

# FFLYPAPER

(2020—our 41st year)



*Journal of Felbridge Flyers Radio Model Flying Club*

**Special points of interest:**

- Notice to quit our site.
- John P recovering well.
- Model values.
- Aero engined motor bike.

**NOTICE BOARD**

**It was certainly a bolt from the blue to be given 6 months notice to quit our flying site. As members will have seen from their e-mail from us the fields are in the process of being sold but it is not yet a finally "done deal".**

**We will seek to extend this period if delays to the sale occurs. Meanwhile we start our search for another site. Pass any suggestions to the Committee please.**

## Chairman's chatter - and miscellaneous ramblings ?

This issue of FFLYPAPER is a few days late being published as we are digesting the devastating news of the loss of our flying site. The Committee are looking at what the best course of action is and will hope to keep the Club going until we find a suitable alternate. We will keep members updated via e-mail with developments.

We have used our present site for over 40 years and continually improved facilities, it will be sad to lose it. As they say the only constant is change; doh.....

--oo00oo--

We have decided that we will not re padlock the gate every time some one comes or goes as long as members are at the field. Just latch it without the chain. Don't leave the combination showing though if you are the first arrival at any session.

--oo00oo--

I enjoy watching "Salvage Hunters, the Restorers" on the Quest channel. In a recent episode the prototype model for the Sopwith Tabloid build by David Boddington was purchased for £39 from ebay. It was in need of some recovering and restoration. Bo Hares, the restorer, met Matthew Boddington at BMFA Buckminster and was given the full size plans and some "authentic nylon covering of the period". Now Bo is not an aeromodeller and had problems through the recover and rebuild. He made a reasonable job of it and it was flown at a local (to Bo) Club successfully. Now Drew Pritchard, **The** Salvage Hunter confidently expects to get £2500 for it - I think he is likely to come down with a bump.... He may know the value of antiques but not second hand model aircraft, whatever their provenance.

--oo00oo--

I am an avid follower of Mike Patey on YouTube, his current build is a flat 8 powered Piper Cub, much modified with full glass cockpit and much modified suspension and carbon fibre mouldings everywhere.

John Prior pointed me to Allen Millyard on YouTube, another amazing character, I am following him now as well. Allen mainly builds custom motorcycles, many with engines he has built from extensively modified stock engines. For example he has built a 6 cylinder engine from two 4 cylinder Kawasaki motors, cutting the crankcase, cylinder block, heads, crank and camshafts before welding them all together. Quite a eccentric genius.



**Inside this issue:**

Chairman's Chatter	1 - 2
Is it me?	4
What has been happening	3 - 5
Field report	6



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He has build a bike with 2 cylinders of a Pratt & Whitney R1340 aero engine in a "V" called The Flying Millyard, it is a mere 5 litres, bet he needs to be careful kick starting that! He also modifies Honda 50 engines to V twins. Check him out on YouTube.

--oo00oo--

Helped out Tony Culshaw as competent observer on his FPV "Bixler". Tony flew line of sight so I could view through the goggles to get the geography of the site from the air. I then flew the model using the goggles with Tony as competent observer. The small model is designed as a camera platform and Tony has configured the gyro to limit bank to about 30 degrees, it also has a return to home button on the Tx which just points the model back to the launch point. It is quite difficult to determine exactly where you are (compounded by the fact I had to take off my glasses to wear the goggles). Gradually got the hang of it and it is fascinating. Landing with the goggles would have been difficult. Tony says at the moment he lands line of sight.

The model is equipped with a GPS, gyro, colour camera and transmitter to send back the pictures to the goggles. This is in addition to the R/C gear. The small battery gives flight durations of around 25 minutes.

--oo00oo--

The ever present danger of spinning propellers made itself known on August Bank holiday Monday. John Prior had some engine trouble so set up his correctly restrained model away from the main pit area to address the problem. Now John is a very safety conscious meticulous sort of person, well aware of the dangers of spinning propellers.

After some adjustments he had started the engine with his left hand steadying the model on the top of the fuselage. The engine started to run, at a fast tickover, and he removed his hand not allowing enough space for the spinning prop. It caught his thumb, badly, the first finger and index finger. Now John has started this engine many, many times so was well aware of the danger, he does not recall why he did not use his normal caution.

