and is a quality piece of kit. It is not touch screen programming which does not bother me; in fact it is a bonus as you don't get finger marks on the screen.

I went to have a look at the new "tray" system the DC24 at e-soaring Gadgets in Hassocks and the owner, Bernie Jones has lent me a DC16 system (same principles as the DC24 but only less channels and a monochrome screen) to try out.

I have programmed 3 models with it and flown 2. Control is excellent and programming is quite easy if different from my BAT 64. The sticks have a fantastic "feel" and all the switches and slider controls are top quality. You can even view the LCD screen in bright sun. The build quality is fantastic with the Tx case machined from metal and the Rx's are small and telemetry capable.

There are a few niggles with it, not related to the system as such but the ancillaries. The support tray accessory is an outrageous £80 and obscured the programme buttons with the cross brace in place, The carry case is cheap and nasty with catches that work terribly and the support harness has really cheap and nasty releases. None of these problems affect how the system operates but mars the user experience. Most systems have some items that make using it difficult, the art is to find these out before purchase and chose a system that has the least negative points.

Will I be getting one - the Jury is still out? Top marks to Bernie at e-soaring gadgets for lending it to me though. Other contenders are the Graupner MC28 (the MC 32 is no longer made) and the Multiplex Profi as there are not many "tray" type systems out there. Both of these are now a bit long in the tooth with outdated monochrome displays and in the case of the Profi, segmented LCD type text. FrSky do a tray Tx (its called Horus - what sort of silly name is that?) but I don't like the look of it.

One train of thought is why not get a very basic set, like a DX6 and save the money, it works fine and when flying does as good a job as an expensive system. I will never be able to appreciate the finesse of control possible from a high end system nor need many

of the sophisticated options. Heck but its good to have a quality bit of kit.....

My friend Phil Keyes in the IOM was an active FF member and wants to get back flying and also to sail model boats. He needs a 6 channel system with the minimum programming and at least 1 "slider/lever/rotary" control for sail winch servos. Most 6 channel sets have 5 and 6 as switch rather than proportional channels. He needs no complex multi servo wings nor mixers and hates programming, any ideas? Futaba do a basic 6 channel set with a rotary channel for under £70, any others out there?

--oo00oo--

Like most organisations the BMFA is keen to keep costs under control. One area that was costing a lot was in Membership administration and sending out of membership cards. A new system (GO! Membership) has been introduced which will save money and hopefully make re-joining easier. We are assessing how we will work with this so keep an eye out for information from Chris Searle and BMFA.

Please go into the website link on the BMFA e-mail you will have been sent and check your details, updating if necessary. There is an item on who to contact in an emergency, please do complete this, the e-mail contact is optional and can be left blank.

--oo00oo--

Mike Lippert our Membership Secretary has upped sticks and will be moving to Derbyshire, between Matlock and Bakewell. We wish him well in that magnificent area; we understand he has already found a flying Club.

Mike has been our Membership Secretary since 2015 and was a local BMFA helicopter examiners for the Achievement Scheme. Thanks for your contribution over the years, we will miss you Mike but as a punishment will continue to send you the newsletter.

--oo00oo--

As reported in the last newsletter one of the Club's founders, Bob Cutter passed away recently. At the "wake" we looked through his flying log books to discover that he had amassed over 16,000 hours flying. He was also member No2 in his school model aircraft Club.

A Yorkshireman by birth he joined the RAF in around 1950 after finding his apprentice ship with the Bradford Dyers Association less than interesting. He learnt to fly on Tiger Moths

and Chipmunks before graduating to Oxfords, Meteors and Vampires. He was posted to North Germany flying F86 Sabres with 67 Squadron.

He joined BOAC in 1956 where he flew Argonauts, DC7Cs and Boeing 747s. He was offered Concorde but as it only went between London and New York then decided to stay with 747s.

He retired in 1986 as a senior training Captain. I remember presenting him with a retirement cake at a party at The Peacock Lodge that year. I have a picture somewhere but cannot find it.

