



Journal of Felbridge Flyers Radio Model Flying Club

Special points of interest:

- More on interference
- Tangmere Aviation museum
- Chailey airshow



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Chairman's Chatter

The forecast for Sunday 16 May was good so I charged up the Auster and ensured my flight box had the appropriate Laser fuel. This was to be its first flight since last year so I gave it a good check over including the Rx battery to check for the dreaded black wire corrosion, it was all AOK.

I arrived at the field and assembled the model and ensured the radio was working correctly (I had also checked this at home in the morning), all seemed well. After more chatting I decided to fly the model so filled it up with fuel. I switched on the radio and all was not well, the control surfaces drove to the extremes of movement. I switched off assuming someone else was on my frequency even though I had the correct frequency peg. I turned on the frequency monitor to look for activity on channel 61; there was none.

Thinking cap back on as to the cause, I suspected a low voltage Rx battery but had charged this up fully the night before and it had been working properly. Well I decided to check anyway and took out the battery. Graham Wiseman had a voltmeter with him so I was able to check each cell, 3 were at 1.4v and one at zero, problem found but not solved. The full charge had been enough to operate the radio on the reduced voltage but as the cells stabilised having one providing no voltage tripped it below the minimum – result no control. I am only pleased it did not show up just *after* take off..... Moral: use a battery

checker regularly on your Rx packs, this will show up any problems.

Well, could not fly the Auster so assembled the Highlight which I had also brought along and give that a go - wrong! When I loaded the model into the car I had knocked the control surfaces and split the hinge. I noticed this and repaired it before I left. What I had not noticed was that the servo tray was now loose and I had no glue to refix it. Graham came to the rescue again and let me use some of his superglue which fixed the problem. It flew with no problems in its usual exemplary manner.

I build a new battery pack for the Auster that evening and got it into the air on the next day.

We tend to forget about our battery packs until they go wrong. You will probably have had your current packs for 3 or more years. It is at this age that they can start to give problems. It is good practice to write the date you installed the pack on the pack itself and replace it after 3 years as a matter of course, £10 to save a model and avoid a potential safety issue is good value.

oOo

Wednesday 14 April was a bit of a windy evening although bright and clear. Half a dozen people turned up, mainly flying electric. I flew my Highlight Unlimited but almost at once wished I had not, it was very

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blustery with the wind shifting through about 90 degrees at up to 15 knots. I landed as soon as I could but had to have a couple of attempts.

Mark and Lawrence Davies managed pretty well as their training progresses, both getting a flight in. Mark does need to work on his turns to the right, they were a bit ragged....

Jim Christie has reduced the span of his Zaggi flying wing which makes an already sparkling roll rate now almost impossibly fast. He did have a bit of a problem when he suffered a momentary "glitch" which pitched the model violently down, he had enough height so this would not have been too much of a problem in its self but.....this violent negative manoeuvre ejected the flight battery! The model floated down with minimal damage but we could not find the battery pack! Stuart Willis, who has a similar flying wing model, had been worried about this problem so fixes a small plate to the battery pack which he uses to secure it to the model with a screw. He was there as well with his new Vulcan ready for it's first flight, sadly put off as the wind was not right for test flights. Simon Detry was there as well flying his flying wing. Mike Lippert was the other hardy soul flying his Acro Wot and a small high performance electric model whose name I can't recall.

oOOo

Jim Christie had been happily flying his Skycat on Wednesday 9 June when I saw him walking toward the far field, transmitter in hand. Assuming his model had gone down I walked across as well to help him find it. With long grass the small model would be hard to find.

As I got to the other field Jim was walking back with the model, "any damage?" I asked. "None that I can see" he responded. "Did it run out of battery power?" I enquired. "No" he said "It's my brain that has run out of power."

He thought the battery pack was running down so he did a landing. He collapsed the transmitter aerial and then tried the power, all seemed well so he relaunched, forgetting to pull up his transmitter aerial..... A collapsed aerial range check

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Sausage sizzle and Glider Guide— 31st March

It was good to have the Glider Guide and Sausage Sizzle again this year, it has been our regular end to the Winter Club night programme but missing for a couple of years. The clocks had gone forward the previous weekend so it was still daylight when people started to turn up from 7pm. The day had been warm & sunny and the evening promised to be warm with little wind; and so it proved.