He was duly taken to A & E by Sally, his nurse wife, where he was seen with commendable speed and out in 3 hours. They thought further checks were needed so he was at Queen Victoria hospital plastic surgery unit, or as he put it "their finger repair dept", for 7 hours

## CLUB DATES

### AND OTHER EVENTS

**SUNDAY 13TH SEPTEMBER - OUR BATTLE OF BRITAIN DAY WARBIRD FLY-IN AND DIY BARBECUE, NOON ONWARDS.**

the next day. They confirmed no tendon or nerve damage and a tiny spur bone fracture which will mend naturally. He was duly stitched up and despatched with 3 sausage finger bandages and appropriate medication.

I missed the incident as I was flying at the time, just as well as I am squeamish at the sight of blood. Full marks to the members present for administering first aid and sorting out the logistics, thank you, its what makes a Club. We wish him a speedy recovery.

--oo00oo--

We will be holding our Battle of Britain warbird fly-in on **Sunday 13th September** to commemorate Battle of Britain day (15th). There will be a barbecue going for you to cook your own food, social-ly distanced of course.

It all starts at around noon. Try to bring along an appropriate scale warbird if you have one but don't worry if you don't as normal sports flying can go on around the warbird activity.

To comply with current restrictions you will need to bring along your own barbecue cooking tools and maintain social distancing.

We will suspend the WhatsApp attendance advice system for the day to avoid being "pinged" to death, the limit for any gathering is 30 but I don't expect that number to be reached. Lets hope for a good day.

## What has been happening

**Sunday 12th July** - The first good flying day since the further easing on numbers flying. There was no need to book a slot just post on WhatsApp your likely flying times. All worked well and numbers did not exceed our notional 10 even in the popular afternoon shift. The wind was mostly light but very variable, often changing 180 degrees, hot sun and around 24 degrees.

The day was good for some and not others. Two noise test done on big 4 strokes and both under 78 DbA. Chris Searle had his Skywalker and Fokker D7 which he was going to fly with John Prior and his D7. Scuppered when John's motor would just not pick up and it landed in the hedge high up but fell to a lower level making recovery easier, only slight damage.

Not so lucky was Jon Tanner flying again with his temperamental FlyFly DG1000. He had worked on getting the controls harmonised but it still exhibited dire flying characteristics. After launch it veered to the left and was skilfully saved. At height after some extensive re trimming it just lurched into a vicious high speed flick roll, Jon recovered it. After gaining some height it again flick rolled for no apparent reason, it was not flying slowly nor at a high angle of attack. John caught the first flick only for it flick the other way, break the wing joiner and crash noisily into the hedge, easily reaching the ground as one wing was folded against the other. Jon said he had had enough of the model, it was not enjoyable to fly. He donated the canopy to Jim Christie for his canopyless low wing aerobatic model. Jon's other model that performed faultlessly was a Wot 4XL, what a contract in flying qualities.

John P had another model with him, an Acro Wot which performed in its normal impeccable fashion. I had also brought along my very ancient Acro Wot which flew well in spite of its scruffy appearance and grumbling bearing in the old Saito 65.

John Boutije had with him his Multiplex Fun-Cub. We got this programmed into the Club master Tx and got it flying with him on the buddy Tx. It flew much better than his now retired glider.

Stuart Willis had bought Mike Dyke's VQ Hurricane which he has put a Laser 90 in, despite this he needed to put a lb of lead in the nose to get the C of G correct, he was flying it for the first time. Take off was very scale like and it flew with good response and not too fast, looking very evocative. His problem came just before touchdown. He flew a very accurate approach but could not flare for the touchdown having run out of "up". The nose was sheared

of by the heavy arrival. He says it is a clean break so easily repaired.

Martin Scott was doing his "A" test practice with very good figure 8s, test soon....

Mike Dyke's trusty Wot 4 was anything but, it was all over the sky doing very un Wot 4 things. Thought to be caused by a mis setting of the gyro which he thought was "off" but it was not.

Ian Stone at last flew the foam glider he purchased from Pete Blake's estate, what a superb flyer, so predictable and easy to fly.

Nick Rodd had his Pitts Python going well until the battery ejected itself and the model came down in the outfield, with little damage. He found the battery as well which is difficult in the long grass. He brought everything back to the pits but the battery had fallen out of his pocket. He retraced his steps and by some miracle he found it again.

**Tuesday 14th July** - popped along in the morning to see Martin Adam, Brian Hadfield and Cliff Whittaker while I cleared out some of the old wood in the barbecue. It was lovely with no wind and pleasant sunshine.

Brian executed a masterful dead stick landing when the motor on his Acro Wot quit at the top of a climb for a stall turn; knew there was a reason dead stick landings were on the "A" test..... Cliff wanted to get his old Gangster flying again but the engine refused to start despite running perfectly in his garden the day before. Martin was enjoying the conditions but Brian's jokes are as edgy as I remembered them!

