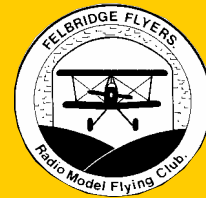


# FFLYPAPER

(2006—our 27th year)



*Journal of Felbridge Flyers Radio Model Flying Club*

### Special points of interest:

- Club night change
- Forum discussion
- Runway safety



### Inside this issue:

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## Chairman's Chatter (or disconnected ramblings)

Well, I have written off the 3rd Wot4 of my model flying career. Quite spectacular but only I saw it, everyone else was looking elsewhere. It was a carbon copy of the loss of my previous Wot4—I flew into the bright sun, lost orientation and when I regained visual it was beyond help as I was quite low at the time. The wing is undamaged but the fuselage is match-wood. The new Irvine 53 seems to have survived. This happened on the same weekend as the steam rally at Blindley Heath where the Epsom Club were flying. I don't believe it was radio interference, it was interference between my eyes, my brain and my fingers—i.e. pilot error. I may build another fuselage.

**INTERFERENCE  
BETWEEN MY  
EYES, MY BRAIN  
AND MY  
FINGERS**

The Committee were a bit perturbed that the Epsom Club did not contact us about their display. We wrote to them the week before asking if they were flying. They responded saying they were and would be flying on "evens". That they did not try and contact us we put down to forgetfulness rather than malice. We have written to them asking that they do at least contact us if they will be flying again next year. We could after all have changed our frequency policy which could have resulted in problems for us but a potential safety issue for them at a public display.

We put up notices over the weekend but one member said the frequency monitor was not working. It was, I checked it on the Saturday morning, but the display can be difficult to see in some light conditions. We can only say sorry for the short notice but we only discovered the situation a few days beforehand. We may need to purchase another monitor.

Stuart Willis brought along his new Skyraider for a noise test and maiden flight. He started up the engine and went to adjust the needle valve, no needle valve!!!! He had forgotten to extend the needle valve wire outside the cowling. As Chris Searle said, "you would have got away with that boob had not



the newsletter editor being there as well....." This problem has now been solved and the model flown successfully.

Chris Searle has also successfully flown his own design Halberstadt WW1 biplane. You can see pictures on the forum. The finish is superb with the lozenge camouflage used at that time faithfully reproduced. Chris says it was a pain to do which I can understand. He is using an RCV engine which has caused some problems with rough running after

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(Continued from page 1)

about an hour. He was a bit concerned when he returned it to RCV as, although unused until fitted to the Halberstadt, he had purchased it some time before, it was well out of the guarantee period. Nonetheless RCV repaired it free of charge and updated it to the latest spec, well done RCV. I don't know if this is a true reflection of the marque but I seem to recall that most members who have purchased RCV engines have had mechanical problems with them. RCV have repaired all of them FOC and they seem to be running well now. Not the case with Chris' one, it started to sound like a bag of nails again and he has returned it a second time.....

Clive Smith's Saito, you will remember from the last newsletter, exited the aircraft while in flight. The broken mount shows a break at the pre drilled holes in the mount. If you have similar engine mounts it would be a good idea to check them - Clive has still not found the Saito despite many searches by eye and metal detector. He has strimmed a good bit of the field as well in the expected debris landing area.

I overheard a conversation in the office when a colleague was spelling out a word letter by letter along the lines of "S - sierra, P - papa, D -delta,



Q - cucumber.....". He realised his mistake and we all fell about laughing.

I have just read the new book by Eric "Winkle" Brown called "Wings on my Sleeve". Eric was an RAF reserve pilot in the late 1930s before becoming a Naval test pilot in 1941 and the book is splendid. He talks of meeting with Hanna Reitsch in pre war Germany and said , on reflection, that she was probably a lesbian but in the 1930's no one knew what that was.....

