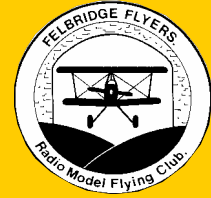


FFLYPAPER

(1979 - 2004 25th anniversary year)



Happy Christmas
and a good flying
new year to all
members.

Special points of interest:

- The bump removed
- Battle of Britain memorials
- A test success for Dave Smith



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Journal of Felbridge Flyers Radio Model Flying Club

Chairman's Chatter

We have been doing a bit of work at Newchapel on the runway. Now the cattle are no longer in the field we have been thinking about lengthening the runway toward the north. We have been cutting the area where we wanted the extension to try and improve the grass and smooth the area a bit.



Dip and bump clearly shown

the October Club meeting for a working party scheduled for 6th November. There were enough people willing to give up their morning so we went ahead.

The idea was that we would cut the grass over the "Dip and Bump" into turves (or turfs?), shave the bump putting the spoil into the dip. We would then pop the turves back and next spring all will be super.

Well, there was much discussion on how the turves would be cut but sanity prevailed and

we hired a turf cutter for the Saturday. Clive Smith lent us his van and his dad Dave went with me to pick up the machine from HSS in

The main problem was that there was a "Dip and Bump" between the proposed extension and the existing runway as you can see from the photo above. This would need to be flattened as otherwise you could touch down on the new section, rumble down the dip, catch the bump and take off again.....



Ian starts the cutting

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The Committee thought about how best to do this, the trouble was we thought too much about it and never DID anything. This had to change so we sought volunteers at

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Mike Dyke working—all the rest on tea break!!!!

there was not enough turf, where the missing bits were no one knew..... We filled in with some soil and smoothed it over by driving the tractor across at 45 degrees.

Next day we hitched the roller up to the tractor and rolled the newly turfed area and the rest of the strip. We will need to get some sharp sand to brush over the new area to fill the voids and help with drainage. Thanks to all the workers that lent their effort to the task: Keith Lover, Mike Brake, Mike Dyke, Jim Christie, Ian Dinan, Dave Smith & Ian Stone. We were finished by 1:00pm and that included a tea break.

Felbridge.

We delivered it to the field at about 9:45 when the others started turning up. We got the tractor out and cut the area in question before starting to cut the turf.

After some experimentation we found the best way to use the machine and started cutting. It looks all too simple when Charlie Dimmock uses it in a domestic garden in Ground Force, the truth is it is very hard work and did not like the course grass in the proposed extended area.

We cut in strips along the runway direction and placed the turves into rolls either side of the “Dip and Bump” before we started to level the bump into the dip. It was pretty hard work but everyone chipped in and did their bit. When it looked level we tamped it down and started rolling the turf back. Boy, are those rolls of turf heavy!!!!

We got it all back in place but mysteriously



Putting the turf back

It all looks a bit messy at the moment but it will settle over the winter and when it is cut on a regular basis from next spring will be a useful additional landing run.

—oo00oo—

October was a terrible month for flying, it was so windy and wet that I don't think I flew at all until the last weekend. On the Saturday I went to charge the transmitter batteries and found they were dead flat—I had left the transmitter on since the last session 4 weeks before, it was a good opportunity to have them recycled..... They are 1700 SCRs so I gave them a full, semi fast charge with my intelligent charger. All was well the next day and I had 4 flights with my WOT4 which blew the cobwebs out nicely. The next Sunday dawned overcast but calm, ideal Highlight weather. I charged 3 flight batteries and set off for the field.

I arrived at the field and only had one set of batteries in the model, I had left the other 2 on the bench. Never mind Chris Searle uses the same



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4mm connectors as I do, he had his fast charger with him and was happy for me to use it. I assembled the model, checked the controls but noticed the transmitter voltage was 9.5v and only just in the green. I launched but watched the battery voltage which steadily reduced to 9.1v. I know that I get a battery low voltage warning while there is still enough power to safely land. I decided to come in any-



way and got the low voltage warning 30 or seconds from touchdown.

I normally get over 4 hours duration from my transmitter batteries, it is measured by a feature of the computer electronics. I don't normally charge until 4 hours of operation to avoid memory effect on the nicads, my previous outing had only put on 40 minutes so I did not even check the capacity. Obviously since they were completely flat the previous week I need to get a number of cycles through them to restore the capacity. Its good my transmitter has the voltage display and low voltage alarm as otherwise the loss of control would be put down to interference and I would probably have lost my superb Highlight.

—oo00oo—

London's Victoria Embankment has been chosen for a new Battle of Britain memorial to be opened next year, it will be known as the Battle of Britain London Monument. It will use an existing plinth cut diagonally with 2 x 26 foot long bronze friezes imaginatively designed by sculptor Paul Day. These depict not only pilots scrambling but also ground crew, ARP wardens, civilian rescue crews, fighter control plotters and factory workers. Around the outer walls of the plinth will be the names of all the aircrew that took part in the late summer of 1940. Full details in Aeroplane October 2004, website <http://www.bbm.org.uk>

CLUB NIGHTS

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

No Meeting in December - So don't turn up..... You will have to get on with the Christmas preparations.

Wednesday 26th January - This will be a sort of "teach in" on covering techniques primarily looking at Film and Solar artex type materials.

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.

This reminded me of the Battle of Britain memorial on the white cliffs of Dover at Capel-le-Ferne. I went along there one Saturday with "er indoors" and it is an amazing place. The centrepiece is a pilot sitting on the ground looking up and out to sea. He is situated in the centre of a huge 3 bladed prop marked out on the ground. Each blade is around 26 metres long and contained within a bowl surrounded by 4 metre high curved banks. There are replica full size planes there as well, a Spitfire and a Hurricane, pretty realistic too. The Café closes from September to April but has a splendid wind vane which is pictured here. It is worth a visit if you are that way, Hawkinge airfield, what is left of it, is also nearby.

