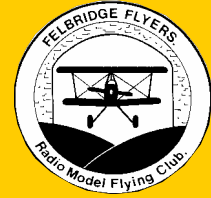


FFLYPAPER

(1979 - 2004 25th anniversary year)



Journal of Felbridge Flyers Radio Model Flying Club

Special points of interest:

- BBQ
- Challey airshow
- Servo plugs



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Chairman's Chatter

Well just to show the Committee do actually meet from time to time here is a recent picture of a Committee meeting at Jim Christie's House (Bob Cutter could not make this meeting). They are usually convivial affairs with sweet and savory nibbles and wine for those that want it, not funded from subs I hasten to add!



I must say I enjoyed the Barbecue again this year, the food and company was great and good to see some faces not seen for a while. Long suffering wives and partners can see who their menfolk conspire with in fields..... See the Barbecue item later in the newsletter.

I do rather wonder if anyone actually reads all this drivel. I was chatting about the forthcoming Chailey Airshow and a member, who shall remain nameless, seemed very interested. He was asking lots of questions about what was going on, where was it and when? I explained all the details and then dropped into the conversation that it was in the newsletter that he had been sent the previous week! He made some lame excuse muttering he had only scanned it when it arrived..... Never mind, I enjoy pulling it all together in any case so am not hurt at all, I have broad shoulders. Just wait for the next "gotcha" when you are flying.....

Sheep have been causing us some problem

of late. I popped down to the field on the Saturday following the Barbecue with my wife, She noticed some sheep in the bottom corner of our area. I contacted the owners of Pond Farm and they said they would get them out. Sure enough they were gone the next day. Later that week they were in the pits area with sheep "poo" everywhere.

Another call to the farm with a promise of getting it sorted. When I turned up on 31st July in the morning to put up signs about the flying display at Blue Anchor Farm, there was no sign of the sheep that I could see but much evidence of recent "activity". I had a good look round all the fields but could see no sign of any sheep so returned home. Chris Searle then 'phoned me saying there was still a flock of sheep in the fields. He said they were in the first field near the water trough by the A22 and quite invisible from the gate or parking area. I went back and sure enough they were all there being very quiet, not a "baaa" to be heard.

By this time I was pretty angry, they should not be in our fields, we had told the farmer several times to get them out and they were making a mess of our mown areas—it was not on. I contacted Pond Farm and left a strongly worded message which no one came back to me on. I called again at about 4pm and was able to speak to someone who promised to get back to me. They could tell I was not happy as I was contacted 5 minutes later by the sheep owner's wife who said her husband would call me soon. Five minutes later he called and we agreed to meet at the field. We discovered that about 50 sheep had got in which he had looked for that morning in the fields without success, they were all but invisible in the long grass.

His shepherd and wily sheepdog soon rounded them all up and they went back to

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where they had got in, through a dried up river bed under a bridge at the extreme north end of the large field to the NE. This will be blocked with sheep netting and be OK once the brook runs again as well.

The new web site (www.felbridge-flyers.org) is coming along and has a few improvements over the existing one. There will be a password protected members only area where important info can be stored, the newsletter will be available in PDF format as well if it does not take up too much space.

Good to see Dave Smith recovering well from his heart bypass operation. He was at the field on 4th August with his son Clive, barely 2 weeks after discharge from hospital. We all wish him a speedy return to full fitness.

After our spate of first aid box thefts some of you may have wondered where the trailer lighting board had disappeared to. Well I have liberated it as it was my own personal one and I needed it to tow my shared sailing dinghy. I don't suppose anyone noticed though.

Sunday 1 August was a day with strange winds. The direction varied 360 degrees and the strength varied from light to periods of 10 knots or so, it made flying quite tricky. What was surprising was that there were as many as 6 Kestrels flying with us. Some were quite close to the models circling in thermals but they were not hunting. They appeared to be flying just for the pleasure of it. All 6 were there again on 8th August when we had a 15 knot crosswind, they did not even notice and again flew close to Simon and Stuart's flying wings. Lets hope we see them on a regular basis over the rest of the summer.

