

FFLYPAPER

(2020—our 41st year)



Journal of Felbridge Flyers Radio Model Flying Club

Special points of interest:

- Typhoon work started again
- Virtual AGM
- Not much flying
- Reduced subs proposed

NOTICE BOARD

Field currently closed to flying, review 7th May.

Welcome to a new member, Nick Rodd, a craftsman carpenter working on my son's new build, whose interest was rekindled when we got talking. Also a re-joiner, Tim Mitra, welcome back Tim.

Chairman's chatter - and miscellaneous ramblings ?

contentious so will be incorporated into Club rules.

To reflect the reduced flying availability caused by the lockdown the subscription will be reduced from £60 to **£45** and be due on **1st July**, your existing membership will be extended until then. This will take us to the next AGM scheduled for May 2021. The Committee will ensure that a very tight control is maintained over expenditure. Fortunately the winter parking and drainage enhancements, solar panel, new safety line and container battery upgrades have been done.

Felbridge Flyers have a part to play in this difficult time and we will use some of our reserves to cover our income shortfall. Hopefully by May 2021 normality will have returned and a subscription will be set linking income to expenditure. The Committee feel that the Club will retain sufficient reserves to cover us for unexpected expenditure. Our treasure's statement is included in the AGM "papers". Should a review be needed we will call an Extraordinary General Meeting (EGM) if required. Many members will be finding difficulties with reduced, or no, salary coming in so this reduction and deferment of payment will hopefully help. We want to retain you as members.

Donations to the Club have helped our "bottom line" over the past year with their sale. Unsold items are being put up for sale at knock-down prices to help our cashflow, see Club forum for the current list of items still available. So far this knockdown sale has netted an **additional** £234 for Club funds (allowing for ebay's 10%).



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Well these troubled times are affecting us all, Felbridge flyers are not immune. I hope you are all well and coping. Currently our field is closed to flying, let us hope we can recommence soon.

We cannot hold our normal AGM on 6th May as it would be a gathering of more than 2 people (and our booked venue has been closed), so this is what is happening:

The AGM papers are being emailed out to all members with this newsletter. It summarises the past year and has a minor rule amendment to ratify. If there are no new proposals for Committee places all the existing

members are willing to stand with the membership responsibilities being transferred from Chris to Tony. They will have their Committee status confirmed until May 2021. We feel the rule amendment is not



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If there are any questions or proposals please get in touch with the Secretary and we will decide on a course of action.

--oo00oo--

The final demise of Graupner seems to have not been mentioned anywhere, shame that a well respected quality manufacturer can just fade away.

--oo00oo--

Alex Henshaw, the well respected air racer and chief test pilot at the Castle Bromwich shadow aircraft factory during WW2, was a Lincolnshire resident. He lived near the coast not far from Mablethorpe. I can recommend reading 2 books that he wrote, *Flight of the Mew Gull* and *Sigh for a Merlin*.

He was born into a well off family in the fertiliser and holiday business and Alex made his own way to becoming financially independent. The family were interested in aviation and enjoyed private flying in their own light aircraft.

His epic solo flight to South Africa (in a modified Percival Mew Gull) and back in the 1930s in 4 days, 10 hours and 16 minutes for a round trip of 12,754 miles, including a 28 hours stop over in Cape Town, was only beaten in 2010 by some 4 hours.

He was a noted test and aerobatic pilot and is thought to have tested at least 10% of the entire Spitfire production personally (2300 aircraft). He would sometimes test fly a Spitfire to Strubby aerodrome near his Lincolnshire home. This airfield is now used by a model flying Club that is sometimes used by a couple of our Members now living in Lincolnshire, Chris Wise and Max Woodhead.

He was caught up in the disastrous floods along the east coast in 1953 and was heavily involved in the rescue work.

He owned the Sandilands Golf Club and after an acrimonious meeting with members over the Club administration, gave the Club to the members to see if they could do a better job.

I remembered all this after reading an article in *The Times* of 7th April which mentioned that due to falling membership a Golf Club in Lincolnshire was sold to The National Trust to be converted into a wildlife reserve - the Club is (or was) the Sandilands Golf Club.

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CLUB DATES

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CLUB DATES AND OTHER EVENTS

SUNDAY 3RD MAY - THE SHUTTLEWORTH COLLECTION WILL BE HOLDING AN ONLINE AIRSHOW ON 3RD MAY, DETAILS AT:

<https://www.shuttleworth.org/events/seasonpremiere-onlineairshow/>

WEDNESDAY 6TH MAY (CANCELLED)- THIS WAS OUR AGM DATE.