He has an endorsement in his log book, from the officer commanding RAE Farnborough, from 1945 which marked him "*exceptional*" as a test pilot with the comment "*A flawless pilot in every respect. An acute analytical mind makes him one of the Country's finest test pilots. A brilliant aerobatic flyer*"

He recalls a meeting in 1962 at the Air Ministry where Sydney Camm among others were present. They were discussing the merits of the P1154 (to become the Harrier) against the Phantom. Eric (never a fan of the VTOL concept in a fixed wing aircraft) was concerned that it's level speed was only mach 1.6 . How was he going to justify that to naval pilots whose grandmothers could do mach 2 in Concorde? Sydney Camm the Hawker chief designer, always a bit outspoken and unconventional, banged his fist on the table and roared "*good point, Winkle*", probably much to the disgust of his sales team

Eric has flown 487 types of aircraft from Turbulent to F104 Starfighter, flying most of the German fighters including the Komet ME 163 along the way. It is an interesting book that is worth putting on any birthday present list.

I flew my Hurricane on Battle of Britain Sunday (the Sunday nearest to 15th September, Battle of Britain day) and what a sweet flyer it is. I used the Max Woodhead take off technique, start the run on half power and when you have elevator authority increase to full power and lift off. It was so much easier this way. It performed rolls, loops and lots of low passes but I messed up the landing. I approached with wheels down and part flap, putting on full flap after turning onto finals which slows the model up very well. I had not prepared though as, rather than flaring, holding off, holding off and then touching down, I just landed it, turning turtle in the process. I had landed it like an Acro Wot not thinking that the flap give a pronounced nose down pitch. No damage though, even the fake aerial did not snap off.

Chris Searle flew his Fokker Triplane for only the 3rd time and it performed superbly, it did not turn turtle on landing and he taxied it back down the runway. He said it is pointless to keep it in the corner of his workshop, he might just as well fly it and if it breaks..... it breaks!



## Safety - (common sense not safety kill joys)

1. **Aircraft/people on the strip** - Don't forget to tell others who are flying if you are going onto the strip to take off or retrieve a model. Once you are clear of the safety line announce in a loud voice "strip clear". Always be alert to the "dead stick" call from a pilot and immediately clear the strip, don't worry about your model, it is smaller to hit than you and won't need a trip to the hospital (or worse) to fix.
2. **Low flybys** - Do ensure that, before you do a low flyby along the strip, that there is no one on the strip. You may have misheard a "strip clear" call so always give a quick glance before you fly by making sure the strip **is** clear.
3. **Keep behind the prop** - Don't forget to stand behind running engines, not in front or to the side.
4. **Lithium - Polymer batteries** - the current issue of one of electric flight magazines shows the result of a Li-Po charging fire. It was in a workshop and caused the loss of some expensive equipment but the workshop was saved. There does seem to be a need to charge these carefully, not leaving them to "cook" unsupervised. Just be careful and charge them away from flammable material. The recommendation is on a fireproof slab! One Company is even advertising a fire retardant pouch to place the cells in whilst charging....

## Graham's lost plane

Graham Wiseman's model "departed from controlled flight" and visual contact was lost at a flying session some time ago. A bearing on it's last sighting was taken but despite extensive searches it has not been found. The searches have been far and wide with many people involved but no one had discovered any trace of the model. It is just possible that someone has found it but that seems unlikely (does anyone still put a 'phone number sticker in the model - I have not done so since single channel days?), it can't just have evaporated?

From personal experience finding models can be very difficult, trees and hedges can "swallow up" models and tall grass can hide a model when you are only a few feet away. Once the leaves have fallen from the trees the model may become visible. Keep a look out for the lost model.

## CLUB NIGHTS

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**WINTER CLUB NIGHTS ARE HELD AT THE FOREMAN INSTITUTE IN BLINDLEY HEATH ON THE FIRST WEDNESDAY OF THE MONTH.**

**COME ALONG TO CATCH UP .**

Well, the Committee have been looking to get a more "Welcoming" room for Winter Club nights. It was thought that the basic nature of our previous room was putting people off attending. Cost was a factor as we did not want to spend a lot of the Club's (i.e. your) money.