--oo00oo--

We will be holding 4 indoor meetings during the "dark months". These will be held at the sports hall at Sackville School in East Grinstead in November, January, February and March, on a Saturday.

We invite Mid Sussex Flyers to attend so numbers are around 10 -14 people, this makes for relaxed flying and reasonable cost. The amount charged is based on numbers attending to just cover the hall hire costs; we have capped the fee at £10. To make accounting easier we will charge in whole pounds only and cash, so bring along some pound coins as change makes for an added complication.

All will commence at 14:00 and finish at 16:00, as usual we segregate types of models to aid relaxation with a few short solo slots available for those that need it.

Dates are:

**10th November, 12th January, 9th February and 13 March.**

Non participants are welcome to come and watch, we won't even charge you.

--oo00oo--

Sunday 11th November is Armistice day and Remembrance Sunday. Those that want to can gather at the field for a 2 minute silence at 11:00. This will be followed with the barbecue being lit and some DIY cooking and hopefully some flying as well.

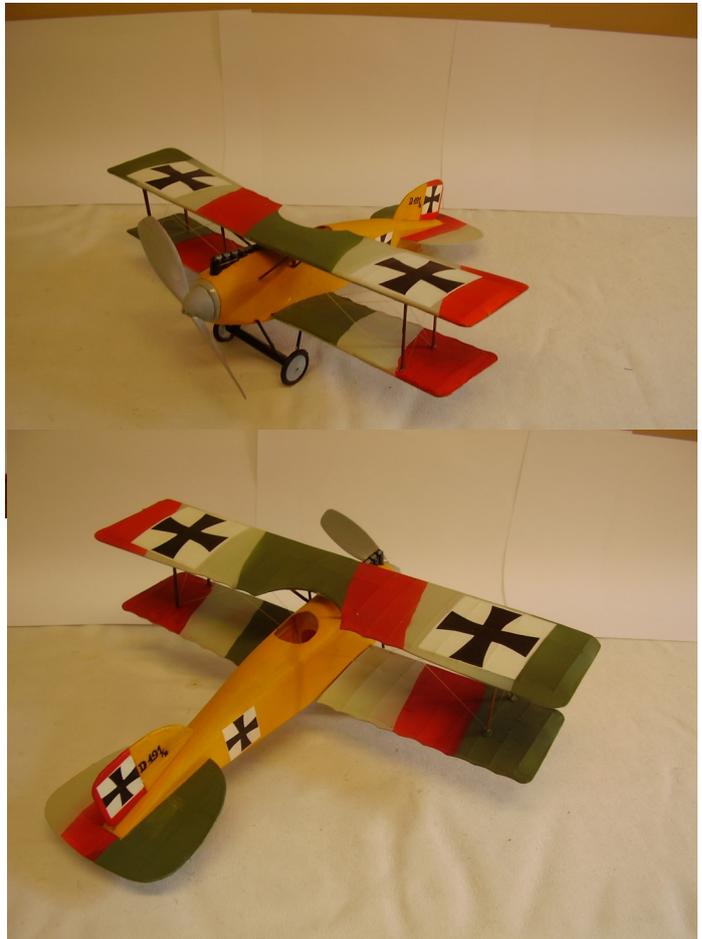


E-mail to our Secretary

Hi Chris. Thought you might like to see a photo of the finished model. The colour scheme is rather flashy but I have some documentation to support it. The finish is of Richtoffen's machine as is the Reg. Number. It is this machine that he

Painted the fuselage all red (only). One might say it is the start of his red period! Did not get round to adding the elaborate exhaust pipe. Might do one day. Have started on a 16" span Chilton DW1 to keep myself amused.

Regards Howard



For those members who remember Howard's solid models featured some years ago, this model just shows Howard's commitment to craftsmanship.

## Whats been happening

**Friday 31st August** - A lovely late warm summer's day, 21 degrees with light to moderate winds with periods of calm. White fluffy clouds - perfection.

