

FFLYPAPER

(2008—our 29th year)



Journal of Felbridge Flyers Radio Model Flying Club

Special points of interest:

- AGM
- Model stands
- HLG demonstration
- For sale items

AGM - another year

Another AGM behind us and one that was completed successfully. The Club subscription remains at £48 for seniors and £24 for Juniors.

Subs are now due so if you have not already done so get your application forms (sent with AGM notice or available for download from our web site) to our membership Secretary with your cheque before the end of May. If you delay beyond the end of May a re joining fee of £10 will also be payable.

**CLUB SUBS
REMAIN
UNCHANGED,
PAY BY THE
END OF MAY**

The Chairman could not attend and sent his apologies (his better half had booked a holiday in the Lakes!). Even so the existing Committee were all re elected unopposed with Chris Seale standing in for him at the AGM.

The business of the meeting centred around a rule change on the use of CE marked radio control equipment. This was necessary to ensure that equipment used by members was legal and that they would be covered by the BMFA insurance only if they used equipment so marked. There are examples shown on our forum.

There was also a vote on a new rule which had been proposed on operational safety regarding the operation of gas turbine powered models. It was not thought that our flying sites were suitable for this type of model. Both changes were approved and have been incorporated into the Club rules which will be posted on the web site.

We also have new membership cards which will be year specific and be replaced every year with one of a different colour, the Club rules are contained in the cards (with the agreed changes).

Awards were presented as follows: The *David Bell Memorial Trophy for Perseverance and Achievement* was presented to **Howard Furness** for his dogged determination to learn to fly and the very real progress he has made.

The *South Eastern Models Trophy* was presented to **Clive Smith** for the "comfort" items he has provided and/or built (Wood burning stove, fuel for same, picnic table and model stands).

The *Tiger Moth Trophy* went to **Dave Nice** our resident "handyman". You only had to say wouldn't it be good if..... and the item or work was done as if by magic (benches in the shed, wind sock pole structure, 2 windsock bases, transmitter stand, wood-store cover, frequency monitor high level aerial, etc).

"A" certificates were also presented to: Andy Musgrove, Jermeay Clark and James Bagshawe.

The padlock combinations will be changed early on Sunday 1st June to:

XXXX

If you have not paid your subs there will be four Xs in the box above. When you pay, our membership secretary will supply you with the number.....



Inside this issue:

Chairman's Chatter	2,3
Flutter	4
Sebart	5
Field report	6



24 after a cut & roll

Chairman's Chatter (or disconnected ramblings)

The Club have acquired some new items over the last couple of months that many of you will have noticed.

Our old wind sock was damaged while in the shed and Stuart Willis has built us another from a design found, you guessed it, on the world wide web. It is nominally a "15 knot" windsock which means when it is horizontal the wind speed is 15 knots. We await BSI calibration and certificate however..... If anyone has an anemometer bring it along so we can check it. Even with the fishing trace supports with swivels they still got tangled so Stuart has now re-rigged it incorporating a small weight to stop it rotating. Thanks Stuart for all your efforts here, the modifications work and the lines remain tangle free.

We also now have 10 fold away model stands stacked in the shed for use by anyone who wishes. They have been constructed to an established design by Clive Smith and assembled and "Cuprinolled" by a few members.



To use them you will need to open them out.

Swing over the upper tray



Attach the model holders which are stacked up under the Transmitter shelf. They are adjustable for width.



Do ensure you place your model box on the bottom shelf to stabilise the stands.

When you have finished flying **remove the model holders** as the stands cannot be folded effectively with the holders in place.

They are not designed to restrain a model on full throttle so do ensure correct starting procedure is used. We have tried largish models on the stand on maximum power, and providing a flight box of reasonable weight is on the back of the lower shelf, all was OK. We may provide some pegs as an added safety feature.

When using the stands do be extra careful as the prop is in a different position to the one you may be used to when the model is on the ground. Use of the stands does keep the fuel residue off the grass which is a good thing. When using the stands you can position them on the strip side of the pits thus ensuring that people only walk behind models (as per the photo above). This also evens up the wear on the grass in the pits area.

--o00o--

Stuart Willis and Simon Detry have been doing some aerial video work at the British Wildlife Centre just to the south of our field. We said we would do them a short video of their area to put on their web site. In return they said they would get a machine to get out the rotten railway sleepers in the stream behind the pit area. The tests have been successful and appropriate camera positions determined to do the filming "proper".

We need to fly fairly high with the camera pointing down at about 30 degrees for best results. We will let you know when it is done and on their web site.

--o00o--

The Glider Guide and Sausage sizzle on 2nd April went well with a good turn out of around 20 people, 50% of whom took part in the competition element. This consisted of 2 tasks with a chuck glider of no more than 12 inches span, one for distance and one for duration. The original idea was that the same model was to be used for both elements of the contest.

The "rules" were somewhat vague and this was not specified so one member brought along 2 models, one specific to each task, both won the individual 1st places for each discipline and one was victorious in the cumulative duration contest. In fact many of his individual durations were in excess of the cumulative durations of many of the other competitors..... As he would have been placed 1st, 2nd and 3rd in the individual duration the judge (i.e. me) decided that an individual could only take one "place", this at least gave the other members a chance. It was also good to see the more "experienced" members figuring in the results.