Ann & Keith Lover, ably assisted by Dave Smith, had set out the B-B-Q and the cooking was well under way when people started to arrive. Coffee/Tea/Soft drinks were also available for the £1 fee. Fernhill Riding have a covered and lit sandschool for horses, it is about 30m x 15m with sides open to the elements above about 1.8m.

Test flying was in progress when I arrived as all but one model was self built by the pilots. In all about 20 people attended. Seven members competed with 10 models, but many other gliders and models were brought along, a few were broken on test flights so were unable to compete. All of Mike Dyke's models suffered in this way as did my "About Face" which broke it's fuselage on Jim Christie's boot when it landed just as he stepped forward! It was repaired and did make the competition.

We also had some electric R/C interest with 2 helicopters and a Pico Stik fixed wing aircraft. The Pico Stik, which had a battery 3 times the design weight, was flown by Mike Dyke but it proved difficult to judge where the far wall was in relation to the model. He flew it several times but the almost inevitable collision occurred with the wall which damaged the airframe. Mike Lippert flew his Hoverfly 2 model which was impressive. This has a three blade rotor with small motors and props at the tips providing lift. The main rotor spins at around 170 rpm and clever electronics, linked to the model by a 21 wire umbilical cord, sort out the transmitter commands and provides power. This tiny model was superb and flew with great realism but obviously limited by the umbilical cord. Mike says he often flies this model in his lounge – try

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that with an I/C powered helicopter!!!

The other helicopter was an Icarus Piccolo which was self contained and was flown very well by Stuart Willis. It does not have collective pitch control but Stuart was flying it with authority.

The gliders brought along varied in size, complexity and design, Ian Dinan brought along a huge glider with wings constructed from a Frosties packet. There were a few canards, many conventional designs and a superb model with a carbon fibre fuselage and with curved dihedral Depron wings. This last model was designed and built by Jim Christie and named "The Winner".

The competitive element consisted of 3 "chucks", the idea being to get as much distance from the launch point as possible. There were 2 elements, longest single flight and best cumulative distance, one poor "chuck" could be discarded, but only at the time of launch. John Phillips brought along 3 Mini Lunch Box models, but none made the top 3. Mike Lippert was second to fly with his "Espia Stealth 2000 F1 modified" and achieved over 24m on his first throw which unfortunately broke the model. While he set to the repair the others flew. Mike's 24m was not beaten until the penultimate contestant, Chris Searle came up to fly. He was flying one of my own design canards and put in 3 flights of 22.9m, 25.33m and 24.64m which netted him 1st and 2nd places in individual distance and a winning cumulative distance of 72.87m easily beating the second placed distance of Stuart Willis at 64.32m. My new design, "About Face", another canard design did not figure.

Final results:

Individual

First, Chris Searle - 25.33m
 Second, Chris Searle - 24.64m
 Third, Mike Lippert - 24.58m

Cumulative

First, Chris Searle - 72.87m
 Second, Stuart Willis - 64.32m
 Third, Peter Huggett - 56.55m

The Best model award went to Jim Christie for "The Winner".

CLUB NIGHTS
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SUMMER CLUB NIGHTS ARE HELD AT NEW-CHAPEL FIELD AND ARE SCHEDULED FOR:

SATURDAY 10 JULY - CLUB BBQ AT NEW-CHAPEL. ONE FREE TICKET FOR EACH MEMBER BUT YOU MUST BOOK WITH KEITH LOVER AND PAY FOR ANY GUESTS. IF YOU JUST TURN UP THERE WILL BE NO FOOD..... CALL KEITH ON 01293 785806.

WEDNESDAY 28TH JULY – FIELD MEET.

WEDNESDAY 25TH AUGUST – FIELD MEET.

TRY TO GET ALONG TO CATCH UP ON WHAT MAY BE HAPPENING. ATTENDANCE HAS BEEN POOR AT SOME EVENTS SO DO TRY TO GET ALONG.

