

FFLYPAPER

(2008—our 29th year)



Journal of Felbridge Flyers Radio Model Flying Club

Special points of interest:

- Noise test reminder
- Barbecue report
- Spot landing
- Reminder on meeting venue

Chairman's Chatter - or disconnected ramblings

Apologies for the delayed publishing of Fflypaper but this retirement has kept me so busy (everyone has said this and I now believe them).

Four stroke (not 4 cycle as our friends from the USA persist in calling them) motors do have a "cackle" to the exhaust note. As the exhaust valve opens while the gasses in the cylinder are at higher pressure than in a 2 stroke this creates a greater pressure wave which is what the sound meter measures.

THE FLIGHT WAS INCREDIBLE, VERY FAST AND JET LIKE

Exhaust silencing needs to be more complex to overcome this and Saito motors seem the most difficult to get through the noise test than others. Roger James and John Simmons have Saito motors and were having problems. Weston UK make silencers for these motors and both purchased them. They were able to pass the noise test.

Unfortunately the engineering on the adaptors seems poor in that it allows the bulky silencer to put a huge strain on the connector which is just a threaded block which turns the exhaust through 90 degrees. Both have failed at the cylinder head connection. One on the ground and one in flight, amazingly found where it was watched as it fell through the trees.

So be aware of the Weston UK pipes.

ooOOoo

Mike Fantham came along to the Club on 1st June to demonstrate his Discus Launch Glider (DLG) which was just fantastic. He flew his Taboo GT and recorded a time of 35 mins 12 seconds which was only bettered in the UK on 27th July with 43 mins 35 seconds. The model weighs 255 grams and is

carbon/Kevlar construction, see: <http://olgoi.com/TabooGT/index.html> The models have ailerons/camber changing flaps as well as elevator and rudder.



The discipline is known as F3K and Mike is UK champion. There is a short video clip of a launch on the Club website under "images". If you fancy a go Mike has suggested the Long Shot range, available from Slough Radio Control or the manufacturer: <http://www.horejsi.cz/english/index2eng.htm>

The day was warm, little wind (with lots of small themals) but overcast until about 16:30.

Pete Ward brought along his just completed Chipmunk with ASP 61 four stroke, this has a baffled silencer and really quiet. It has flaps and Pete flew it for the first time, It has a super glossy trainer finish and just looks superb, ask him about the trials and tribulations over the painting.

Stuart Willis brought along his completed F15 for a first flight. This is quite small with 2 brushless motors and fan units. He carried out the test flight from a bungee launch off his ramp.

The flight was incredible, very fast and jet like, the motors even made it sound like a jet. The landing was a bit quick but there was only minor damage to

(Continued on page 2)



Inside this issue:

Chairman's Chatter	1, 2,
Pilotcraft	5
Flight simulator	4
Field report	6



Dave's sim dashboard

the nose. The second flight was made a week or so later which was much slower - one of the ESCs had failed so it was flying on only one motor.

I flew my Sukhoi again using 3700 LiPos and the full throttle duration was at least 10 minutes on a 12 x 6 APC-E with an overall flight duration of around 14 minutes with capacity to spare. Sadly I knife edged the model into the ground a week later but have purchased another which goes as well as the original. I have steadily increased the prop size to provide greater performance and am now using a 14 x 7 APC-E which gives a power to weight ratio in excess of 1 and still provides around 8 minutes of full power, almost silent flying, on the 3700s.

ooOOoo

Asaf and Oliver Shafi are both progressing well with their training after a break. They came along the Sunday after the barbecue (27th July) and I was able to give them half a dozen or so flights each. They are up to "A" test standard and need to practise for this. They are both allowed to fly without their instructor directly with them (he can watch from a distance) providing he has given the go ahead at the session. This will allow them to build up time practicing for the test.

Steve Chamley has just joined the Club and after the first flight of his model showed up a badly warped wing I flew it again on 27th July after the warp was removed by heat.

The flight went well for about 4 minutes when the ESC cut the drive power. No problem, I can glide it in apart from the fact that the ESC also cut the power to the BEC resulting in a left hand turn and crash, fortunately with no damage.