Eight of us turned out and Brian Hadfield had a lucky escape with his Pietenpol Air-camper. He was approaching from the south and just started his base leg which was actually the other side of the trees. He lost the model from view and feared the worst, he

did not disturb the controls and to his surprise it appeared from behind the trees just short of the runway centre line, he turned onto finals and landed - flukey or what?

Test flew Cliff Whittaker's little Fokker D8 bought at the Mid Sussex Flyers bring and buy. This is a small model of around 30 - 36" span. He has put ailerons into the wing. It was powered by a little 25 two stroke. The take off was rather twitchy but it trimmed out OK. Ailerons hardly effective at all but rudder very good. Lost a lot of height in turns and prone to tip stall. Brought it in for a very gentle landing and it shed it's wing (banded on), no damage.

Jon Tanner had his Super Chipmunk which had a lucky escape whilst practicing spins. On one, releasing the controls resulted in a late spin recovery almost at negative height. He also had his little Taylorcraft with a sweet little 30 four stroke, I had a fly with this just before leaving.

Pete Ward is becoming more of a regular now and his Acro Wot, painted a bit like an RAF Chipmunk was doing well. Leigh Cranfield has a T28 scale foamy that he was flying well, so much nicer than his Riot he says.

John Prior brought along the fuselage of his big Piper Cub to run the engine and check it out for noise. It is 1/4 scale and will look impressive, looking forward to see it fly.

Looked at Ian Dinan's pictures he took to try and locate Brian's lost Acro Wot. It shows up in one shot clearly in the top of a tree. Looking at the frames either side it has narrowed the site down to the SW corner of the copse beyond the lakes. It is right at the top with the canopy of leaves making it difficult to spot from below.

**Sunday 2nd September** - Another warm brightly sunny day with light but variable winds, difficult to know from which end to fly from.

It was the first of the "B" test workshops and a number of participants came along which is good. Normal sports flying went on around the demos.

**Sunday 22nd September** - Too windy to fly so Mike Dyke and me went to look for Brian's Acro Wot in the copse beyond the lake, we searched through waist high bramble scanning

## CLUB DATES

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##### CLUB DATES AND OTHER EVENTS

**SATURDAY 10TH NOVEMBER - FIRST "DARK MONTHS" INDOOR MEETING AT SACKVILLE SCHOOL 14:00 - 16:00.**

**SUNDAY 11TH NOVEMBER - REMEMBRANCE DAY 2 MIN SILENCE AND DIY BARBECUE.**

the tree tops. We saw occasional glimpses of yellow only to be disappointed that they were autumnal leaves. The canopy of leaves is very thick so spotting a model would be difficult. A fruitless search on this occasion. The copse is quite thick and it all looks the same so had to use Google Maps on my phone to know my exact location and the direction I was pointed in. It was almost like Mirkwood (Hobbit readers will understand).

**Tuesday 25th September** - Another superb warm Autumn day. John Prior had his new Piper Cub, superbly built from the Sig Kit. This model is 1/4 scale with a wing-span of 105", 120 four stroke powered. John chose a primarily white scheme which is quite refreshing after all the yellow Cubs normally modelled. It used up yards and yards of Oracover (6 for the wings alone). The weight is well below the 7Kg limit at about 5.

He asked me to do the maiden flight which was uneventful, it was off the ground after a very short run and after trimming out would fly along with full "up" and turned with no stall tendencies. It needed rudder for balanced turns which is to be expected. A few approaches were flown and it was reluctant to sink, just floating on. No need to worry about go-arounds as with John's engine set up they always respond.

Stuart had his new Seagull Sea Eagle which is a nice aerobatic model. Stuart also brought his surveillance drone along which transmits live video back to a laptop to try and locate Brian Hadfield's lost Acro

Wot. We flew 3 sorties over the possible location but with no success. May have to wait until the leaves are all down to get a better view.

Mike Dyke had his T45 EDF model which looks very good but failed to lift off and damaged the nose gear.