It was heartening to see that all models were self built with no kits or ready made examples being used, results as follows:

Distance - best single throw

Stuart Willis (Victor)	- 23.67m
Bob Cutter (Woody)	- 22.45m
Howard Furness (Niffy II)	- 22.34m

Distance - cumulative of 3

Bob Cutter (Woody)	- 61.5m
Howard Furness (Niffy II)	- 54.81m
Max Woodhead (Push Me)	- 53.4m

Duration - best single throw

Stuart Willis (Victor II)	- 7.17s
Howard Furness (Niffy II)	- 4.53s
John Simmons (Unlucky)	- 3.97s

Duration - cumulative of 3

Stuart Willis (Victor II)	- 19.59s
Howard Furness (Niffy II)	- 11.01s
Bob Cutter (Woody)	- 10.5s

Well done to Ian Dinan for organising and the "Smiths" for helping with the hardware and cooking - the spicy sausages were a delight. The Club even managed a small profit for Club funds.

Many of those present brought along indoor R/C models, both rotary and fixed wing. These were flown extensively during the evening to good effect as the wind was light (the sand school sides are partly open to the elements).

Norman 

CLUB NIGHTS

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CLUB NIGHTS ARE HELD AT THE HAVEN CENTRE IN CRAWLEY DOWN (ANVIL ROOM) ON THE **FIRST WEDNESDAY** OF THE MONTH DURING THE WINTER SEASON AND AT NEW-CHAPEL DURING THE SUMMER.

WEDNESDAY 4TH JUNE - FIELD MEET AT NEWCHAPEL.

WEDNESDAY 2ND JULY - FIELD MEET AT NEW-CHAPEL.

A new trainer surfaces.....

There is a new trainer model out on the market, it is designed by Chris Foss and is called the Wot Trainer.

It is an almost ready to fly model, superbly finished in Chris' white with red, orange & yellow trim colour scheme with a choice of trike or tail dragger undercarriage. The motor suggested is a .40 2 stroke or .52 4 stroke. The price is around the £85 mark which is cheaper than a Wot 4 KIT.

Howard Furness' Tutor had a crash too many a month or so ago (the wing broke in 2 after a nose first arrival - crash). It was just not worth repairing as it would be complex and add yet more weight. We suggested the Wot Trainer which we went down to SMC to pick up.

The quality looked good with excellent covering but some suspect glue joints. Howard opted for the tail dragger configuration but brought it along for the first flight with the main gear in the "trike" position. A case, he freely admits, of not reading the instructions as the holes and captive nuts were in place further forward. A few minutes work with a knife and screwdriver soon had the gear in the correct place. One problem was that one of the captive nuts was not, that lack of glue.... He would have got away with this mistake had the newsletter editor not been present for the first flight!

It does fly remarkably well, much better than the old Tutor and Howard is getting on well as it provides more thinking time as it is light. The U/C seems a bit stiff but has proved OK in use,

even coping with a landing in the scrub. Those of you familiar with Wot 4s and Acro Wots will know that a weak point of these models is the U/C plate which often gets torn out, even when using the nylon bolts.

The model is marketed by Ripmax so is **not** available from Chris Foss direct.

Control surface flutter

As flying speed builds up control surfaces can reach a point where they "flutter" destructively. This can be eliminated by good design and rock solid hinge engineering in full size aircraft. In models it is not usually a problem as their design speeds seldom reach a point where flutter can be a problem.

Simon Detry has a number of electric flying wings which, shall we say, are adequately powered and climb like homesick angels and exhibit a fair turn of speed. He was flying one of these a few weeks ago when, on a fast pass, huge vibrations resulted in ejection of the battery with the model gently spinning down.

The model was in the same field as the strip and not very high so a search began for the errant LiPo battery. Many members walked in line in the expected "debris field" but failed to find any trace. We had all but given up when Simon went a bit further out and did find it.

I remember that Jim Christie had a "battery ejection" some time ago in the same sort of area and the battery was only found after a metal detector was used. The long grass and rough surface seem to swallow up anything which makes the find all the more lucky.

Norman

Visit by Mike Fantham

Those of you who have been in FFRMFC for a long time will remember talks given by Mike Fantham at our winter Club nights. Mike works for BAe and has been a world championship contender in free flight Glider (F1A) and has been **World Champion** in this discipline. He designs his own models and they were constructed from composite materials building in the appropriate wash in and wash out to provide the optimum turn radius.