The ground floor meeting room in the main building at the Foreman Club and Institute is much better and still the same price as the existing room. The only problem was that it was always booked for the last Wednesday of each month by the Caterham Club. In an endeavour to get more people coming to Club nights the Committee has **changed the Club night to the first Wednesday in the month** and booked the inside rooms at the Foreman Club and Institute. So the dates for Winter Clubnights are:

**1st November** - Talk on Free Flight from a member of the Epsom FF Club.

**6th December** - **Photo competition, Aviation subjects, 2 classes: Model and full size, pictures to be taken by the entrant.**

**7th February** - Possible talk on electric flight

**7th March** - Bring a model and table top sale.

**4th April** - Glider guide & sausage sizzle

**2 May** - AGM

*No meeting in January*

The October Club night on 4th was well attended for the first of the indoor meetings with around a third of the membership attending.

Summer Clubnights have never been very formal as we meet most Wednesdays at the field anyway. If it was wet we used to meet at the Blacksmith's Arms in Lingfield Road but this practice has fallen by the wayside, so not much needs to change here.

## John Lear— (from a talk he gave in Las Vegas— Part 1)

John Lear gave this talk on July 9th, 2004 to a group of fellow pilots in Las Vegas called, the "Hangar of Quiet Birdmen". Each month one pilot in the group gives a 15 minute talk on his career.

John Lear on John Lear:

One of the anguishes of advancing age is losing old friends. The upside of that, though, is that I get to tell the story my way.

I learned to fly at Clover Field in Santa Monica when I was 14. However before I got to get in an actual airplane Dad made me take 40 hours of Link with Charlie Gress. I can't remember what I did yesterday but I guarantee you I could still shoot a 90 degree, Fade-out or Parallel radio range orientation.



When I turned 16 I had endorsements on my student license for an Aero Commander 680E and Cessna 310.

I got my private at 17 and instrument rating shortly thereafter. The Lockheed 18 Lodestar was my first type rating at age 18. I went to work for my father and brother flying co-pilot on a twin beech out of Geneva Switzerland after I got out of high school. Dad was over there trying to peddle radios to the European airlines.

However just after I turned 18 and got my Commercial I was showing off my aerobatic talents in a Bucker Jungmann to my friends at a Swiss boarding school I had attended. I managed to start a 3 turn spin from too low an altitude and crashed. I shattered both heels and ankles and broke both legs in 3 places. I crushed my neck, broke both sides of my jaw and lost all of my front

teeth. I managed to get gangrene in one of the open wounds in my ankles and was shipped from Switzerland to the Lovelace Clinic in Albuquerque where Randy Lovelace made me well.

When I could walk again I worked selling pots and pans door to door in Santa Monica. In late 1962 Dad had moved from Switzerland to Wichita to build the Lear Jet and I went to Wichita to be work in Public relations until November of 1963 about 2 months after the first flight when I moved to Miami and took over editing an aviation newspaper called Aero News.

I moved the newspaper to El Segundo in California and ran it until it failed. I then got a job flight instructing at Progressive Air Service in Hawthorne, California. From there I went to Norman Larson Beech in Van Nuys flight instructing in Aircoupes.

In the spring of 1965 I was invited by my Dad back to Wichita to get type rated in the model

23 Learjet. I then went to work for the executive aircraft division of Flying Tigers in Burbank who had secured a dealership for the Lear.

In November of 1965 my boss Paul Kelly crashed number 63 into the mountains at Palm Springs killing everybody on board including Bob Prescott's 13 years old son and 4 of the major investors in Tigers. I took over his job as President of Airjet charters a wholly owned subsidiary of FTL and flew charters and sold Learjets. Or rather tried to sell them. It turns out that I never managed to sell one Learjet in my entire life.

In March of 1966 2 Lear factory pilots Hank Beaird, Rick King and myself set 17 world speed records including speed around the round the world, 65 hours and 38 minutes in the first Lear

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Jet 24. Shortly after that flight I got canned from Tigers and moved to Vegas and started the first 3rd level airline in Nevada, Ambassador Airlines. We operated an Aero Commander and Cherokee 6 on 5 stops from Las Vegas to LAX. This was about the time Hughes moved to Las Vegas and I was doing some consulting work for Bob and Peter Maheu.

The money man behind Ambassador was Jack Cleveland who I introduced to John Myers in the Hughes organization. Cleveland and Myers tried to peddle the 135 certificate to Hughes without success and Jack ended up selling Howard those phony gold mining claims you all may remember. I went back to Van Nuys and was flying Lear charter part time for Al Paulson and Clay Lacy at California Airmotive, the Learjet distributor.

