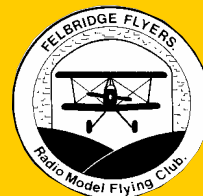


FFLYPAPER

(2005—our 26th year)



Journal of Felbridge Flyers Radio Model Flying Club

Special points of interest:

- The trees are trimmed.
- Crawley Indoor meeting.
- Spot the member.



Inside this issue:

Chairman's Chatter	1
Whats on?	3
Spot the member	2
Field report	6



Chairman's Chatter

Here we are approaching the AGM again, another year gone and one, for personal reasons, I would rather forget.

I hope we have run the Club with the sole aim of making things better for our members whilst still being careful with your money. We purchased a nearly new lawn tractor during the year at around half the new price (well done Keith/Chris for spotting the same advert), it had hardly been run in and has performed marvelously, the extra power over our previous machine is just perfect.

We extended the strip to the north and levelled out the hump, this is starting to settle in well now and will be a useful addition to the available landing and take off space. The strip is now 313 feet long by 30 feet wide, big enough for most I would think. Mike Brake did say (tongue firmly in cheek), while he was helping to do the work, that he only needed a few feet either side of the centre line. I said I would remember this remark and remind him from time to time..... he was wondering when it would find it's way into the newsletter, that time is NOW Mike!!!! (only a bit of fun Mike, but we will continue to remind you

from time to time).

We have at last got round to seeking permission to top the trees to the south to make approaches from that end much less exciting, the work has now been done, another plus for our members.

The web site has been revamped by our new Committee member, Stuart Willis, and contains useful information for members on forthcoming meetings. See the web site item on page 4 of this newsletter. It is mainly through the web site that we get the new members to replace those that leave, this keeps the increases to your subs low and the club excellent value for money.

The Club needs a committed Committee to remain viable and the AGM is where members can question their elected members. They will also be able to vote for the new Committee and even perhaps stand for one of the places themselves..... Well, it's always worth a try! You will see a separate invite to the AGM that may even be with this newsletter if you have a paper copy posted to you.

Both of the events we ran involved food, the summer Barbecue on 10 July was well attended and the glider guide and sausage sizzle, held on 30th March, less so. It was a damp evening but good fun, the food was good too. There is a report on this on page 4.

Do try and attend the AGM as we can start to sort out the way forward for the next year.

Norman Carter

March Club night— 30th “Glider guide and sausage sizzle”

This was our annual end of winter season event held at Fernhill Riding. The evening was a bit drizzly but with light winds so it was calm in the covered sandschool for the glider guiding part. The sausage sizzle part was performed by Dave Smith, Keith Lover and Chris Searle, Coffee and soft drinks were also being served up.

Last year’s multiple winner, Chris Searle, was not competing this time “to give someone else a chance” so we only had 6 entries for the glider guide itself. Mike Dyke brought 2 models, one of which he lent to the Chairman.

Most of the Davies Clan turned up with Mark flying “The Firefly”, Lawrence the “T Tail” (very elegant) and Arun a electric “Spitfire”, used only in glide mode. This was a bit large to meet our

Our 2 chefs contemplate the meaning of life.....



rules but it’s flight characteristics did not indicate it as a threat to victory in this contest at least! Keith Lover built a profile Spitfire glider which executed perfect victory roles. The trouble was that to get any decent flights it had to be launched inverted, it would execute a perfect half role and then as the speed fell it would remain upright and continue the glide.

The contest was in 2 parts, individual distance and cumulative of 3 flights. Mike Dyke won the individual crown with his “Model A” at 21m with the first flight of the competition. Our Chairman won the cumulative with “Mike’s plane” at 58m. Stuart Willis was second in both contests with his “2005”.

Mike Marshall, Dave Wilson and Stuart Willis



brought along small electric helicopters which flew very well. Two were purchased from ebay complete with Tx and

batteries, in one case with a LiPo main battery. Stuart brought along his Picollo. They all said they fly them indoors at home “doesn’t half confuse the cat” Dave said.

We usually get a few models flying out of the sandschool which causes some frantic searching in the dark. We also usually get at least one model fly out and then straight back in again, on this occasion it was Mike’s “Model A”. Thanks to Jane Edwards for the use of the school, some wine will be going her way as thanks.

Spot the member.....

Well I think this will be a bit of fun, spot the member. The attached ‘photo is of a current member when he was 6 years old. Don’t assume because it is monochrome it is old. It might be but then again it could be reproduced in monochrome to fool you..... the caption provided was “Honest Mum, he was bigger than me”.

Get your entries to the Chairman by the AGM, no prize but you will get a mention in the newsletter (what a privilege.....?)



Crawley indoor meeting, report by Bob Cutter

The 30th annual Area Indoor Meeting took place at the Crawley Leisure Center on Sunday, 6th February. There was a good attendance from both inside the Area and further a field, this is a very popular meeting bringing fliers from great distances as the Center has a good flat ceiling with very little to cause hang ups, although models, being what they are, still manage it occasionally.

