

FFLYPAPER

(2020—our 41st year)



Journal of Felbridge Flyers Radio Model Flying Club

Special points of interest:

- Compulsory registration
- Good YouTube watch
- Club night speaker
- Soft field technique
- Mike Patey

NOTICE BOARD

Cliff Whittaker has been awarded honorary membership of the BMFA for his help in mitigating the registration proposals, well done.

Martin Scott has achieved his "safe solo" status to practice for his "A" test.

Welcome to Mark Pressling and John Boutelje as new members.

Chairman's chatter - and dis-connected ramblings ?

Another year begins, may it provide you with your every wish. At least the "C" period is over as well as the election, bonfire night and that Hallowe'en (whatever that is actually about). The days are getting longer and it is a day nearer spring.

Hopefully you are already registered as an operator either through the BMFA or directly with the CAA. The BMFA route is recommended as we are told it strengthens the BMFA's position.

To remain a Club member you will have to rejoin the BMFA as from 1st January (as most of you seem to have done already). If you have not asked the BMFA to process your operator registration you will have until 23rd February to register with the CAA direct.

As far as the competency test goes I would urge all those in training to pass this now so when your time comes for first solo everything is above board and legal. It is very easy, I have done the BMFA

and CAA ones. It is an "open book" test so you can have the guidance notes on the left of you PC screen and the test on the right filling in the answers from the notes. The questions are simple ones and designed to get you to read the legal elements of model flying. The tests are free, you can take them as many times as you like and are valid for 3 years. You will only get a flyer ID if you take the CAA test, you do not however need to have a flyer ID, just proof of the qualification you have.

--oo00oo--

Over the last few months I have had little opportunity for flying due to rain or wind so I have been an infrequent figure at the field. This has not been solely due to the weather. I have been putting a good deal of time in at my elder son's house renovation so he can move in by the end of January. I find that I can't now put in a full days work, I am bushed by early afternoon, Its an age thing. Hopefully after that I can get some more flying in.

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My modelling activity has been almost nil over the last year. My shed/workshop needs to be replaced as it is rotten and sinking at one end. I built a smaller shed to act as "turnround" space allowing the old one to be demolished and a new one built. Trouble is this new shed has been filled with my son's odds and ends waiting for the completion of his new house. I do have temp workspace in the house but its not the same, you can't do spraying and extensive sanding in the house.



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The Club used to have regular meetings once a month during the winter months. It was always difficult to arrange speakers and cover topics everyone would be interested in so we decided to have only one formal meeting, apart from the AGM. We have striven to get a good speaker with universal appeal for this meeting and have had notable guests such as John Farley (test pilot and ex RAF fast jet pilot who did a significant amount of test flying on the Harrier programme), Derek Piggot (ace glider flyer and old plane pilot, referred to as "aviation Royalty" by one of our members) and Chris Foss (noted glider pilot and creator of the "Wot" range).

For this winter's event, scheduled for 4th March, we have invited Rod Dean. He is an ex RAF fast jet pilot who has, since he left the Service, been involved with historic aviation.

He has been displaying civil aircraft since 1984 when he retired from the RAF. Rod has flown a wide variety of World War II and immediate post-war piston fighters such as the Mustang, Corsair, Wildcat, Sea Fury, Bearcat, Hurricane, Harvard, Skyraider and, most favorite of all, the Spitfire. He has also flown a number of vintage jet aircraft such as the Meteor, Vampire, Venom, T33, F86 Sabre and, not surprisingly, the Hunter. His CAA Display Authorisation covers all these aircraft and he is fully qualified to lead formations of any size – as was shown at Duxford in September 2000 when he was privileged to lead the "Big Wing" formation of 19 Spitfires and Hurricanes. In 2001 he led a team of 5 Hunters at the RAF Cottesmore Royal International Air Tattoo. Their display was judged to be the Best Overall Flying Demonstration and the team were awarded the King Hussain Memorial Sword. Rod was also a CAA Display Authorisation Evaluator. He continues to fly, and display, a variety of light aircraft such as the Slingsby T67M, the Harvard and Provost.