With all the wind we have had over the last few months it was good to get a calm evening on 4th August. There was lots of thundery activity about so I thought it would be good thermal flying conditions. I loaded my highlight and 3 batteries. First flight into ultra calm conditions but no lift or sink, just dead air. Second flight I just turned on the motor and launched. It started a gentle left climbing turn with no input from me. It circled straight up directly above the launch point, when it was very high I cut the motor and it started a decent to the right, still with no input. In all it was ten minutes before I made any control input. It is seldom that we get such flat calm conditions, shame there were only half a dozen of us there, everyone must be on holiday.

Went along to the Eastbourne airshow (Airbourne) on 14th and was disappointed after Chailey. The "Arrows" did their low show (visibility was poor and cloudbase low) which were excellent but to see a few jets flying over did not compare to a couple of P51s, Hurricanes & Spitfires at very close range which Chailey provided.

Norman Carter

Barbecue 10 July

Our first Barbecue since July 2000 turned out to be a great success with 48 people attending (51 had booked). Even the weather was fairly good to us with only a couple of showers during the day. It would have been nice to see a little more sunshine and maybe a few more degrees of heat, other than from Norman's bonfire to warm things up. He did a fair bit towards achieving this with a very ample supply of material deposited at the field as requested. The fire continued throughout the night and was used to burn any rubbish left over the following morning.

Thanks to the small band of helpers who turned out on

Sunday to help tidy up the site dismantling the toilet cubicle etc and generally putting the field back to normal. As with all events like this, it would not have been possible to achieve the results we did without those members and non-members who gave their time and effort, to make the day, run smoothly.



The Barbecue Committee would like to thank the following helpers for their efforts:

Peter Ellis for the loan of his Porter Loo delivered and collected from the site. Mike Dyke & Norman Carter for clearing the site and general jobs on the day, ably helped by Mike Brake and Ian Stone.

Ann Lover for being responsible for purchasing all the food (excluding the salad) the pre cooking of the chicken and preparing a very tasty coleslaw.

Ann Stone for preparing the salad items.

Our special thanks go to Dave and Clive Smith together with their wives Alice and Helen, they arrived on schedule together with 3 Barbecue units for which they provided gas and charcoal free of charge.

After they had set-up the units they used their expertise to cook all the sausages and burgers together with the onions they provided. All this was done without any prior arrangement.

If any helper has not been mentioned please accept my apologies my memory is not always reliable.

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One of the pleasures of the day was the arrival of the original founder member, from 25 years ago, Dave Ellis who used to own a model shop in the parade at Felbridge, called South Eastern Models. I understand the formation of the club came about due to the number of enquires from customers as to where they could fly. A meeting was arranged at the Golden Lion, Turners Hill for any interested parties and continued from there.

During the course of the day and evening several club members put up quite a number of flights even though the conditions were



Ann & Keith enjoy their's too

not the best, only one model came to grief due to a faulty servo plug causing severe disruption to the control of the ailerons although considerable damage was done to the fuselage which snapped in two. It did look as if the plane would live to fly another day (pilot skill).

Keith Lover

Beware the servo plug!

I decided to get an early flight in before the crowds arrived with the Hype 3 D. Well Matthew was at work so he wasn't going to know was he !!! I had been flying happily for around 5 min , when I suddenly experienced severe loss of control over the North East field at an altitude of around 70 ft. It didn't take me more than a few secs to realize that this was not a glitch , and that something pretty major had happened as I could not regain full control , so I decided to cut the throttle and hope for the best. I did have some sort of control but could not really work out what was going on at all as the model pitched and rolled all over the place , until I eventually managed to belly flop it in the long grass causing the fuz to snap a la picture.