That summer I started a business called Aerospace Flight Research in Van Nuys where I rented aircraft to Teledyne to flight test their Inertial Guidance Systems. We had a B-26, Super Pinto and Twin Beech. I think we lasted about 4 months.

I then went to work for World Aviation Services in Ft. Lauderdale ferrying the Cessna O2 FAC airplane from Wichita, fresh of the assembly line to Nha Trang in Viet Nam with fellow QB Bill Werstlein. We were under the 4440th ADG Langley VA. and hooked up with a lot of other military pilots ferrying all manner and types of aircraft.

Our route was Wichita to Hamilton, Hickam, Midway, Wake, Guam, Clark and then in country. The longest leg was Hamilton to Hickam an average of 16 hours, no autopilot, no co-pilot, and one ADF. We also had 3 piddle packs. Arriving in Nha Trang we would hitch a ride to Saigon and spend 3 days under technical house arrest, each trip, pay a fine for entering the country illegally, that is being civilians and not coming through a port of entry, catch an airline up to Hong Kong for a little R and R and straight back to Wichita for another airplane. I flew this contract for 4 years.

*Thanks to Max Woodhead for passing this onto me, the final part will be in the next issue.*

## CLUB NOTICE BOARD

### BMFA "A" TEST PASSES:

**Clive Smith** - well done Clive, you have been putting a lot of effort into gaining the qualification. As if often said the learning now begins.

The stove (chimney, brassier, call it what you want) will now come into it's own. If you light it just make sure it is safe when you leave.

Up to now we have not noise tested electric models but technically they must be tested to accord with Club noise regulations. Some are also getting a bit raucous so we need to get this under way. A couple of flying wings have been tested and these were found to be well inside the limits. Over the coming months we will have to test all electric models.

The Club notes don't show a start time for the Newchapel site, it is 10am.

Found at Newchapel - Glow starter with meter and on board battery checker, speak to Chris Searle (number on page 6).

## Club Forum

This has now been up and running for over a year now and I believe it is a success. There are a few regular users/contributors and many occasional users.

It is being used for the "how do I...." type of exchange which is one of the reasons it was introduced.

It is a good vehicle for showing other items of interest relating to Club membership. For example web links to view the on board videos that have been made. These are just fantastic and include in flight shots of other models flying, can we have more of this?

We may be able to employ these video techniques to search for Graham's model when the leaves have gone.

Do have a look at the forum, it is viewable from the Club website home page, the bottom button on the left. If you want to contribute you will need to register which is explained on the forum.

**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 (address/e-mail on final page), I can cope with them all.

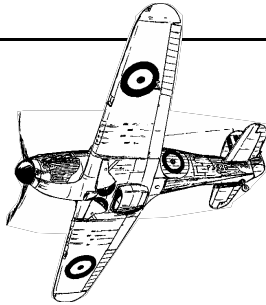


## Committee and General

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### Field Report

**Imberhorne** - Now closed for the summer as we have only 28 days use here and if we get a wet winter we will really need the facilities here as Newchapel can be VERY wet and boggy. Chris Searle keeps the grass cut during the summer.

**Newchapel** - Dave Nice and Mike Dyke have been cutting back the hedge along the pits area. It makes the area so much tidier, thanks chaps. Dave also rebuilt the wind sock base after it was destroyed by the tractor when the field was last cut. He has also built a transmitter rack at the south end of the pit area.

The Committee are undecided about giving our area a further cut before the winter, if we do it should help with the drainage as the rain will not be retained in the long grass. We also recommended to our field owner, Christine Pate, that the remainder of the fields could well miss out on a cut this year which saved her just under £300.

The Wildlife Centre to the south are working in the adjacent field, they are taking off the topsoil to expose the poor soil underneath. This will provide the habitat for some rare plants such as the Sundew. As far as I know it is not for a scramble track.

If you watch the in flight video sequences, linked from our web forum, you will see some of the works going on. These videos are excellent, keep them coming.

We will be looking at extending the width of the hedge "gap" at the south to align it more with the runway centre line.

Although there is no reference in Club documentation to the start time for flying here, it is 10am.

**KEEP YOUR SITE**



**WITH QUIET FLIGHT**

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