

FFLYPAPER

(2019—our 40th year)



Journal of Felbridge Flyers Radio Model Flying Club

Special points of interest:

- Compulsory registration rumbles on
- New “A” test video
- Safety line posts installed
- Transponders coming????

NOTICE BOARD

Over the last few months Club funds have been bolstered by the sale of models and modelling items donated by members, thank you.

This is the equivalent of at least 6 memberships and helps to keep subs down.

Chairman’s chatter - and dis-connected ramblings ?

Some great service to report from Inwood Model products. When my Funray went in the impact was substantial (I was flying in the correct flying area well away from any people so safety was not an issue) that one of the flap servo gears was stripped. The servos are Hitec HS65HB ones. I found a supplier on ebay but ordered HS56HB gears - the wrong ones. They duly arrived the next day when I discovered my mistake. A call to them soon had the replacement correct gears ordered and they sent them at no cost to me, even return postage of the incorrect gears was covered, great Customer Service. They did not know I edit this newsletter but I said I would mention it.

I am assembling the foam parts of the replacement model and have to commend Multiplex here. EVERYTHING fits perfectly with no need to fettle anything. What super design and manufacturing from this German company. It is also fantastically well thought out. They

even have a little grove for the aerial to sit in.

The exterior is also very smooth with none of the little dimples you often get on foam models. Must try not to wreck this one.

--oo00oo--

Having a rethink on training so trainees know who to contact and our instructors carry out what they feel comfortable with. If you want to join our happy band get in touch. Instructing can be as simple as keeping an eye on “safe solo” trainees, through standing with a trainee controlling the buddy box to give them practice, to full instruction following “A Flying Start” programme. It can be very satisfying when people you teach go on to become instructors themselves.

--oo00oo--

The registration saga goes on and on with the BMFA doing a great deal of work behind the scenes. I have expressed my view on the forum which is -

“Clearly a case of “We have listened carefully to what you are saying but will ignore it and do what we want to save our political backsides so we can be seen to be doing something about this drone *menace*” - oh, and get the law abiding , safe, aero modelling hobbyists to pay for it. “

We must not lose sight of the fact that the real driver for this is the DfT and their need to be seen to be doing something, anything, the CAA have just developed what the DfT wanted.

My own view is that there will be a competency test but registration may be softened, perhaps using the National (BMFA) database, as happens in other countries. The EASA do in fact advo-



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cate using National Bodies databases. No doubt the DfT will state GDPR for this not happening which is a simple hurdle to jump over. But heck, what do I know????

I have also seen the minutes of the *Commercial and Recreational Drone use in the UK* meeting of the Science and Technology Committee and Defence Committee of 11 June 2019.

My "take" on this is that the view is the registration fee is too high and need not be done at an individual level but perhaps Clubs could register as operators with members only having to take the competency tests. The Committee members cited a model aircraft Club that has operated adjacent to Belfast International Airport for 40 years with zero safety or incursion problems (as we have done near LGW), so model aircraft ought to be treated more sensibly and not be lumped in with drones?

What is clear to me though is that with the upcoming Amazon and their ilk wanting drone deliveries the Visual Line Of Sight (VLOS) rules need to be amended to allow such operation. This has very serious implications for Air Traffic Control as the controllers will not be able to identify or communicate with these drones. A so called Unmanned Traffic Management (UTM) system is proposed that will identify these devices but it needs them all to carry a transponder. I feel this is something that is coming along for us as the next stage..... But don't tell anybody, we don't want to alarm those nice model aircraft people that will help us to pay for all this.

The Committee members general view was that this legislation would not prevent illegal use or terrorist attacks, which we of course already know. It is all just a prelude to further legislation to appease the great god "Amazon" and allow autonomous package delivery and pilotless air taxis that the futurologists say are only months away - **Gawd 'elp us all**, our future world will be conducted with a constant background noise of whirring drones. The pragmatic Ludite in me sees this as, thankfully, many years away.

--oo00oo--

The BMFA have released a video of the "A" test procedure. It covers what is required but shows a perfect standard of flying in perhaps almost calm conditions. From my standpoint as an examiner I would not be looking at this level of perfection, it being something to aim at. It is worth watching even if you have passed your "A" test as the flying site is a superb one. It belongs to Wimborne Model Aircraft Club in Dorset.