Examination of the model showed the motor and ESC were too hot to touch despite the current draw being measured by Steve as only 12 amps. After everything cooled down it worked normally for about 30 seconds before the ESC was again too hot to touch and the motor was not even being run. A major fault is suspected and the ESC will be returned to Giant Cod, the supplier.

ooOOoo

I was able to be present for the recent successful series of flights of Mike Dyke's Mig 31. Mike has been developing this model over several years and it has been much modified and repaired over this time. Mike has persevered with the design and had now had

some good flights with controlled landings. There is video footage on the "images" section of our website, well done Mike.

ooOOoo

Our operations certainly don't affect the wildlife at New-chapel. We saw 3 deer one afternoon in our field recently and I came across a hen Pheasant, with her 2 chicks, in the field opposite the strip when going to retrieve the Shafi's trainer after an out landing due to engine failure.

ooOOoo

Art Arfons of "Green Monster" fame died in December last year. He held the world land speed record 3 times and was known as the "Junkyard genius" for his ability to construct world record beating cars from second hand parts. In the late 1960s Art built his first jet engine dragster powered by a J97 jet engine from a Starfighter bought secondhand. A request to General Electric for a repair manual resulted in a Government Agent turning up to confiscate the engine telling Arfons that components for the Starfighter - which had held simultaneous world records for speed, altitude and climb rate - were still top secret. He was horrified that Arfons had repaired the engine without assistance.

He was buried with spanners in his hands, accompanied by a jar of Bonneville salt and the manual, now declassified, to the General Electric J97 jet engine. They don't make them like that anymore.

ooOOoo

On this and that.....

I was in Dublin a few week's ago and dashed into a pub in Temple Bar for a meal. We went up to the bar for a pre meal drink and I asked for a pint of Guinness - "we don't do it here", was the reply. A Dublin pub with no Guinness, I could nor believe it. It seems this pub (The Porter House) brews all its own beer on the premises, we were even given samples of the other beers they do to try, never come across that here - it was Ireland after all.

ooOOoo

Olympic odds & ends (what, in a flying Club journal?)

Ever noticed the similarity between the Beijing Olympic torch and an elongated Cornetto?

Consultants for the 2012 games in London (yawn, yawn, yawn) have been employed to save money on the event - they have **cost** £83 million (yes £83 million) **already**.

Hero time - In the games in Montreal in 1976 the gymnast, Shan Fujimoto of Japan broke his knee in the floor exercise but does not tell anyone for fear of affecting his team mates morale. He completes the pommel horse and then the rings, finishing with a triple somersault onto his knee. He climbed the podium to collect his gold medal unaided.

I won't grumble again when I have cold.....



Club barbecue 26th July

We could not have had a better day if we had ordered it, sunshine, 27 degrees and light winds, bliss.

We flew during the afternoon with the food cooked and served at around 6pm. There were 3 gas and 1 charcoal barbecues going cooking a selection of superb meat. There were Steaks, Beef burgers, Lamb burgers (my favourite), marinated pork pieces, marinated chicken pieces and sausages. All served with potato salad, green salad, rice salad, French bread and appropriate relishes. There was also a second course of either gateaux or strawberries, both with cream. - All for £3 per head, what value; some 30 plus people attended.

The afternoons flying saw 3 first flights, Chris Searle's electric white Fokker DVII (exciting as the trim was far from perfect), my Wots Wot (uneventful - ever known a Foss design to fly badly?) and Ron Freeland's small electric Funtime (twitchy).

Mike Dyke flew his electric Mig 31 and Brian Hadfield lost his Hot Shot in the trees which made it a bit second hand, even the engine was damaged. This was bad luck for Brian as he had lost his Mustang a few days before and despite extensive searching no trace has been found.

I got my Highlight into the most amazing thermal which I had to fly out of as I could not tell which way the model was flying it was so small.

We held an impromptu competition during the day, who could come to **rest** nearest to a marked spot on the runway, no power to be used once touched down. I won this with my Highlight half a pace from the spot. Second was Roger James with one pace and third Mike Brake with 5 paces. There were lots of cries from members who "were right over the spot" but taxied away before measuring.....oh yeah!

As the evening progressed flat calm conditions were experienced and Mike Dyke flew his small electric Tiger Moth in the twilight which was so relaxing, model flying does not get much better than this. This model upheld the tradition of flying after 9pm.

Several people brought along their dogs/puppies (or their Children's puppy being looked after) and all got on splendidly well together, not a bark or growl between them. They were The Stone's Sheepdog (Bess), the Searle's German Shepherd pup (Chip), the James' Labrador (Bailey) and the Cutter's Border Terrier pup (Herbie - as in herbaceous *border* according to Bob).