We started as usual with a "fly-for-fun" session to get the air warmed up then the first competition of the day being "Hand Launch Glider", for which this year we only had two entries but so keen were they that the competition (best two flights out of six) was decided by one tenth of a second. This competition did not take long so the second session of F-f-F started earlier than scheduled.

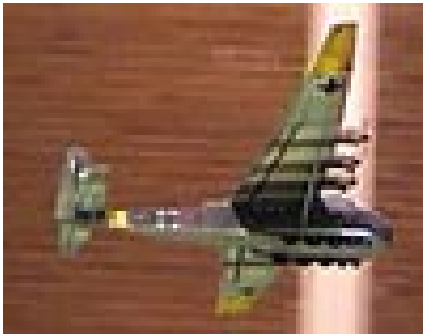
The next competitions were the E.Z.B. and Living Room Stick categories. These are what

everyone thinks of when they think "Indoor". These are the slow flying, transparent winged models, which stay aloft seemingly for hours, certainly for about an hour in the salt mines of Eastern Europe where the air is

dense and still. Following these we had the two "Fun"

competitions, the "Butterfly" mass launch and the "Hanger Rat" mass launch. These are for small commercial models that are available at the event and, as the name implies, consist of everyone releasing their models together – and the last one down wins. These are

great fun with over forty models airborne together and flying for more than two minutes in the case of the butterflies and even longer with the "Rats", judging gets quite exciting towards the end as the last few always get as far apart as possible – when



CLUB NIGHTS CLUB NIGHTS CLUB NIGHTS

CLUB NIGHTS
CLUB NIGHTS
CLUB NIGHTS

SUMMER CLUB NIGHTS ARE HELD AT NEW-CHAPEL FIELD AND WINTER ONES IN BLIND-LEY HEATH:

WEDNESDAY 27TH APRIL - AGM TIME AGAIN, COME ALONG TO ELECT THE COMMITTEE FOR THE COMING YEAR AND PAY YOUR SUBS....

WEDNESDAY 25TH MAY - FIRST OF THE SUMMER MEETINGS AT NEWCHAPEL. HOPEFULLY WE WILL GET A GOOD EVENING AND IF THE WIND IS IN THE NORTH MAKE USE OF THE APPROACH OVER OUR TRIMMED TREES.

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.

judging you need eyes in the back of your head and 180 degree vision in both sets.

The last pair of competitions was the Open and Peanut Scales, the most popular of the day. Static judging takes place whilst the E.Z.B and L.R.S. models are flying. The "Peanut" scale is for models with a maximum dimension of 13" (span or length)

and is in two parts, static and duration, flight times in seconds being added to their static marks. For Open scale the flights are marked by the judges for conformity to scale operation on take-off, cruise approach and landing. These points are then applied to their static score to get the result.

The winner this year was a superb model of the German "Gigant" an aircraft which started life as a very large glider, capable of carrying tanks, which was

(Continued on page 4)

WEB NEWS

Stuart continues to enhance the web site with news of what is going on. There are often banner headlines on the home page giving up to the minute info. The "News" button will give expanded information.

Don't forget the members area which is userid and password protected. The userid can be obtained from any committee member and the password is the current padlock combination. Here you will find the club rules and safety notes plus a membership application form to print off and bring to the AGM.

We plan to publish Club member contact details in this area but we can't do this until everyone has been given the opportunity to agree (or not) to their details being shown in this area. There is a space for this agreement on the application form, only if an individual agrees will their details be shown.

Watch for some innovative video to be displayed on the web site. No details yet but keep checking....

(Continued from page 3)

towed to its destination by a pair of twin engined aircraft, it was later converted into a powered aircraft, having six engines – it was still a very slow lumbering beast. The model was prepared and placed on the floor ready for departure. The owner then walked away and left the model to make its own demonstration. The engines (*Eds note: the motors are from mobile phone vibrators*) started in sequence, when all were running they were advanced to full power. The model then took off and climbed to cruising level, when the engines were reduced in power and the model cruised around for several circuits. The power was then further reduced for the approach and landing. Several demonstration flights were made on the same charge.

Although the model was around three foot span it only weighed five and a half ounces! Being built mainly of 1/16" square balsa, the main longerons were of obechi.

Bob Catter

The Trees

Approaching to land from the south has always been a problem at Newchapple as there were tall trees in the hedge right on the runway centre line. You had 4 basic choices for landing:

1. Try and complete your circuit on the runway side of the hedge.
2. Come through the gap on the left of the tall trees approaching the strip from an angle, straighten out and then land.
3. Fly behind the hedge line above the trees and well to the right of the tallest trees, turn sharp right approaching the strip at an angle from the right losing height, straighten out and land.
4. Turn behind the hedge line, above the trees but on the runway centreline, and try to lose enough height for an effective touchdown.

All of these approaches had their advocates but the most popular appeared to be option 2. When complaints were made by members, us old hands said that it was character building to get a good landing from that direction.