CLUB DATES

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AND OTHER EVENTS

SUNDAY 28TH JULY - AREA SCALE DAY AT THE HASTINGS CLUB AT MIDDLEBRIDGE OFF THE A259 ON THE PEVENCY LEVELS..

SATURDAY 17TH AUGUST - SCALE DAY AT EP-SOM CLUB FIELD NEAR GATWICK.

Not sure why it was not filmed at BMFA's Buckminster site but keeping production costs in check (which is a good one - you are paying after all) may be one. Certain aspects of the site layout caused me a sharp intake of breath, anyone else notice it or am I just looking at it from a Club Committee viewpoint wondering what could go wrong?

--oo00oo--

Getting on OK with my new CORE radio, not programmed too many models yet as a major feature upgrade is in the offing. It works very well and the LCD screen is easy to see in bright sunshine and easily displays telemetry or other information such as timers. It's software features are not yet up to what is available on my current Weatronic system but that is all in the pipeline. As with most complex projects I think PowerBox have been caught out with delays on software development being much greater than they forecast. They released the system for sale without all the features as I am sure they needed to get some cash flow going to fund the project.

It is lovely to use with no latency and super smooth stick units. A software upgrade has just been issued to bring the features up. I have not loaded it yet, will wait to see if anyone has any problems.



Bo Peep slope 26th June - launch point is to the left, unobstructed with smooth lift

Whats been happening

Sunday 5th May - Cold blustery day with high level turbulence and a strong crosswind. Six of us turned out in the afternoon with John Salter coping with the wind well on his two training flights. One spot on landing in the wind, a no bounce three pointer. John Lipscombe had his much flown Discovery and Limbo Dancer and Ian Dinan his Wot 4. Stuart Willis's foam Skyraider just did not seem to have enough power and he was fighting tip stalls so had to put it down on the overshoot area, nose section broken off. Mike Dyke's Vanquish flying reliably as usual. Stuart's other model, a small aerobatic one, was performing well but he said it always lands fast.

Noticed that the wind sock had a big tear in it, found a note in the shed saying a Wot 4 had flown into it and they would repair it. Stuart has now made a new one, thanks.

Much chat about the registration scheme and how ill thought out it was, punishing the fixed wing modellers and making them pay for the hooligan drone element.

Monday 6th May - Bit less windy but still cold, broken cloud but little sun. Strip and walkways cut and new safetyline posts had some added preservative applied. Thanks to John Prior and Martin Scott for helping out.

The air was quite turbulent with a strong blow above tree height. John had a couple of flights with his Wot 4 and we had 2 training flights with Martin and his lightweight trainer. He was doing well in the wind when a gust put him in a tree top of one of the smaller trees. He managed to scramble up and recover the model, wing wrecked but fuselage salvageable with only minor cosmetic damage. The model is really too small for effective training so he is looking for a replacement.

Sunday 12th May - Warm spring day with broken clouds and lots of sunshine. Wind varied from NE to NW but less than 10 mph most of the time. Had 2 good flights with my Rockstar, amazing how responsive this model is after all the training flights I have been conducting. John Salter had a good number of flights practicing landing in the crosswind. Martin Scott had a new model, a Maule scaly high wing monoplane. We set it up in the Club Tansmitter and he had 2 good training

flights with it, staying clear of the trees this time!. This is where the benefit of our Club DX6s come to the fore, basic set ups are already done and with wireless buddy boxes training is much simplified.

Mike Dyke had his FlyFly Hawker Hunter which flies very realistically but with a duration of only 2 1/2 minutes as the current consumption is very high, does huge scale like loops.

Chris Searle had his repaired foamy Wot 4 and his I/C version and noise tested his Ly-sander. He would have flown it but one of the aileron servos was faulty (intermittent).

John Lipscombe had his Discovery, Limbo Dancer and Gemini. The latter repaired after a bad crash. He asked me to fly it to see how it was, answer - terrible. The controls with rates out were far too sensitive and with them in barley altered the flight path. We addressed these problems, put in some CAR and 30% expo, much better but still a handful. John Gill had his Wot 4 Pro which was going well.

Saturday 18th May - Michael from Black and Stevenson brought along a big portable generator and welded the new padlock shroud onto the container. He brought his son, Reilly, along who enjoyed the flying. Thank you Tony for showing him what goes on. Ian Stone had a mysterious loss of control with his foam Stitson Reliant, minimal damage and radio range checked OK, it is an old 35 Mhz system so perhaps upgrade to 2.4 Ghz?

