

# FFLYPAPER

(2009—our 30th year)



*Journal of Felbridge Flyers Radio Model Flying Club*

**Special points of interest:**

- Solo flying reminder
- Always scramble the padlock
- Winter diary
- Advance notice of speakers

## Chairman's Chatter - or disconnected ramblings

**Tuesday 30th December** was a fantastic day to go flying. Only Max, Stuart, Mike Dyke, Jeremy Clark and myself & son turned out. The day was very crisp and cold with a cloudless sky. The overnight temperature had dropped to -6 degrees and it was hovering around -1 when we turned up at mid day. Max had got the fire going but as the wind was virtually calm the sun provided some warmth and you could do without gloves. The air was so stable and the flying was fantastic, quite one of the best days.

Most models were electric which is so easy and clean in the winter. Stuart did bring along his Puppeteer which is Saito powered and he had endless problems getting it started, the first flight resulted in a dead stick quite low. He never did get it running properly that day.

**Sunday 4th January** was another cold day with partial overcast, light winds and a big fire. A few hardy souls turned up and it was a quite incident filled afternoon.

Max got a good flight with his prototype model which did cause one of his LiPo packs to show signs of distress with blackening around the cable outlet. Towards the end of the day he was going to have another flight but it was not to be.

He uses two 3s packs in series and due to "brain fade" rather than connect the two packs together he connected the positive to the negative on the same battery pack. This easily exceeded the 20C current draw on his 1600 Mah pack (1600 x 20 = 32 amps), probably nearer to 200 amps. The battery pack immediately began to smoke with heavy white smoke, much fizzing and an acrid smell. Max was keen to save the model so

hooked both batteries out of the model where the offending pack continued to smoke and fizz for a further 5 minutes or so; all pretty dramatic stuff. Once the smoke started most of those present were clearing the area rather fast.....

John Simmons brought along 2 models and the engines were not performing too well in either. He eventually got



them to fly but became dis-orientated on one flight (it was getting more gloomy by then) and crashed in the copse between us and the Wildlife Centre, fortunately with only slight damage.

I flew my Gemini for one brief flight but experienced some elevator glitching that caused a marked pitch up, I was able to land quickly by holding in some "down". Ground checks could not replicate the problem so I did not fly again. My thought is that the low temperature, it was below freezing all day, may have been the cause as the Rx is a mini one which may not be stabilised adequately for low temperatures.

Ian Hannah suffered a motor cut low down, with little option he turned to avoid the hedge but just caught the fence; the damage is repairable but it is his son's model so he will have some difficult questions to answer as it was plainly pilot error, he had run out of fuel.....



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*The digger coming through the thinned hedge*

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Mike Dyke on the other hand had minimal problems other than a small amount of elevator trim required following his repair of the motor mount on his Explosion. You get some days where little seems to go right.

Saw a couple of Roe (we think) deer passing through the field mid afternoon, really good to see.

**Tuesday 6th January** was another fantastic day, sub zero but sunny with a breeze straight down the runway. As usual we got a good blaze going in the stove and got down to some more flying. I had put a new Rx in my Gemini and it did not miss a beat in the below zero temperatures. What I did notice though was that LiPo batteries do lose performance as the temperature goes down, they are in the airstream so it cools them down even more.

John Dowd brought along his e-Flight Apprentice trainer which comes ready to fly with Spectrum radio system. This is quite large (58" span) and the first flight went well until the speed control started to malfunction and the motor started to make the most terrible noise. It will I am sure prove to be good. The Spectrum Tx has no reduced power button to replicate a "collapsed aerial" range check on 35 Mhz systems so the first real range check is in the air. *We have now discovered how to do the reduced power range check - it is in the instructions - RTFM.*

Howard Furness also had a good session doing touch and goes with his Wot trainer, under Max's watchful eye.

We again spotted the Roe deer in the adjacent field and left at 4pm just as the sun was setting, the days already beginning to get longer.