**Wednesday 15th July** - Ominous cloud cover with some rain threatening but thankfully dry. Wind variable but mostly light freshening as the afternoon progressed. Jon Tanner was getting to grips with the Wot 4XL but suffered an engine cut, landed safely on the strip, another good dead stick. Nick Rodd had his Pitts Python (now with a better secured battery) and his Showtime. He wanted a noise test to confirm his provisional one of a few weeks before; it passed. As it was right on the limit he was trying out some bigger props to get further "in the black". The 14 x 7 he tried was a bit too big and it bogged the engine down a bit so will try a 14 x 6.

John Prior had his large Piper Cub (at around 10' span), it flew superbly. Not so his Acro Wot which had engine trouble

and did a hedge top landing. It tumbled to near ground level with miraculously no damage apart from a mark on the wing leading edge.

Good to see John Gill and John Lipscombe flying (only 4 members answering to John/Jon this session!). We test flew John L's glider which was going well until he caught the hedge line on poor approach line to land. Jim Christie and John P recovered it with little damage using our recovery poles, it flew again during the afternoon.

Jim had a couple of his aerobatic models from his squadron being flown with customary gusto. My scruffy Acro Wot performed well, its ultra quiet Saito 65 not endowing it with spectacular performance but pleasant to aerobat nevertheless, you conserve energy. I have a larger capacity Saito of the same external size somewhere so may fit that.

Mike Dyke came along with one of his VTOL fleet and performed a VTO, transition to forward wing bourne flight and back to hover for landing, impressive.

**Thursday 17th July** - A hot day with plenty of sunshine and light winds increasing as the day went on.

John Prior brought his new scale model along, a Comper Swift modelled on the only remaining DH Gypsy engined aircraft. It was superbly built but John thought a bit heavy at 9 1/2 lbs. It had a 90 four stroke so had plenty of power. The aircraft is "close coupled" meaning that the rudder and elevator are quite sensitive. I performed the test flight, the first take off attempt was aborted as the rudder was too sensitive (or me not quick enough!). We increased the expo and the second attempt was better with a short take off roll before full power was selected. It flew happily on half throttle and showed commendable stall resistance despite the weight. The landing was easy as the U/C is sprung in scale fashion.

Jon Tanner was a bit surprised by his big Wot 4. He was starting it up and, un noticed, it was running backwards, he blipped the throttle to clear the rough running and it backed off the starting table.....

Jim Christie had his "origami" Viggen which was F-A-S-T. John Boultije damaged his Fun-Cub, not badly, after a take off accident having done a good landing after his first flight.

(Continued on page 5)

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

*There have been so many bank adverts on TV during the lockdown saying how caring they are, the Nat West ones being particularly naff. Just wait until all the people who have lost their jobs can't pay their mortgages, bet they aren't as caring then! Don't forget that RBS (who own Nat West) were bailed out by the Government to the tune of £45billion when they screwed up their own business in 2008.*

*Love the ad with the horse and foal - but what the hell is it all for ( see above).*

*A "think tank" is suggesting councils turn all their car parks into housing. That way there will be NOWHERE to park in our towns and they will be bemoaning why the high streets are dead. One wonders where "think tanks" get all their members from, obviously not the real world..... They also suggest railway station car parks are also included so no one will be able to drive to a station to get their train to work. The lunatics are in charge - no change there then.*

*The UK is the innovative heart of F1 constructors who can design and manufacture complex engineering solutions to multiple problems to incredible short timescales - shame they can't design face masks that don't continually slip down.....*

*What a great idea the Government have had regarding keeping spies out of the Country. Get them to register as agents when they come into the UK, we can keep tabs on them then..... Why did they not think of that before, perhaps we can issue them with a tabard marked "FORIGN AGENT".*

*The British Phonographic Institute has reported that 1 in 5 people who buy vinyl records don't have anything to play them on - remember, we share our planet with people like this!!!!!!*

*Royal Society research, supported by Cambridge and Bristol University academics, have said that lost school time during the lock down will affect the economy for the **next 65 years**. Obviously people with the same mindset who could not see the economic crash of 2008 looming - preserve us from these experts.*

*The DfID (who have £14billion of your money to give away every year) have given China , the worlds second largest economy with almost double digit GDP increases each year, £71million to train Primary school teachers and develop off shore wind turbines - you wonder on the logic here.*

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

(Continued from page 4)

Jeff Travis was not having a good day. His new Smart suffered the usual Far East disease of too little glue on critical parts when the nose wheel block came off.... His Radian glider was making a lot of noise on full power and on the second hand launch a prop blade was again shed (this happened to his previous Radian).