Sunday 19th May - Cloudy with poor visibility until early afternoon when it began to improve. Wind mostly light from the NE with little turbulence. Leigh Cranfield was have a turgid time with his little T28. He seemed to have a tiger by the tail. We checked it out after he managed to get it down, the wing was loose and the elevator throw high which may well have caused the problems. He was a bit baffled as he had made no changes from when he last flew it.

Mike Dyke had his old school Chevron which needs the wing to be removed for battery changes. Michael Nairn was getting to grips with his little Cub, the landing I watched was a greaser. I flew my old Highlight which caught a few thermals. Martin Scott was fly-

ing with a new instructor and doing well with his new Maule. There were several Wot 4s buzzing around, what a great model. Eight new safety line posts hammered in.

Wednesday 22nd May - Pleasant day with light winds from the SW - W, sunny and warm. John Salter had a mixed day from greaser landings to dumps in the long grass short of the runway. He said that flying from the north end was a bit strange after conquering his fear of the trees when landing from the south..... Stuart Willis was flying the "wing" he had given to Dave Nice and bought back in our on line auction. Probably lots of other interesting stuff going on but it's gone out of my mind.

Thursday 23rd May - Got my friend Phill Griffin's Dennis F8 fire engine running after nearly 12 months working on the brakes. We bled them and trundled up and down his drive - he was delighted.

Sunday 26th May - Put in the new safety line posts, thanks for all the helpers, you know who you are.

Thursday 30th May - Got a good session training with Jeff Travis, he had 3 excellent flights with the Smart trainer in gusty cross-wind conditions.

Saturday 1st June - Lovely warm afternoon if a bit windy. The Saturday crowd mixed with the Sunday crowd as the latter thought the next Sunday would be windy.

Sunday 2nd June - and so it was..... John Salter had a fly but was not enjoying it even though he was doing well. Mike Dyke was getting the taxi problems with his big Hurricane sorted and John Lipscombe had a brave flight with his Limbo Dancer. I was checking out my rebuilt Funray but did not fly it.

Sunday 9th June, D Day warbird fly in - For once one of our warbird fly ins did not have a howling gale! In fact the winds were calm to light, mostly down the strip with semi overcast conditions. A delight really.

We had a fantastic turn out with 19 cars in the car park, quite the busiest I have seen. The charcoal barbecue was going (thanks to John Gill) and was being used extensively. Lots of flying was going on but only a few warbirds. My ancient Hurricane, a couple of Spitfires, 2 T28s, P51 Mustang, SE5 and a

Tiger Moth, not stickily a warbird but of the right era. I did not count Cliff Whittaker's Wot Storch as a warbird but he did have a Chipmunk like sport model along. My Hurricane landing was less than graceful, a case of too much elevator travel, not enough expo, a downwind landing and the flap servo horn breaking. This caused minimal flap deployment but max down elevator mixing.

Gave the grandson of the owner of the engineering company that repaired our container a flight with the Club Zephyr which he seemed to enjoy.

Thursday 20th June - What looked a good flying day proved otherwise. Warm and sunny with a light breeze at ground level with significant turbulence and wind shear above 20 feet or so. Models were flicked through 90 degrees on the approach resulting in Cliff Whittaker's Storch Wot coming to grief in a tree, low enough for recovery. John Salter was caught in a violent burst changing the heading by 90 degrees.

Flew my "New" Funray with no brain fade this time, only once though due to the conditions.

Friday 21st June - It was a lovely early summer afternoon (although technically mid summer's day), light winds and warm sunshine with "fair weather" clouds. I had come along to cut the strip as with the recent rain and warmth had grown significantly. Mick Catt was already there ready for a lesson with John Gill. While he was preparing his model I started cutting the strip. An easy job in the fine weather and needing no real mental effort - I love it.

John had arrived and was helping Mick check his model out while I finished cutting. All was not well with Mick's trainer as the steering servo had failed. Tony Culshaw and Jim Christie had also come along and both of them got the little Honda mower going and cut the pilot boxes, walkways and pits between them, thank you chaps. They even moved the tables to cut under them; commendable attention to detail.