He is interested in all aspects of aeromodelling and along with his championship gliders he brought along some indoor rubber powered micro-film models which he flew around our meeting

FOR SALE

- 1) New in box RBC kits MIG 29 for mini fan 480. Kit only **£50-00**
- 2) SCORPIO SAAB GRIPEN with HW 609 fan, Mega 22/20/2 brushless motor, BRC Hobbies Himodel Fly 40 amp Speed controller. Schulze 835s receiver, 2 x Ripmax SD 200 servo's. **£80-00**
- 3) ALFA MODELS F 86 Sabre with Model Motors AC1215/12 brushless motor, 2 x Hitec HS 55 servo's, Castle Creations Phoenix 45 Speed controller, No receiver. **£80-00**

Mike Dyke

(contact details in members area of web site)

Transmitter tray with neck strap (Futaba logo). Max size of space for the transmitter 210mm x 180mm. **£5**

Keller high performance brushed motor, 450w 770Kv with 33 amp speed control, with BEC. Suit 3 - 4s LiPo or 10 - 12 NiCads. If using LiPo cannot use BEC due to danger of under voltage on a discharged pack. Old fashioned but quality built and powerful. **£20**

Norman Carter (number on page 6)

room, when we met in the large downstairs room at the Wiremill. It was marvellous to watch these delicate models, with huge slow turning propellers, fly oh so slowly along.

Well, Mike is into another competition discipline now, F3K. This is hand launched radio control glider and Mike is British Champion, a title he won last year.

We have invited Mike along to one of our Sunday afternoon sessions so he can demonstrate how this works which I am sure we will find interesting, normal flying can of course continue.

As flying these models is very weather dependant he has 3 dates pencilled in his diary, 8th, 15th and 29th June. So come along and see this different aspect of R/C flying for yourself. Nearer to the time we can publish more information on the web forum.

Those ARTFs are everywhere...

Work on my Wots Wot has ground to a halt as I could not dream up a colour scheme that I liked. I looked on the web for full size schemes but did not like any. So I bought an ARTF model to keep me going, my first.

I had been impressed with the Sebart Models

designed by Sebastiano Silvestri that Roger James has, so decided to buy the 51 inch span Sukhoi, this being the smaller of the 2 available.

It is designed as a 3D model with large control surfaces but can be flown as an aerobatic model with smaller throws. I have just been knocked out by the quality of the model and covering. It is built from laser cut lightweight plywood with some balsa sheeting, all the joints appear well glued and the all up weight is 50 ozs. This gives a wing loading of 12.56 ozs per sq foot. It has plug in wing halves using a carbon fibre tube joiner.

The U/C I don't think will be too durable and crash survivability pretty low but they certainly seem to fly well, go to the web site at: <http://www.sebart.it/!-html/hot-news.htm> this shows the full range and there are some videos.

It is electric with a powerful Hacker motor and 3s LiPo pack which will give durations of between 4 and 6 mins depending on prop choice. I have not



flown it yet so will report back. Power to weight ratio is greater than 1:1 so MotoCalc describes its performance on take off as "brisk".

It has certainly given me inspiration to complete the Wots Wot as I will replicate the colour scheme in Blue and Red rather than the Green and Red of my Sukhoi. It looks complicated (and is if you use film) but not so much of a problem if you spray. The zig zag lines are all masking tape width for example.

What is equally amazing is that the model is

CLUB NOTICE BOARD

Of this and that.....

As announced at the AGM there will be a Club barbecue again this year and the date has been set for **26th July, so get this in your diaries now.**

The details are still to be worked out but it will be subsidised by the Club (not free as last year) with an individual contribution of £3 per person. The format is likely to be flying in the afternoon with the meal available early evening with flying continuing until dusk.

As also announced at the AGM we will be trying out a new venue for the winter Club night season. The venue is the modern Haven Centre in Crawley Down and we have hired the Anvil Room. This is an upstairs room that will accommodate the normal turnout of people with the possibility that we could move into another room (that becomes available after 20:00 if we need more space). It is well decorated and carpeted and should be warm and cosy. We will also have use of the Haven Centre Club bar and can bring drinks with us to the room. The car park is large and there is always something going on so has a bit of a "buzz".

cheaper than the Wots Wot **KIT**.



Norman

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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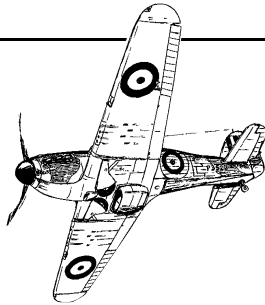
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Field Report

Imberhorne - This site is under utilised as Newchapel is now usable for most of the year due to the improvements made. So, to use our allocation of 28 days per year, are opening it up to some summer use for electric and glider operation only. So for June it is available on Saturdays and Sundays between 10:00 and 17:00. if you use the site please let Chris Searle know so we can track our used days accurately. First time users will need to fly initially with a Committee member.

Newchapel - After the wet late April/early May the site had got quite wet again with puddles on the southern walkway, the strip however remained useable because of the drainage improvements we have made.

The strip, pits and walkways were cut on 10th May and the strip was rolled on 11th and it is in very good shape, smooth, flat and almost fully dried; it is amazing what a week of sun and wind will do.

A "lean to" is being constructed alongside the shed which will be used to store the model stands and other bulky items, thus leaving more room in the shed to provide more working space and allow more people to get in to shelter from any rain storms.....



KEEP YOUR SITE



WITH QUIET FLIGHT

BRITISH MODEL FLYING ASSOCIATION
AND LOW RPM'S