Well done all of you, it makes a change to do something different. Thanks also to my helper on the tape, Ian Stone.

Norman Carter

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should not be carried out by a flight test. As he said it is another of those increasingly more frequent **Senior Moments!**

You will remember from a few paragraphs earlier that Jim had also lost some electric model powerpacks at the field. He borrowed a metal detector (thank you Brian Cargill) and started detecting in the areas he thought they were in. In a short time he had located them all. It is not surprising that the visual search did not find them as they were all mostly buried.

Good to have Stuart Willis on the Committee with us now as he can bring some new ideas to the Club. He has already agreed to become our Web Master and revamp the web site which has

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The invasion of Europe

With the 60th anniversary of the D-Day landing on 6th June it has reminded me of the articles on the temporary aerodromes set up in 1944 to support the landings. These were known as Advanced Landing Grounds or ALGs. In the SE there were 4 at: Coolham, Staplehurst, Chailey and Horne. They were mostly only operational from April 1944 until August 1944.

The one of particular interest to us is Horne. If you travel north along Bones Lane (from West Park Road just near the Mormon Temple) after about 1.3 miles you emerge from a wooded section to open fields, stretching before you was the NE – SW runway which crossed the lane at right angles. A few hundred yards further, after rounding a right hand bend the lane crosses what was the WNW – ESE runway. Notice that the road has no ditches at the sides over this stretch. The Golf driving range is where the oil store used to be.

Work at what was known as RAF Horne started on 30th December 1943 and was completed in March 1944, it became operational on 24th March 1944. Because of the perceived danger of a V1 strike the aerodrome was evacuated on 19th June 1944 and ceased to be an aerodrome on 24th June 1944. Runways and taxiways were laid with wire mesh and the accommodation was tented, 4 blister hangers were constructed for minor work but the main maintenance base was at RAF Redhill.

There is a small plaque on the east side of the road where the lane emerges from the wooded area with a single space parking bay opposite. If you have some spare time do drive along Bones Lane and stop at the plaque which shows the runway locations, use your imagination to visualise Merlin powered Spitfires taking off along the old runways (the squadrons based there flew Mk V Spitfires).

There is a small book published 10 years ago that details the aerodrome history, it is called “RAF Horne’s D-Day Spitfires” by Brian Buss, ISBN 0 9523238 0 X, local bookshops may be able to get you a copy but I suspect it will be out of print.

Another ALG was at Chailey (between Sheffield Park and Lewis, just east of Wivelsfield Green)

and a special event is planned there later in the summer. On the 7 – 8 August the airfield will be brought back to life with an airshow. It will feature Spitfires, Hurricanes, Mustangs, Harvards, a bf 109, a P47 and 50 other vintage aircraft. The logistics of bringing into use a temporary airfield last used 60 years ago must be huge, just imagine what the CAA would insist upon.....

I drove to the location in early June and it is not easy to see exactly where the strip will be as there was no evidence of any work being done in preparation at that time. It should be a good event and CSMA members can get advanced tickets for £8 (on the gate price £15). CSMA Ticketline 0845 345 7443. Non CSMA members need to book on 01273 744773. Should be a very good show and not too far to travel.

Norman Carter

Tangmere Aviation Museum

I came across this fascinating little museum when going to Chichester Harbour in late May with “er indoors”; we decided to call in on the way back.

It is housed in some of the old RAF buildings on the old RAF Tangmere a fighter station which still has the old runways but is mostly now covered in glasshouses growing peppers. It is themed into 4 main areas, Battle of Britain, D-Day, between the wars and aircraft exhibits.

The Battle of Britain area is very well done with lots of personal references to the fighter pilots who were based there as well as many exhibits including Merlin engines, DB engines from bf 109s and other B of B related items. One significant exhibit is part of the remains of a Hurricane shot down in the Battle over Hove and recovered in the mid 90s. This was piloted by Flight Sgt Noble who was only 19 years old, he died in the crash. That he was 3 years younger than by youngest son really brought home to me the sacrifices made by all these people during the second world war.