With the limited tools I had with me we were able to swap a servo from another model and install it on the nosewheel steering. The throw was far too great and we had nothing to enlarge the inner holes in the horn so

looked to limit throw. The output used did not allow us a throw adjustment so we programmed a mix from the rudder to the "gear" channel with 10% throw either side. As long as we did not touch the "gear" switch it worked well and Mick got 2 long training flights in.

Sunday 23rd June - A warm but overcast day with a blustery crosswind providing extreme turbulence on the approach from the south.

Test flew John Prior's Dualist twin electric model, quite heavy but well streamlined. Very twitchy in roll and pitch so control throws reduced for second flight. Good mannered model but fast on the approach. Mike Dyke had his Vanquish which was badly affected by the turbulence on the approach.

Jim Christie had his all moulded hotliner and a flying wing, both coping well in the conditions. Even with the wind Martin Scott had 3 good training flights, which despite the conditions he enjoyed. Leigh Cranfield was along to meet Simon Tester to recover his model from a tree. I got my Funray out of the car buy put it back unflown.

John's other model, an old school Loaded

Dice was flying very well as it is gyro stabilised so got a lot of air time. It was also pretty good with the gyro switched off, bit of a placebo effect perhaps?

IS IT ME.....?

377 MPs have had their Parliamentary credit cards suspended since 2015 for breaching expenses rules, some as many as 10 times. These are the people who are supposed to lead by example and who run the Country - are we surprised people have little trust for politicians? The former Chairman of the Committee on standards in public life said ".....we've got a bunch of highly incompetent slovenly MPs who can't keep to the rules".

As part of the D -Day commemorations the Red Devils parachute display team did some tandem jumps with veterans. It nearly did not happen when the C47 they were to use went out of service. They could not use a military aircraft as they were only trained to jump out of private aircraft. What is all that about.....?

GPs have nearly 4 million more people registered with them than the entire UK population. As they get £150 for each one they have no real incentive to get the figure correct.....

What is that ridiculous Barclays advert when this dim chap can't remember his pin at a garage. So he puts another pin into his phone and gets his bank pin - preserve us from idiots and ad men....

Back to the "we know best" BBC, not only will they send 500 + staff to Glastonbury they have spent £32 million on a new Scottish TV channel that had NO viewers for 21 of its programmes between February and June. Don't worry though it still pays it's "Talent" £millions, people like Graham Norton and that pratt Jeremy Vine (£1.5m between them p/a).

Well the "Royals" have done it again. Rather than getting their grandmother (the richest woman in the UK) to pay for their house rebuild, Harry and Megan have got the taxpayer to stump up the £2.4million phase one cost, so we are all paying to subsidise them, perhaps the Government can pay for my son's house rebuild as well?

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



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Committee and General

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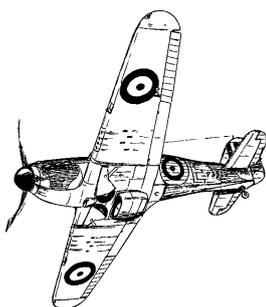
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Current Committee:

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Treasurer – Ian Stone (01342 327036)

Mem. Secretary – Vacancy

Webmaster & BMFA rep – Stuart Willis (01293 402733)

Event Co-ordinator – John Gill (07792 412860)

Field Report

Jon Tanner has donated a 12v golf cart battery to the Club to replace the lawn tractor one stolen. He said it was probably past its best but might see us through. I fitted it to the tractor and it started it with little effort. New leads now made up for it as the temporary ones got a bit hot.

Martin Scott gave the new safety lines post a coat of preservative (donated by Mike Dyke) and the next weekend John Gill, Chris Searle and John Lipscombe gave them another coat. We started to install them on 19th May and it was hard work - Where are you Jeremy Clark when we need you? Us retired lads found wielding an 14lb sledge hammer was hard work, and a bit un-nerving for those holding the posts! All now installed with a yellow safety line stapled on, we have put some roofing felt caps on the posts to minimise water penetration into the end grain.

The new padlock shroud was installed on 18th May and items moved back the day after, we have made up a charge lead for the tractor battery which means we don't have to buy a new battery for the mower even if

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Jon's one is a bit weak. We will not replace the strimmer and rely on member's bringing their own when necessary. So the cost has been kept down to £100 so we won't be claiming on the insurance, the excess is £250.

There is now a motion activated camera (donated by Tony Culshaw) in the container so we will at least have pictures of anyone breaking in.

New entry code programmed on 15th June went without a hitch.