Norman Carter

Web site additions

Stuart Willis (our Webmaster) has been doing some changes to the Club Website. The changes have been designed to provide some new features and make loading quick even if using a dial up modem link.

The newsletter is now also available from the website in Adobe PDF format which makes it available to the whole world wide web community. There is also a *password protected* members area where you will find the Club Safety notes, new members packs and application forms. This last item means we do not have to send out as many blank forms for the AGM in April.

We will be including a list of members which many people have asked us for. Please let me know if anyone does not want their address and 'phone number shown in this area and we will ensure it is not shown.

The area needs a userid and password. Get in touch with a committee member to get the userid, the password is the current padlock combination which will change as the combination changes every year at AGM time.

BMFA News

The BMFA AGM in November set the subscription levels for 2005 as follows:

Senior	£24
Junior (under 18)	£13
Family partner	£14
Family Junior	£9

With the Club year running until the end of April we must all pay our BMFA membership in early January to maintain our Club membership. The Club have sent out a reminder to this effect so please send your cheques in, we even included a pre addressed envelope. If you pay promptly you will save the Club some money in chasing up payment.

SE5a

I have been accused of being a slow builder and when I realised that this project has spanned over 30 years I just had to agree. Although not the same aircraft certain parts have been carried forward from the 1970's prototype to the current project.

The original 27inch span SE5a was built as free flight model in 1972. The plans were the work of the late Doug McHard and I think were originally published in 1957 with

a price of 3s and 6d (only older members will understand this strange price tag). It was a very comprehensive and quite complicated plan with a series of photographs printed along the top showing



Original free flight model

various stages of construction. In addition an extra plan sheet was included which showed Radio installation which was designed around a rubber driven escapement.

I built the model, powered by a PAW .80 Diesel, and went to Epsom Downs for the first free flight which ended in disaster. The model was launched and climbed steeply then dived and zoomed into another climb until eventually it dived into the ground. However the damage was restricted to a snapped fuselage just behind the cockpit but wings and tail were ok. This has taught me a lesson that I have never



2004 R/C version

forgotten – get the Centre of Gravity in the

correct place !!.The model was soon repaired and the position of the CG corrected to match the plan and another free flight session was attempted. The next flight was a success with the model turning left fairly tightly under power but climbing and then when the engine stopped , gliding down in a big right hand turn. The passage of time prevents me from remembering the number of flights, not many, but still a successful flyer.

During the 1990's the fuselage was found in a corner of the garage, the wings being lost over a couple of house moves, and I decided to build another model based



R/C version again

on the "new micro radio gear" available. The model was built but not covered and I realised that the "micro gear" was not all that micro and the part finished model was put on the shelf next to the remains of it's predecessor.

My recent involvement with electric flight and the introduction of brushless motors, lithium batteries and true micro radio led me to restart the project a couple of months ago and get on and cover and paint the model. The power will now be a Micro Typhoon 6, a 2s1p Lithium Polymer battery , Schulze 435 rx and 2 Hitec H55 micro servos. Parts of the original model have been used – the centre section, wheels, spreader bar, gunsight and pilot.

The model is now just about ready for

a test flight – I must make sure the CG is right !

Chris Searle

A Test success

Congratulations are in order for Dave Smith for passing his BMFA "A" test recently. Dave had patiently come along to flying sessions and gradually built up his hours going through the usual highs and lows of the learning process. He did take some outside instruction from a flight training establishment in Swindon where he took his test and passed.

He has had the setback this year of heart surgery (triple bypass) which he seems to have recovered from remarkably well. Despite his surgery earlier in the year he came along to the field working party and made a full contribution to the work, even taking the hired equipment back after the day's work.

Very well done Dave, you can now build up your experience and get on with the learning process in your own time and pace.



A pretty picture from Scotland

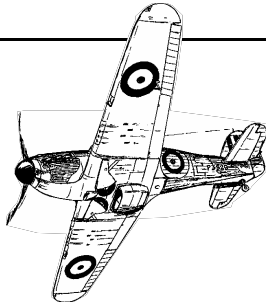


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Treasurer – Keith Lover (01293 785806)

Mem. Secretary – Jim Christie (01293 782143)

BMFA Rep – Bob Cutter (01342 713175)

Member – Ian Stone (01342 870661)

Member – Stuart Willis (01293 402733)

Field Report

Imberhorne - Can now be used on Saturdays and Sundays. If you have not flown here before your first visit **MUST** be with a Committee member. If you fly here please let Chris Searle know so he can maintain the "log". We can only use this site on 28 days in any calendar year so accurate record keeping is a prime requirement.

Newchapel – The outfield grass has been cut and made the fields look much more tidy. The constant rain has encouraged the worms but things are still pretty good underfoot and the water table is still some way below the surface as this is written (8 November).

The worm casts do cause severe drag to the wheels which makes take offs a bit precarious for under-powered models. The landings can also be pretty fraught as the model slows dramatically, touch and goes being a bit hit or miss, mostly touch *and stop*.

We pulled the roller across the strip on 7th which cleared the worm casts, they all stuck to the roller. We had to clean the roller three times of 50mm of worm cast mud (very smooth as it has been through the worm).

PLEASE NOW PARK BY THE GATE ON THE HARD STANDING AS THE FIELD IS JUST TOO SOGGY TO DRIVE SAFELY ACROSS (YOU WILL LEAVE RUTS THAT WILL BECOME SOLID IN THE SUMMER).

KEEP YOUR SITE



WITH QUIET FLIGHT

BRITISH MODEL FLYING ASSOCIATION
AND LOW RPM'S