I had 2 good flights with my big 3.7m glider, not finding much lift though.

**Wednesday 22nd July** - warm sunny afternoon with a surprisingly blustery wind at times. Nine of us ventured out and with the large number of Foss designs in use had many bouncy landings. Stuart Willis has repaired the VQ Hurricane and with much increased up elevator had an uneventful test flight with a beautifully flared landing. Jim Christie had his superfast hotliner going quickly even on 3 cells, his big flying wing grounded when a prop blade came off.

My scruffy old Acro Wot was flying well after I was loaned a battery for the glow plug, my recently charged 2v cell having gone flat. How can a 6 year old jell cell, left flat for 18 months, not hold its charge for a week????

**Thursday 30th July** - turned out a hot sunny day, had a bad headache so don't recall

much. Jeff Travis had some problems which resulted in an unscheduled arrival damaging his new Smart. John Prior's new Acro Wot suffered an aileron servo failure, noticed on the ground after the essential final check before take off.

**Saturday 1st August** - Popped along to see the Saturday crowd of Brian Hadfield, Martin Adam and Ian Dinan on another fine warm morning. Ian is experimenting with GPS flight controllers in his test Easy Star, now a bit battered. Very much along the lines of Tony Culshaw's item in the last newsletter.

**Sunday 2nd August** - another fine summer day with some turbulent crosswind above tree height. Good to see John Salter back after his extended self isolation. His flights, after a 5 month lay off were difficult for him but he coped well. He got into difficulty in the turbulence but shouted instruction got him out of trouble.

**Sunday 23rd August** - Sorry missed out a couple of weeks, must have been asleep! Blustery old day with 12 knts with gusts to twice that. Tony Culshaw commented on the blustery conditions in the morning but Mike Dyke and me ventured out in the afternoon, Mike had one flight and I had 2, we were both fortunate to get back on the ground with no damage - still, cleared the tubes out; it was warm and sunny so chatting in the pits was indulged in.

**Sunday 30th August** - Looked a windy day so went to cut the strip, wind actually quite low. Tony Culshaw came along and we did some FPV flying (see Chairman's chatter).

**Monday 31st August** - Lovely barmy day, unusual for a Bank holiday, apart from 2019 when we had a heatwave, with lots of flying. One of our new members, Vernon Pain, came along and was flying a lovely Tiger Moth model. Vernon can fly very well but will have to pass his "A" test for solo flying, just a formality if he can memorise the "legal" questions. Martin Scott was getting back in the grove getting ready for his "A" test.

John Prior had engine trouble with his Acro Wot (again see Chairman's chatter). I got in a few flights with my Rockstar but was flying like an old granny..... (but I am an old granddad!!).

--oo0oo--

**Late item** - Matthew Boddington (son of David Boddington and mentioned in Chairman's chatter) was injured when the replica BE2 he was flying crashed while practicing for an airshow display, fortunately not thought to be serious injuries.



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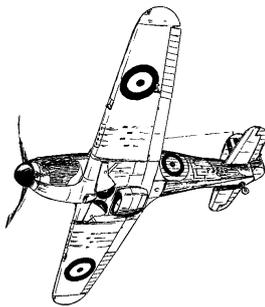
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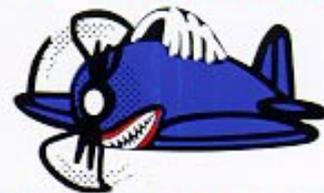
### Field Report

Thanks to Nick Rodd we now have new tops to our assembly tables, protected by Sando-lin rather than the ineffective varnish that was on the old ones. Spilt fuel or exhaust residue now does not soak into the I/C starting bench so please mop up any spills.

The outfield was cut on 10th August and always makes the field look bigger. The grass had not grown as much this year due to the dry spring so there is little mess from the cut grass. We normally meet with Daniel (the contractor) when he arrives to explain what we want cut and not cut. He came a couple of days early so the planned emergency landing area has not been left nor the track edges cut. No worries it is what it is and the cost was low. There is some longer grass to the north which could be used as an emergency landing area.

The strip was cut on 30th August and is really in great condition. The reduced rabbit population has minimised and digging by the pesky hoppers..... There is evidence of mole activity near the strip but so far not under the strip. Hopefully their activity will stay off the strip. My theory, probably total-

**KEEP YOUR SITE**



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**BRITISH MODEL FLYING ASSOCIATION  
AND LOW RPMs**

ly wrong, is that they burrow towards the strip, find the earth compacted by our rolling and mowing, and turn left or right, depending on their political viewpoint.....