Mike Dyke pointed me to Shuttleworth Pilot Chats on YouTube. I watched the one on the Bleriot monoplane and it seems it was very demanding to fly. This pilot (Rob Millinchip) says he has had 3 flights in the aeroplane and his total time was around 30 seconds.... There are 2 major problems, the roll control is reversed at slow speed and returns to normal when the tail comes up and speed increases. The other major problem, being French, is that full throttle is back and there is a ratchet stopping you throttling down.

It also throws castor oil over the pilot so, apart from the previously mentioned problems, he can't see where he is going either. They only fly short hops in flat calm conditions. The only pilot to try a circuit was the late Neil Williams (UK aerobatic champion) who crashed the aeroplane.

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Rod Dean's talk on 4th March was well attended with 5 visitors from the Mid Sussex Club along as well, the room was comfortably full. His illustrated talk was on flying piston engine warbirds.

He showed the marvellous clip of Alain De Cadenet talking about the Spitfire just as Ray Hanna flies up from behind him at virtually nought feet right over his head. Search on YouTube if you have not seen it before.

One aircraft he loved for it's aerobatic performance was the Douglas Skyraider.

This is a huge single engine aircraft which looks a bit ungainly to me. Rod says it is marvellous for aeros.

He also showed a stunning video from on board a Bulldog flight at an airshow slot he had at Dunsfold. It shows the full cockpit view out over the stunning Surrey countryside, worth a watch at: <https://youtu.be/g5bc3ABRwKA> - there is also a link to this from our forum. Rod provided a commentary on the flight for us but the video has no commentary.

--oo00oo--

I try to use metric size drills but sometimes I need a hole for something that is too tight for one metric size and too big for the next one up that I have. Some years ago I purchased a set of "numbered drills" from 1 to 60 which range in size from just under 6mm to just over 1mm. You are bound to have one that is just right for the hole size you need. Mine are low quality items made in India but I only use them infrequently so they are fine. A useful item to have in the workshop.

--oo00oo--

This period of lockdown has given me the time to get back to my much delayed Typhoon pro-



ject. I had come up to the problem of getting the inner gear doors to operate and got down to some problem solving. I custom made some control horns in the scale position and linked them up via ball links to the bellcranks I installed when building the wing, problem solved. They will be operated via a sequencer so the inner doors will open before the main legs come down and shut after they are up.

I next looked at how I could secure the main gear doors to the oleo legs. I quick word with Max Woodhead had the solution he used on his

Hurricane (which differed from my own Hurricane and was featured a few issues ago), so that is now sorted.

A very prominent feature of the Typhoon are the large cannons, 2 on each wing. Making them would be tedious so I did a Google search and that unearthed (amongst a lot of rubbish) a 2014 expired BMFA classified ad for moulded cannons. An e-mail soon had a response and 6 cannons are on their way (two for spares).

The reflectors gun sight is another feature hard to miss in the cockpit and complex to make, Sarik Hobbies have a 3D printed version which is just right. OK not the purist way to making it all yourself, nor is the instrument dashboard I have. Not quite so off the shelf but I did the drawings for it and Stuart 3D printed the blind flying part of the panel for me. I made the instruments using photo reduced RCM&E instrument drawings published a few years ago and retained. I printed them at the correct size on photo paper to give the impression of glass on the instruments.

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Sad to say that Dave Smith, who many of our members would have known, passed away on 24th April. He had not been a member for some years after his wife died and he was starting to suffer from dementia, this is what he succumbed to in the end. Our thoughts are with Clive, his son, who was also a member and helped with many of our barbecues. Chris summed it up well "One of the nicest people I have known", I second that.

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Tailpiece - I am a great supporter of the BMFA for making things better for model flyers, we need a strong Association to fight our corner and the BMFA does that.

I am disappointed though that they have advised against field maintenance. Their initial stance of carrying on with social distancing was sensible and pragmatic but that changed overnight. Why should they advise against maintaining facilities when working on allotments, golf courses, village greens and cricket club grounds are permitted?

What has been happening

Saturday 7th March - This was the last indoor flying session of the Winter and we had a good turn out of 16 flyers, 5 from the Mid Sussex Club who we have an open invitation to come along. This was a comfortable number and much flying was done by all. These numbers keep the costs down for each participant and are calculated to cover costs, they even contribute a small amount to Club funds.