There was a lot of talk about the trees getting a terminal dose of "chain saw disease" but that was all it was, just talk. The hedge with the trees in was not on our landlords land, it belonged to the Wildlife Centre to the south. The Committee kept saying we must approach the Wildlife Centre to ask if we can trim the trees.

(Continued on page 5)

(Continued from page 4)

We eventually approached David Mills early this year and he had no problem at all with us getting this done, so we have.

Rather than do it ourselves (and we did have some offers!) we employed a professional tree surgeon, he and his man did the work on the afternoon of 4 April. They had two 4 x 4 vehicles with all the gear.



One of the team said he thought we had been here for some times as when he was very small he used to watch the planes, it made me feel old.

They set about the task with

enthusiasm using a ladder to get up into the first tree at the left of the group we were going to trim.

They then worked their way along to the final tree without coming down to the ground again. In all we had 6

Trees topped which has opened out the approach path to the level of the previous gap.



There was an amazing amount of branches cut down,



About to start on the 6th tree

these were gathered up by the members present and stacked up near the fence as a wildlife refuge.

We may well be able to use some of the excess for our bonfire if we have a barbecue this year.

The evening turned out to be fairly windless so some of us then flew our models through the gap to celebrate. Quite a few members who were not at work turned out to help. Thanks to: Jim Christie, Max Woodhead, Ian Stone, Keith Lover, Mike Brake, Chris Seale, Dave Nice & Mike Dyke.

Norman Carter

BMFA position on Noise from model aircraft

The BMFA have been looking at providing more information for members on reducing noise and annoyance. This has been going on now for some time but some formal guidance is soon to be issued.

I was contacted by Chris Bromley who is leading this project on the BMFA side. He had seen my articles in BMFA news and the Model Flying web site and was very interested in the work we had been doing in Felbridge Flyers.

He is interested in the work we have done in reducing annoyance by keeping rpm down to below 10,000 on the ground test and ensuring we measured the noise output using an accurate meter. I also pointed out to him that more that 80% of our members have noise outputs at 79DBa or below, half the recommended maximum in the code of practice.

He wanted to use us as an example of what can and should be done so has asked if he can reproduce some of our noise test results. I have given him that permission and provided the results table to him, minus the names.

I am convinced that we have done it right because the wildlife centre (our neighbours) tell me they are not bothered in any way by noise from our operation—well done to everybody for sticking with it.

Norman Carter

We need your articles— It is always a bit of a struggle to get enough content for the newsletter so articles are always welcome from members. It does not have to be long or complex and you will be surprised how easy it is to do. Your English does not even need to be up to much (just look at mine—I took 3 tries to barely get a pass at GCS "O" level—I know, it shows). Choose your own topic (aircraft related please) and get it to the Editor any way you can from handwriting to publisher, I can cope with them all.

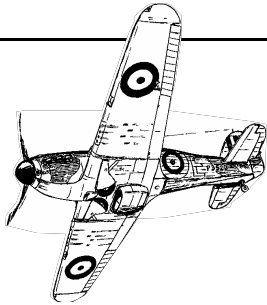


Committee and General

Journal of Felbridge Flyers Radio Model Flying Club

Editor:
Norman Carter
"Mertony"
Furzefield Road
Baldwins Hill
EAST GRINSTEAD
W Sussex RH19 2JN

Phone: 01342 327077
Email: felbridge.flyers@btconnect.com
Home page: www.felbridge-flyers.org



Current Committee:

Chairman – Norman Carter (01342 327077)

Secretary – Chris Searle (01342 325535)

Treasurer – Keith Lover (01293 785806)

Mem. Secretary – Jim Christie (01293 782143)

BMFA Rep – Bob Cutter (01342 713175)

Member – Ian Stone (01342 870661)

Webmaster – Stuart Willis (01293 402733)

Field Report

Imberhorne - Use now suspended for the summer. Chris will be continuing to maintain the strip so it is available for use next winter. We have been very lucky this year that the rainfall has been so light which means we have not needed to use the facility at Imberhorne. We may not be so lucky in future years.

Newchapel - The dry winter has meant that field and strip are in excellent condition for this time of year. We have been able to drive to our normal summer parking area since the beginning of March. We have also rolled the strip which is in excellent condition, even the worms don't seem too busy, as there are few worm casts. We gave it a second roll on 11 April as well.

The tractor has been serviced and the two cylinder mowers have been run and used to cut the pit area and walkways. I am astonished that they are still running bearing in mind the way they are used out of the domestic environment they were designed for. One of them only has the cutter driven so it has to be pushed (good exercise though). The other has a very smoky engine but it has been like that now for some years. It seems to be smoking from the valve chest so the piston rings must be pressurising the crankcase. Just remember to check the oil level before using either. The roller drive does however work on this machine. We only have one grass box but this fits either machine.

The padlock combination will be changed after the AGM, you will get the new code when you rejoin....

KEEP YOUR SITE



WITH QUIET FLIGHT

**BRITISH MODEL FLYING ASSOCIATION
AND LOW RPM'S**