Well done to all those who made it possible on the day and before with the planning, purchase and preparation of the produce. A few of those involved: Ian (D & S), Max, Stuart, Chris, Clive plus their respective other halves who I know helped out.

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 3RD SEPTEMBER - FIELD MEET AT NEWCHAPEL.

WEDNESDAY 1ST OCTOBER - FIRST INDOOR MEETING AT THE HAVEN CENTRE. "BEER & BABBLE" EVENT. BRING ALONG YOUR PICCO Z HELICOPTERS AND WE WILL SEE WHERE WE CAN FLY THEM.....

Eastbourne airshow

I went along to day 1 of the Eastbourne airshow on 14th August. I had some tickets for the sea-front area where you get an excellent view (its not free anymore although you can easily watch from the surrounding Downs).

The weather was excellent, warm & sunny with little breeze. Watched the first display (wing walkers on Stearmans) from an outside area of a restaurant while enjoying lunch. Watched the Spitfire Mk IX doing aerobatics while enjoying coffee listening to a Merlin on full song - bliss.

The remaining displays were of Hawks, F16s, helicopters, KC135 tanker, Hercules, Turcano, Catalina, Battle of Britain Memorial flight (Lancaster, Spitfire, Hurricane) and the Eurofighter Typhoon. My word is this impressive, pulling very tight turns and displaying huge vertical performance. The noise was something else, it had all the seagulls flying inland as fast as their wings could manage.....

The "Blades" aerobatic team were fantastic. There are 4 of them, all ex Red Arrow pilots, in Extra 300 aircraft. Their display was exceptional, fantastic station keeping and innovative manoeuvres that would not be possible in jets. The stall turns were just so spot on. If you get this in time, go to the show, the last day is 17th. The Red Arrows were due to fly on the last 3 days.

Norman

Flight simulation

We have always said that the Computer flight simulators help to get new R/C pilots some safe stick time which helps their real model flying. Well one of our members has built his own flight simulator so he can continue to fly his Cessna 172 after the CAA had said he could not continue to fly for real.

I have flown with Dave Nice in his simulator and it is SO real and lifelike, it even moves on the undercarriage. The scenery, on 3 large LCD displays is in very high definition (taking up about 90 Gig of storage), there is sound and full analogue instrumentation including nav and com sets.

I got so engrossed doing an ILS approach to Gatwick runway 26 that after landing I was taxiing

**I WONDERED
HOW SOMEONE
MANAGED TO
DO THAT IN
THE MIDDLE OF
GATWICK**



off the main runway when there was a tap on the side window (they are opaque) which scarred the s*** out of me as I wondered how someone managed to do that in the middle of Gatwick, It was only Dave's wife with the Coffee..... I was amazed by the realism and how authentic it felt.

We then took off from Shoreham, climbed over Mill Hill (no slope soarers) and followed the coast. Flew inland at Seven sisters to find the Long Man at Wilmington, which we found after a while....

Another flight we did was from Biggin Hill to Gatwick where I flew low along the A22 and right over our flying field. Then on to Weir Wood reservoir where we converted to a small seaplane then a Floatplane and did 2 water touch downs (how can they be "landings" on water?). Just fantastic.

With the actual instruments and real "feel" in the yoke, with full trim, you could be in a real light aircraft. I have flown in Boeing 737 and Piper

West Jet Airlines

West Jet is an Airline with head office situated in Calgary, Alberta. West Jet airline attendants make an effort to make the in-flight "safety lecture" and announcements a bit more entertaining. Here are some real examples that have been heard or reported:

From the pilot during his welcome message: "West Jet Airlines is pleased to announce that we have some of the best flight attendants in the industry. Unfortunately, none of them are on this flight!"

"Weather at our destination is 50 degrees with some broken clouds, but we'll try to have them fixed before we arrive. Thank you, and remember, nobody loves you, or your money, more than West Jet Airlines."

Heard on a West Jet Airline flight. "Ladies and gentlemen, if you wish to smoke, the smoking section on this airplane is on the wing. If you can light 'em, you can smoke 'em."

Part of a flight attendant's arrival announcement: "We'd like to thank you folks for flying with us today. And, the next time you get the insane urge to go blasting through the skies in a pressurized metal tube, we hope you'll think of West Jet Airways."



Warrior simulators at Oxford Aviation Training and they are not a patch on Dave's home built system for realism and feel.