Friday 13th March - At last a flyable day, bit of a turbulent cross wind at times but a good afternoon. Five of us turned out and had an enjoyable time. John Boultelje brought his glider along which we got working on the Club DX6 so we can continue his training using our wireless buddy box system, much less stressful. We did not get it flying as there were motor/prop problems.

Thursday 19th March - with a cold NE wind blowing and no sunshine the 8 degrees felt much less. Nevertheless 6 of us ventured out to fly. John Prior brought his new kit build AcroWot along which flew very well. It has a 46 two stroke up front which was fine power as no ballast was needed keeping it light and agile. Jim Christie had a super value ebay purchase, an £850 Vladimers AVA pro for £150. He has converted it to electric power and despite having no ailerons was performing well in the brisk wind.

Cliff Whittaker had done some mods to his Storch Wot and it now flies much better. The flaps were tried at high level and had minimal effect on trim. Stuart Willis had his strange looking Fun Fly model which was able to fly with negative ground speed into wind. Jon Tanner's Wots Wot biplane was dismissing the wind flying "on rails". My Funray performed its usual faultless way returning a flight time of 20 mins over 2 flights with only 3m 35 seconds motor on time, there were definitely no thermals. The cold was getting to all of us so we had left by 15:00.

No further flying during the rest of March and all of April. Let us hope we can get going again soon, we can keep our social distancing easily on our field. Watch our forum and your e-mails.

IS IT ME.....?

The Smart (actually pretty dumb) motorway scheme is to scrap using the hard shoulder as a running lane - thought that was the whole idea, more £millions down the pan.

Portsmouth University are proposing a Doctorate programme of 4 years with a Bursary of £16885 per year on - The Kenwood Chef food mixer. They will be awarded a PhD on food mixers..... No I don't believe it either!

The media are really glorying on this period of uncertainty with that doom monger in chief, Jeremy Vine, at the forefront. Can we get up a petition to remove him from broadcasting so we NEVER hear of him again? If ever there is a "glass half empty" man its him.

I return to the outrageous pay levels of footballers. They seem very reluctant to take a pay cut and their trade union, The Professional Footballers Association, has come up with the lame excuse that to cut their pay their tax contribution will be far less, depriving the country of tax revenue..... They need a reality check on their real "worth" to society. What would happen if they stopped playing, compared to the health workers and bin men not working?

Bad taste award has to go to one of the latest ebay advertisements - or "is it me"?

Putting items on ebay is such a faff, they seem to make it complicated, difficult and illogical trying to make it "easier", well it does not make it easier just makes me more reluctant to put up items for sale. Buyers don't take any notice of the descriptions either. On the recent posting for the helicopter (ex Dave Nice) a question was asked about the servos fitted, they were detailed in the description, make and model.....

With all the doom mongering on BBC radio I have been listening to commercial radio a bit more and realise how annoying it can be. "Well up next is the weather forecast" the presenter will say only to have yet another advert on first. What don't they understand about the meaning of "next"?

Why does Steve Wright (on R2) keep stopping the "non stop oldies" to say they are playing the non stop oldies when they keep stopping them? I do like his programme though apart from the eco warrior Janey Lee Grace, who is forever polishing her halo.

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



Committee and General

*Journal of Felbridge Flyers Radio Model
Flying Club*

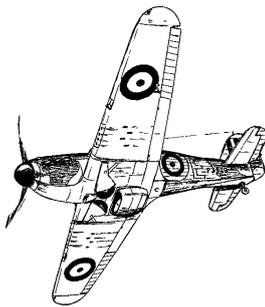
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Field Report

We did manage to get a roll done of the strip before the lockdown. We managed to get it just right, soft enough to be smoothed but not so soft it leaves marks. We were lucky to get this done in the short "window" between soggy and concrete hard. Thanks Mr Prior for bringing your 4 x 4 mower to tow the roller. We had no one sitting on the roller due to the no more than 2 people at a gathering rule.

John cleared out the sumps of the land drains but the water table had gone down so they are all dry now.

Sheep had obviously also been in the field, lots of tiny hoof marks and some sheep "exhaust" evident. No damage done. Following their tracks they had come from Shawlands farm. This had happened on a number of occasions in the past years. Hopefully the farmer has improved his fencing again. The middle gate has now been closed so that if they get into the far fields again it may stop them getting into the flying field and pits area.

The hinges on the container door have been freed up. Tony Culshaw left his blowlamp

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for me to use, I heated up the hinges and dribbled engine oil onto them. It was drawn in and now the wind blows the door closed.

The mowers have been started and are running fine after their winter hibernation.

The strip is in good condition as the grass grows slowly due to the poor soil conditions and rapidly drying ground.