After the lack of success in finding his Acro Wot he took out his foam Wot 4, nice smooth take off and gentle roll to destruction..... Not a tip stall on take off - wrong model selected on Tx. He is well aware of how this could have been prevented so I won't go thought it here.

**Thursday 27th September** - with all the windy weather at the beginning of September we have been making the most of this good flying weather. Warm and sunny with a strongish gusty wind mostly down the runway.

John Prior had dialled in some differential aileron and coupled aileron/rudder to his Cub and had quite a few flights. He is slowing up the model nicely but it still takes up all the strip. On one landing he turned it round while the tail was still in the air, good one. Jon Tanner had his super Chipmunk which was also a floater on touch down. Leigh Cranfield was finding his T28 a bit of a handful in the gusts. I flew my Sebach which is so responsive after something like the Cub.

**Sunday 30th September** - The weather forecast was for crosswinds of 12 gusting 20 mph so I went along to cut the strip. Although it was mostly cloudy with occasional breaks the wind at ground level was light and down the runway. A few of us turned out and John Salter got some flying in after about a month of no flying. His figure 8s were a bit wayward as the gusty wind was making itself felt above the tree line. The motor in his Discovery was making a knocking noise traced to a worn out rear bearing in the motor.

Mike Dyke had his Vanquish and Ron Freeland his Wot 4. Jim Christie came along with his little pocket rocket and a huge pusher flying wing of at least 2+ metres. "Its got a pound of lead in the nose to get the C of G right". It was quite heavy and ran 2 x 2900/3s LiPos.

We all wondered how Jim was going to launch it for it's first flight but need not have wor-

ried. He discus launched it holding the L/E at about 1/2 span. It sailed into the air and flew majestically with a superb slow speed capability. After trimming out Jim tied some rolls and tight loops. It was when coming out of one of the loops that one of the elevons was seen and heard to flutter violently. The intense vibration ejected the motor and the aircraft came down in the field opposite the pits. The large model was soon found but the motor took some finding. The pushrods Jim had made were metal clevises with carbon fibre rod. One of the elevon linkages had broken where the thread ends on the metal shaft..... As John Farley, the test pilot, said some pilots fear flutter because they don't understand it the remainder because they do.

**Thursday 4th October** - Warm sunny day with lightish winds. Brian Hadfield had his Wot 4 flying again. Jeff Travis had a couple of training flights with his Smart and was doing good approaches and some good touchdowns, he needs to fly level near to touch down increasing the elevator as the speed decays for a main gear flare, it comes with practice. He is not having much luck with his Cub though, the new motor (his second) would not get up to full speed even with the new ESC. With all the SAFE technology you cannot set the high end of the speed control. So to prove where the fault lay the motor was connected to a known good ESC and a new Rx. The motor was at fault barely getting to about 60% of full speed, a third motor is on the way.....

Mick Catt came along and I was able to do a couple of training flights with his Apprentice trainer after a break of 3 month's or so. John Prior was getting in more air time with his big Cub, even doing rolls and loops.....

**Tuesday 9th October** - Lovely warm and cloudless autumn day with a keen wind of 10 - 15mph at times. John Prior brought his Boeing Peashooter along which was flying really well. He could not get the engine running well for a second flight which was baffling. After taking the cowl and dummy engine off he started to drain the fuel which was sucking air as well, for investigation at the aircraft factory.

Stuart Willis had his Sea Eagle and Rockstar, the latter having a duff extn lead to an ailer-

on, spotted before take off and rectified. Jim Christie had his usual fast and furious models all going well. Ron Freeland had his foamy Wot 4, Mike Dyke his Vanquish, Jon Tanner his small aerobatic low winger and me my Sebach. John Salter had some stick time with the Club's STOL which coped with the wind surprisingly well, he has to find a replacement motor for his Discovery from his stock of broken Discoveries.