His talks cover a wide variety of topics and we will pick a suitable one for him to talk to us about. They range from flying the Hunter through historic jets and piston fighters to development of the DH Mosquito.

So book the date in your diary, March 4th at The Haven Centre in Crawley Down starting at 20:00. Rod lives in Godstone so poor winter weather will not, hopefully, be a problem. The talk will be an interesting one and we are hoping for a good turn out.

CLUB DATES

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CLUB DATES AND OTHER EVENTS

SATURDAY 11TH JANUARY - IN-DOOR FLYING AT SACKVILLE SCHOOL SPORTS HALL 14:00 - 16:00.

WEDNESDAY 4TH MARCH - CLUB NIGHT ILLUSTRATED TALK BY ROD DEAN, NOTED DISPLAY PILOT WITH A CAREER SPANNING 50 YEARS, 20:00 IN THE OAK ROOM AT THE HAVEN CENTRE IN CRAWLEY DOWN.

I will post an item on the forum about Rod and his talks so you can get a view of the delights to come.

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Part of our winter programme consists of indoor flying at Sackville Sports hall. This does get many of us together during the winter months when outdoor flying can be infrequent and often cold!

The next indoor flying session is on Saturday 11th January from 14:00 - 16:00 at Sackville school. As usual we will have separate sessions for similar types of aircraft to minimize mid air collisions, solo sessions will also be available if your model is delicate. It's a good social occasion so come along to watch if you don't have a suitable indoor model. Cost to participate varies depending on numbers attending as we need to cover the hall hire cost.

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Mike Patey is an American business man who has made his fortune making light aircraft tugs. He is a very charismatic person with great engineering ability.

He has a facility at a US provincial airport in Utah. His hanger looks out over mountains and contains a wealth of tools and equipment. He has 4 roof mounted lifts that can move in any way for example.

He has built many aircraft and his work ethic is stupendous, he works late into the night on his projects and runs his business during the day. One of his re-

cent builds was to convert a Wilga to the ultimate bush plane. This was not just an upgrade but a full reconstruction putting in a turboprop.

This is all recorded on his YouTube channel. Go to YouTube and search "Mike Patey Draco" and there is a series of videos on how he did it. He is just such a character with multiple skills and a joy to watch. I want whatever he is on.....

If you watch the videos there is one shot of the aircraft taxiing up to the hanger and reversing into it, with the VP prop being used - neat.

His skills are a joy to watch as he machines items, makes carbon fibre mouldings and installs complex wiring and trim servos.

The flying shots are terrific with ultra short take offs and landings and very steep climbs. A couple of month's ago he had a take off accident with the aircraft, he was not hurt but the plane was in a sorry state, needless to say he is rebuilding it. He is also putting an 8 cylinder engine in a Cub he is calling Scrappy, more videos on that, he makes an external carbon fibre fuselage for it.....

Well worth watching his YouTube channel when you have a moment.

What has been happening

Sunday 17th November - The day started sunny but clouded up during the afternoon, light winds and only 9 degrees.

Chris Searle had his venerable SE5 and was starting it up for his second flight when the OS four stroke gave a mighty backfire and started a small methanol fire in the engine compartment which melted the throttle arm. All extinguished quickly.

John Prior had his Wot 4 and Jim Christie an aerobat and hotliner, the flaps and butterfly brakes for some reason not working.

Jon Tanner had his Wots Wot with a brand new carbon fibre re enforced rudder with checkerboard covering, flew well. Stuart Willis had some uneventful flights with his Rockstar.

Mike Dyke had his trusty aerobat and me my FunRay which I flew without a cockpit canopy as I had left it on the workbench, only needed a couple of clicks of down trim.....

Martin Scott achieved his first solo flight and is now at "Safe Solo" status prior to his passing his "A" test, well done.

Tuesday 19th November - Virtually flat calm if chilly afternoon. As it was mostly overcast

the light faded early. Two of us had problems resulting in unscheduled arrivals, one repairable but the other sadly not, I will spare the blushes.

A couple of potential new members visited and both were able to fly their models.

Friday 27th December - The rain had stopped and the wind fell light so a few members ventured out to fly, not me sadly.