There will be more about this in the next newsletter.

Norman

Club website

The members area is password protected to keep it just for members. It is worth noting that if you get the password wrong more than 3 times you will be locked out of the entire website. If this happens, or already has, get in touch with our Webmaster, Stuart Willis, he can fix it for you.

Awareness when flying (pilotcraft?)

The Club has a good safety record which the Committee have done its best to maintain. Members are safety minded and we thank them for their efforts.

Mike Dyke got us off to a good start many years ago when he held the post of Safety Officer. The principles he laid down are the cornerstone of the Club Safety notes. These safety notes are on the web site in the Members area and also against the "Membership" tab.

One of the key features is that flying pilots stand together in the pilot boxes. This enables them to talk to each other and enables evasive action to be taken if for example a model goes "dead stick".

It is also useful to let other pilots know of your intentions. For example you may wish to do landing approaches, ask the others if its OK. You may want to do a low fast pass along the runway, state your intention before you do the pass, one of the other flyers may be doing a low pass from the other direction.

Above all, be aware of what is going on around you. Are you setting up a circuit direction against the other 2? Are you doing a low pass along the runway while another pilot is retrieving his model from the far end of the runway? Are you flying high when a full size aircraft cuts across from the north? Have you acknowledged the flyer who advise that the strip is clear by a shouted "thanks" or something similar? Do you advise those flying that you have cleared the strip?

Get in the habit of glancing along the runway when you go for a low pass. Glance around to see where the other models are but do make sure your model is in a stable attitude so when you look back you spot it OK. When another flyer comes through the pilot box asking if its OK to take off, give a "thumbs up" or "hold" visual signal as the flyer carrying his model may not be able to hear your "**no I've just gone dead stick**" above the noise of his engine..... Don't come up to the pilot box with your engine running waiting for someone to land. If there are 3 in the air wait in the pits area. Having an engine running just outside the pilot box can hamper those flying as they

CLUB NOTICE BOARD

Reminder on noise testing

It is important to realise that a noise test is only valid for the aircraft, motor, prop size, prop type and silencer combination AS TESTED. If you change ANY item a retest is mandatory. This is one of the few Club rules (8b).

The model must be tested by approved Club Noise testers using the Club's calibrated equipment. By all means use your own noise meters if you have them to get an idea of noise output, but you cannot fly until the Club noise test has been passed or at least 2 Committee members have allowed a flight in special circumstances.

Congratulations to Roger James who passed his "A" test on 6th August. He was worried about the questions element but he knew his stuff, well done.

Welcome to Steve Chamley as a new member, hope you enjoy your membership and get full benefit from it.

cannot hear their models.

Its all pretty much common sense but you need to be aware of what is going on around you both in terms of other flyers but also full size activity. We often get the Police helicopter flying low near our field, so either land or fly low as far away from his flight path as possible.

This awareness is something you can build on and we can call it "Pilotcraft" (as in Ray Mears "Bushcraft" or rally drivers "Stagecraft").

This is just food for thought to keep our flying safe and above all else - **enjoyable**.

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.

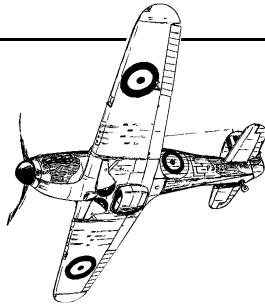


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Field Report

Imberhorne - Saturday and Sunday use available here during September for electric and glider models. Give Chris Searle a call if you want to use this site as we only have 28 days use in any year and it needs to be recorded.

Newchapel - The outfield has now been cut and the fields look superb. We have used a different Contractor this year and he has been able to cut the grass very short which means it will stay shorter for longer. The strip, pits and walkways have been regularly cut and are in very good condition.

The "lean to" shed extension (see photo with the builder, Dave Nice) will not be locked and will be used to store the model stands and the picnic table worktop cover. This structure is stronger than the shed and is no doubt holding it up.



We have moved the picnic table to a more open location away from the trees so it should not get s*** on so much by the birds, the rain will now regularly wash it for us.

We will be laying some road scalplings (2 tons) to extend the winter parking area to the other side of the track by the gate. This should allow more room for the many members who continue to fly all year round. We will be needing some manpower to get this done so watch for the call for volunteers later in the year.....

KEEP YOUR SITE



WITH QUIET FLIGHT

BRITISH MODEL FLYING ASSOCIATION
AND LOW RPM'S