**Wednesday 17th October** - An overcast day with light winds, great flying. We were in a dry "bubble" up at about 16:00 with drizzle all around (it had been wet all day only a few miles north). Mike Catt got some training time in and was getting back into the swing of things. John Salter's training was proceeding using the Club STOL as he has not found his replacement Discovery motor; both Club Tx's in use.

Ron Freeland had some rudder trouble on his foam Wot 4 but had another model with him. Jon Tanner and Stuart Willis were trying out some small indoor models, Stuart's Spitfire somewhat challenging. Ian Stone was having problems with his Wot 4 foam-e, not so much with the model but his ability to see it in the overcast conditions, the brightness made his Reactolite lenses too dark for the overcast. He seemed to cope better with his Stitson which does have more red in it.

Had a major problem with my Sebach, normal take off, vertical climb towards a stall turn, motor shut down. Slammed throttle shut and madly tried to regain flying speed with low slow turn inside the trees. Slowly opened throttle again and motor responded so kept 50% power and went for height. When at height tried full throttle again and motor shut down - had I put a flat battery in? Safe landing made and battery checked, 80%+ capacity shown on no load so no I had not. We checked cell voltages under load and one cell U/S, pack scrapped.

**Friday 19th October** - What a perfect afternoon, clear skies, light winds, smooth air and 18 degrees although it felt much warmer. Tony Culshaw is back from the KSA where it was 45 degrees and 90% humidity, he is much happier at the temperatures we have here. His first flight of the day resulted in a hasty landing as one cell in the battery back cried enough, just like my Sebach a few days earlier. On a subsequent flight there was some problem with the radio as it was uncontrollable in pitch, outfield landing with no damage, may be something to

do with the AS3X Rx.

John Prior was not so lucky, he had stripped down the motor in his Peashooter and it was running beautifully, sweet idle and smooth top end. The flight was about 5 minutes in when the engine began to lose power, the outfield landing broke the wing and cowl of this superb scale model which had been flying so well.

Leigh Cranfield had his foam T28 and Mike Dyke and Jim Christie were enjoying the conditions. No trainees were present so I had several flights with my Sebach.

**Sunday 21st October** - Another stunning day for late October, cloudless sky, wind mostly down the strip and not strong, some upper turbulence and 18 degrees.

It was another of our "B" test workshop days and we got John Prior to get his 2 axial rolls well on the way to pass standard. He started unable to come out of a single roll without the nose pointing down to getting on well with double rolls in each direction, so well done.

Chris Searle had his I/C Wot 4 and then went on to fly his Zephyr in the super conditions, he was practicing gliding down from height without using the motor, very satisfying he said. Jon Tanner had his Super Chipmunk which went dead stick doing an outside loop, got it back in one piece though. Leigh Cranfield was T28ing and enjoying the conditions. Ron Freeland ran out of amps with his foam-e Wot 4, the dead stick landing just short of the strip, shedding a wheel.

Mike Dyke was not so lucky, his EDF Meteor was going well when he lost a motor, he was low going downwind so was unable to go for a single motor landing and came to grief in the big field to the NE, beyond repair I would say. The problem was a fan had become detached from one of the motors. He had brought along his diminutive Tornado swing wing jet which went very well despite its very small wheels. John Lipscombe was enjoying his Discovery and Limbo Dancer.

Ron Freeland was enjoying the lovely weather as well. I managed a couple of flights with my Sebach practicing the dou-

ble rolls in either direction as specified in the "B" test, takes some practice to get back in the grove.

**Tuesday 23rd October** - Cut the strip and walkways and Mike Dyke was able to fly his big Hawker Hunter in ETPS colours of red and white, it is a big model, but under 7Kg.

**Wednesday 24th October** - Much better day than forecast with light SW not NW wind. Mostly sunny and warm. Jim has repaired his big flying wing with reduced span and converted to a tractor motor. Did a couple of tail sitter take offs, impressive. I flew the Club Zephyr, lovely.