Close inspection of the the receiver and servo leads revealed that the right hand aileron servo plug had a broken lug on the signal feed which should retain the metal connector and stop it sliding back. So when I plugged this lead in instead of it making a proper connection , it was pushed back and probably just touching the tip of the pin in the receiver. It didn't take long before vibration worked it loose and that aileron was locked in

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Summer Club nights are held at New-chapel field and Winter ones in BIndley Heath:

Wednesday 29th September - This is the first "inside" club night at the "fag end" of the summer. At the Forman Club and Institute in BIndley Heath. Start at around 8pm—have a look at the web site as we get nearer to the date for what wil I be going on—we don't know yet.....

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.

some fixed position maybe even full throw. Being very large control surfaces on this model it had a pretty extreme effect on the flight characteristics. So it is worth giving a double visual check if you need to plug leads into



receivers and connectors before flying. I had to explain all to Matthew when I picked him up from work as that was the model he was supposed to be flying at the evening BBQ , and he took it all very well. He just told me that I would have to buy another one !!!

Mike Lippert

Phew—what a scorcher! The Chailey airshow 7th /8th August

That is the sort of headline that always seems to pop up in the press when we have some hot weather. Well the weather for the show was a scorcher as was the show it's self.

As I recounted in the last issue the Advanced Landing Ground at Chailey (on what is now Bowers Farm) was opened up again for the display. I arrived at about 10:30 to



The real thing

see many of the planes fly in: Ray Hanna's Old Flying Machine Company Mk IX Spitfire MH434, 2 x Hurricane's, 2 x P51D Mustangs, 4 x Harvards, 2 x Chipmunks, A Bucker Jungman, Fiesler Storch, a number of Austers, some Piper Cubs, Turbulents, A P47 Thunderbolt and many more.

The weather was hot and sunny (up to about 28°C) with almost no wind which put a premium on take off performance.

As the planes flew in they did the obligatory low pass which with the Harvards was noisy, the Merlin powered planes sheer magic and the P47 just awesome. To see how easily the pilot landed the P47 was a revelation, it does after all weigh 5+ tons!

The car parks were spacious, if a tad rough. There were good loos that you did not have to queue for and some trade stands, but not many. There was shade from the sun around the edges of the fields and as they sloped you could get good views.

The display opened at 14:00 with a Spitfire and Hurricane slot which was just magic, I must try and fly my hurricane in that manner to make it look realistic. It did not do aerobatics as the fuel load was high which took it outside the weight limits. The Spitfire had no such restriction so put on a virtuoso display. The Harvards followed with good formation displays and a solo aerobatic slot. All of the landings were superb which was a credit to the pilots. I watched the Hurricane land and he landed with full flap and what looked like full up elevator after a study of the pictures.

Brendan O'Brien was the commentator (from the Flightline programme on Discovery Wings) and it was a bit un PC—thank goodness. He is a bit full of himself but a good pilot who gave an insight into what was going on, generally very informative.

There were some superb aerobatic displays from the Bucker Jungmann flown by Anna Walker and Chipmunk, showing the evolution of aerobatics from the pre war to post war era. This was followed up by Denny Dobson giving a display in his Extra 300—wow, must try his 1 turn spin exiting a stall turn and his full power climbs in full sideslip. His precision was very impressive, stopping rolls when precisely wings level, must practice harder.....

The 4 little Turbulents put up a splendid show including opposing limbo passes (I must beware of these mustn't I Chris?), balloon bursting and flour bombing.



The big "Jug" P47

There was banner pick up and towing, show slots for the P47, P51s and a night fighter Hurricane and Spitfire duo where the Hurricane did do some aerobatics. The 2200 bhp of the P47 certainly coped with the 5+ ton all

up weight pulling some huge loops and pretty good 4 point rolls, all to the rapture of Brendan.

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The turn out was good with both car parks full up with spectators. These ranged from the get the numbers for the notebook rivet counters, through aviation nuts like me, general aviation enthusiasts, people interested in planes to bored girlfriends complaining about how hot it was.