The aircraft hall is not huge but has a lot crammed into it. There are 3 original record breaking jet aircraft that took off from Tangmere for their record

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breaking runs along the coast. They are a Supermarine Swift, Gloster Meteor and the high speed Hawker Hunter. The Meteor got the record on 7 September 1946, flown by Group Captain E M Donaldson at just over 616mph and the Hunter on 7 September 1953, flown by Squadron Leader Neville Duke, at over 727mph. There are also replicas of the Spitfire prototype, a Spitfire Mk IX and a Hawker Hurricane (I will excuse the non standard exhaust stubbs.....). There are many aero engines on display, some with electric motors to show how they work. There are early, sectioned, jet engines showing the compressor stages, combustion chambers and turbines. There is also a double Mamba powerplant that powered the Fairy Gannet naval reconnaissance aircraft. This is a huge bulky device where 2 turbines drive a gearbox which drives 2 contra rotating props. To increase flight duration one of the turbines could be shut down in flight.

Outside they have an English Electric Lightning (nicknamed the "Frightening" for it's landing difficulty....), a DH110 (Sea Vixen), Westland Whirlwind, another Gloster Meteor and an American aircraft I believe to be a Shooting Star.

All in all lots to see with much crammed into a very friendly museum. Couple that to the history of the place and it makes a good stop off if you are in the area. Web site: www.tangmere-museum.org.uk

Norman Carter

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been going now for some time. There have been over 4000 "hits" on the site but it needs a new look and up to date content. We hope to get our own unique Domain name and get the newsletter available on the site as well as a secure members area. We will be keeping the good points such as the current weather. Stuart's aim is to get the site to load with minimum delay even if accessed on slower modem lines. We will aim to get current pictures on the site which will be changed on a regular basis.

Norman Carter

Interference problems?

There have been quite a few problems affecting aircraft to the NE of the field which could well be radio interference. Use of the frequency monitor after these events have not shown up anything untoward so we must look more deeply into the problem.

We have initiated a *potential interference* logging process where you can log any instances where interference may have caused loss of control. This will hopefully allow us to pinpoint any particular hotspots.

You will find copies of the log sheet attached to the notice board, if you experience any loss of control you think may be interference please fill out the log and leave it in the "completed logs" envelope.

THERE HAVE BEEN INSTANCES WHERE THE FIELD GATE HAS BEEN LEFT OPEN. YOU MUST ENSURE YOU CLOSE AND LOCK THE GATE WHEN YOU LEAVE/ARRIVE AT NEWCHAPEL— ALWAYS DOUBLE CHECK PLEASE.

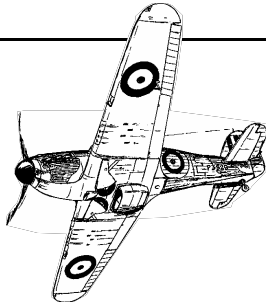


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Member – Ian Stone (01342 870661)

Member – Stuart Willis (01293 402733)

Field Report

Imberhorne - This site is now closed for the summer. It is being maintained so it can be taken into use again for winter weekends. Thanks to Chris Searle for his summer cutting here.

Newchapel – The new lawn tractor is proving a blessing as it cuts the strip very short with no problem. It is 13 hp whereas the one that broke was only 8hp and never really seemed to give even this power. An added bonus is that it collects the grass as well so there are no grass clippings left on the strip.

In consequence the strip area is in exceptional condition, smooth and close mown with only a few buttercups to add colour. We had also arranged with a local farmer for "our" part of the field to be cut which has made it a lot more open and spacious looking. It will be cut again when the whole field complex is cut toward the autumn.

The drive across the first field to our summer parking area is getting very bumpy in places where, presumably, some rabbit borrows underground have collapsed. We need to fill these in so if you have some time to spare why don't you dig some soil and have a go at making this better??? If we all have a go it will be done in no time!!!!

KEEP YOUR SITE



WITH QUIET FLIGHT
BRITISH MODEL FLYING ASSOCIATION
AND LOW RPM'S