Sunday 29th December - Gosh, another flyable day, sun in it's most awkward spot for this time of year but wind straight down the strip.

John Prior had a new Fournier built from an old Veron kit, no ailerons but lots of dihedral. Very fraught first flight with sensitive pitch and poor roll response. Not helped by the roll trim not working.

Our recent safe solos were getting in some practice for the "A" test, Martin Scott said his figure 8 was more like a 9 due to the wind. John Salter was just pleased to get flying again, doing some great landings.

Jim Christie had a low wing aerobat that had amazing duration despite some enthusiastic flying. Chris Searle had his foam Wot 4 and John Lipscombe his trusty Discovery. Jon Tanner's Wots Wot was showing off its sparkling performance.

My Funray was flying with its usual precision.

Not much more to report on as not much flying done - has it been a wet autumn or what?

Remaining column intentionally left blank (or I would have had to reformat the entire next pages and time was not on my side as I only realised publication was only a day away!!!!!!!)

More on next pages though

IS IT ME.....?

How can a violinist leave his £250,000 instrument on a train and not realise until the next day?

The queen has a flunky to "wear in" new shoes because she has so little time. Oh dear, how sad, never mind.

A year ago WSCC spent nearly £36k on a drone , insurance and flight training. It has never been used.

The three least trusted professions: 1. Politicians, 2. Economists, 3. Weather forecasters - well I never!

More on the Royals. Prince Andrew was not wearing a seat belt when pictured driving away from Buck House after his "step down" (poor lamb?). Chance of points on his licence - nil.

A lawyer in a South African court was killed when a shotgun court exhibit went off, it was loaded and not "broken" - how the heck can that happen?

An arrested man who had attacked a farmer with a saw and 4' stick was let out on bail the next day, only to murder 3 people in the next 24 hours. Had he said Boo to a goose he would still be in prison.....

The discless car tax scheme still going well, estimated £94 million lost last year in revenue against a saving of £14 million. Car tax evasion 3 times worse than when the discless system introduced - "you know it makes sense" to mis use a well worn phrase.

Bristol City Council have just bought 62 diesel vans, just as it is about to ban all diesel vehicles from the City.

The bridge between N Ireland and Scotland has been talked about again by our PM. A snip at an estimated £15billion (which would turn out to be £60billion). You will remember I mentioned the problem of the Beafort Dyke on the route with a million or so tons of WW1 ordnance dumped in there. The designer of the Olympic Velodrome (a Chris Wise, but I don't think "our" Chris) said "Socially admirable but technically clueless", well said.

Seems the treason act is to be updated. It will require all foreign agents operating in Britain to register with the Government. So all the foreign spies will of course register. Just as all the rouge drone operators will register with the CAA.....You could not make this nonsense up could you?

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



Committee and General

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Flying Club*

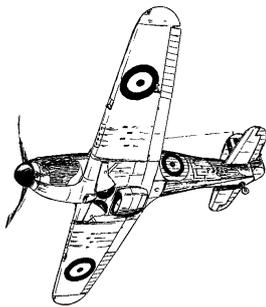
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Field Report

The field gate has been adjusted to align correctly with the catch, thanks John P.

The incessant rain of the past months have meant that the winter parking, introduced early on 19th October, will remain in force until early spring. I can't see a repeat of our early opening of summer parking that we had this year. The area was flooded on 22nd December.

The stream has been mostly full these last weeks and there is some standing water on the walkways. The field drains have been working but will need some further work to keep them flowing. There is some surface water on the strip, hidden by the grass, so large wheels are the order of the day.

We still need to rod the drains as they are not flowing too well. Don't be surprised if you get roped in to help one flying session.

You need to practice your soft field take off technique to save a nose over (on a tail dragger) or inability to reach take off speed (due to drag on a nose wheel model).

Hold on full up at the start of a full power roll out to keep the tail down (or reduce



weight on the nose leg). The aircraft will lift off at a high angle of attack, IMMEDIATELY reduce the elevator, build up speed and fly away normally. Landing require you to hold off as much as possible to keep ground speed low, a touch of power with elevator up my help but may also get you back in the air again.