All in all it was a magnificent day out only half an hours drive from home and all the planes had fans on the front, apart from I



Landing with full "up"

glider and a turbine helicopter visitor who should have been told he was not welcome (only joking as he flew in and parked well away from all the other "proper" planes).

To hear all those wonderful piston engines was a treat and to listen to all those RR Merlins on maximum power for take off, a tonic. There were no RR Griffons as the latest Spitfire was a Mk9.

One of the planes that flew in was an immaculate Miles Speed six that had a mirror finish alloy cowling that looked flawless from the spectator area.

The historic connection of all the Spitfires to Chailey was amazing. All were WW2 veterans that were commanded on D-Day by the CO from Chailey, Group Captain Aleksander Gabszewicz (the 3 squadrons were all Polish).

Can you imagine 3 squadrons worth of Polish speaking pilots in a quiet corner of Sussex in 1944 and in the Pub (the Plough) just down the road!

What a superb day out, Vera Lynn was also there in person signing books but they did not play "there will be Bluebirds over the white cliffs of Dover" over the PA.

Congratulations to the determination of the organisers, the Civil Service Motoring Association. It must have been hard to get all the Government agencies to agree let alone the local council and the CAA.

Some other members of the Committee went along and both expressed delight at the show.

Peg confusion? (& more on interference)

We had a shooting down incident at the field on 28th July, the first in a very long time thankfully. No one was hurt and the model that was shot down is repairable.

It happened due to a number of circumstances. Our pilot was using 2 transmitter frequencies and picked up what he thought was his peg. He is not sure why but he picked the wrong peg, perhaps due to the design of the frequency board or brain fade. Another member came along and picked up his, correct, peg which was on the board. He turned on and the model flying crashed. The first pilot fully accepted responsibility for picking up the wrong peg for whatever reason. Our safety notes proved their worth as the model was being flown in the safe flying area so it's contact with the ground was not in the same place as a member!!!!

It is impossible to devise a fully foolproof system of frequency control but we have reverted to our previous semi-circular board where no peg is directly above or below another and the frequency number is more readily visible. Just be doubly vigilant to ensure you pick up the correct peg. Someone has however inadvertently gone home with 61 still on their transmitter. I fly on 61 and its not me but one of the 2 other members with 61.

As a further word on outside interference, there is an official reporting process from the United Kingdom Radio Control Council. We will report to this forum following interference reports posted in the shed. See BMFA web site for detail.

Norman Carter



Norman Carter

Keith's wizard Westland Wizard

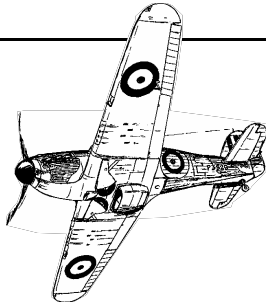


Committee and General

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BMFA Rep – Bob Cutter (01342 713175)

Member – Ian Stone (01342 870661)

Member – Stuart Willis (01293 402733)

Field Report

Imberhorne - Being kept in prime condition by Chris Searle as usual for our winter use, until the "new Town" gets built (getting into dangerous political territory here.....)

Newchapel – The new mower continues to impress, cutting the grass short in double quick time. The sheep that got in have left their mark in more ways than one. They have broken a number of the safety line posts as well as the obvious. Most are rotting at the base as they are in water for 3 months of the year.

The ground is now pretty hard but the rabbits are still trying to dig the odd hole in the strip which could become a problem. The take off and landing area has a good low drag surface now the grass is short and dry. Time to get all those scale models out.

We need to get the safety line posts repaired which Stuart has already started on. All of the fields will be cut soon (if not already done) which will make everything look much more tidy. We did also grass seed the bare patch where the mower and roller used to be stored but none has taken, maybe when we get some proper rain! Don't forget to set your models up at the roller end of the pits when the wind has a northerly component.

I have found the key in the shed lock a few weeks ago. Please lock up the shed (putting the key in the usual place) and the gate when you leave and double check please.

KEEP YOUR SITE



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AND LOW RPM'S