**Thursday 25th October** - A bright surprisingly warm afternoon despite the forecast, light crosswind from the west. John Prior and me replaced a couple of the safety line posts, still more to do. He was also practicing his rolls, coached by Chris Searle this time who had his old Wot 4 which was going well apart from one of the landings, I put it down to the crosswind.....

Mike Catt came along and we were able to get 3 training flights in with his Apprentice. We were mainly practicing circuits and approaches. He did the approach and landing on

his last flight of the day. Its not the easiest plane to fly slowly as it does not have the best of glides. Mike Dyke had his trusty Vanquish and me my Sebach.

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

*Well at last, Chris Evans, that shouty overpaid idiot is leaving the BBC. Maybe I can listen to the Breakfast show now again but that G\*b on a stick Zoe Ball takes the chair - Gawd preserve us.....*

*The Victorian Society want to preserve 7 gas holders in Bromley-by-Bow saying they were "unmatched anywhere in the world" - They certainly are, hideous eyesores.*

*I really don't understand this Country, The Walney extension wind farm (the biggest in the world) cost £1 billion and it's guaranteed electricity price is £150 per M/Wh. Hinkley Point C will cost £20 billion and its guaranteed price for electricity is £92.50 per M/Wh. Current price is around £45 per M/Wh.*

*Harold Macmillan once said that the collective noun for a gathering of Prime Ministers was "A lack of principles". How apt for the 28 EU PMs.*

*Brockenhurst parish council had banned the display of Silent Soldier silhouettes saying the rifles could "cause offence". Locals rallied round and made the council think again, good for them. All sorts of things cause me offence (e.g. the hideous Toyota C-HR), I have just got to deal with it, it's a fact of life.*

*I make no apology for returning to overpriced "art". A Banksy painting in a frame was sold at an auction house for around £1million. Just as the hammer went down a device in the frame shredded the picture..... Apparently it is now worth £1/2 million more.....*

*I was commenting to my friend Phil Keyes when I went to see him on the IOM that I was not asked to show my photo id when boarding the aircraft. He replied that the IOM was not one of the prime targets for ISIS..... Fair point!*

*The BBC is equalising the pay of male and female employees, not by reducing the hideous sums it pays to people like Garry Lineker but by bumping up female pay to match. The BBC gravy train that we pay for will surely derail soon.....*

*Audi said the £700 million fine over the diesel emissions scandal would affect financial performance - a bit 'bleedin obvious, however the share price went up 2%! Me no understand the world of big business.....*

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

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*Journal of Felbridge Flyers Radio Model Flying Club*

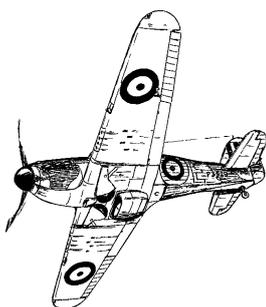
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*Mem. Secretary – Vacancy*

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*Event Co-ordinator – John Gill (07792 412860)*

### Field Report

The centre line markers are now back in and highly visible as John Prior has sprayed them with florescent orange. He has also cut back the overhanging hedge along the track which had grown strongly over the summer, thanks a lot JP, there was an awful lot you cut back.

The field owner requested us to change the combination on the gate. He was anxious to ensure people who he had given the old combination to could no longer access the fields. One was the lady shooter who I am personally pleased will no longer shoot on the land. If you are asked by anyone at the gate for the number who you do not recognise as a member **do not give them the combination in any circumstances**, ask them to contact a Committee member.

Cut the strip on 30th September and perhaps the final cut of the year on 23rd October. With the cold of winter approaching there is little growth left. Still in fantastic condition.

During one of the cuts the mower blade was damaged by some small rectangular steel

**KEEP YOUR SITE**



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**AND LOW RPM's**

blocks probably ejected from an aircraft that came to grief on landing. Do ensure please that you collect all debris from the strip in these unfortunate instances.

There is now a gap in the safety line by the windsock, you won't have to scramble over it with your plane now. A member suggested it and it was an obvious thing to do, why we did not do it years ago I do not know. Safety line posts on the work list for full repair.