**Friday 9th January**, flying again in the afternoon. Cold but bright sunshine with no wind. It was a pleasure to fly my Highlight in the flat calm conditions. We spotted the Barn Owl again on a number of occasions as he searched the hedgerows for a meal. The air was so stable flying the Highlight was a delight, you can trim it and it just stays in the attitude you set up; there are not many days like this.

**Wednesday 14th January**, Fog flying day, no wind but there was just enough visibility to fly slow models. John Dowd brought along his E-flight Apprentice again with a replaced ESC. Complete and ready to go it has good performance, docile handling and 20 minutes duration on the supplied LiPo. Good value too at around £225 at the cheapest outlet. It comes with everything. I was impressed.

**Wednesday 11th February**, Bit cold but the snow had all gone. John Dowd put in some more stick time with his Apprentice under Max Woodhead's instruction, me with my Gemini, Mike Dyke with his Explosion and Ian Stone with his Extra.

We had flown this RTF Extra model (comes with everything apart from Rx and Tx) a few weeks previously and it had proved to be less than perfect; trim in pitch and roll was just not consistent.

Ian has replaced the servos with the BRC micro 9g ones and it was transformed, consistent and smooth. I flew the initial flight but handed over to Ian on the second flight. He was not fully comfortable at this point and handed the Tx back to me when the power began to fade.

Now Ian's Tx has a "hold" button for the throttle and at some point during the changeover this was pressed by mistake, but we did not realise this. The battery was by this time beginning to fade badly so I attempted a line up from a very short crosswind leg and cut the power, only it did not reduce but remained at the same setting of full power with a flattening battery. I could not understand why it was not slowing down much and flew along the strip, towards the trees on the right where I turned it left and the reducing power finally lost the battle with flight and it touched down. It broke the fragile cowl and displaced the bulkhead, easily repaired. It was only when we looked at the Tx display that we saw the "hold" symbol.....

Saw the Barn Owl again in the field to the north.

--oo0oo--

Purchased a mini hot melt glue gun for under £7 at Hobbycraft. This is really useful for those odd jobs where a small amount of fast setting "sticky" glue is needed e.g. fixing micro servos in foam cut outs, it holds firm but you stand a chance of getting it out if you have to replace the gears. I am sure I will find many new uses for it as time goes on.

--oo0oo--

As most of you will know all children know better and can do anything (as they say get them young while they still know everything). Well my lad Adam, living in Dublin, showed no real interest in aeromodelling but got together with a few of his friends and they decided to get some R/C model aircraft to play with.

He did ask if I had any suggestions for suitable models, I said don't go for a Spitfire model but do join a local Club where they can advise and suggest. He did take the first bit of advice but ignored the second.

They got on the 'phone to Sussex Model Centre and were persuaded to buy the CC Lee Hercules, they bought one each. This model is an electric powered, 40" span semi scale model. It is ready to go with radio installed, Tx, nicad battery and charger. All for around £80. The Tx is mode 1 (elevator on the left stick, roll on the right stick) with a switch for power, either full power or off.

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I went over to see him just before Christmas and we decided to fly the much repaired model. We went to the parkland surrounding Malahide Castle and Adam gave me the Tx and said "you had better not crash it". He launched and off it went at quite a speed (all or nothing power remember), it was tricky with mode 1 but I made it and we had about 5 or 6 flights each that day. The model is far from a trainer model and in truth lucky it lasted through the early flights.

Just after Christmas he came over to the field with me and tried my Highlight, it was a revelation to him as it flew slowly and you could control the power setting precisely, he loved it.

How many others have been persuaded to buy unsuitable models only to crash them and give up?

We decided a replacement was needed and, after much research, decided upon the Multiplex MiniMag. This is a 1010mm span Elapor model with ailerons. Estimated all up weight around 650g, cost is under £50.



As with all of these Multiplex models it went together very easily, I initially powered it with a 125 watt motor, the same as in my Highlight and it was way overpowered. I replaced the motor with one of 90 watts and it is just right, plenty of power to climb well and good duration.

I used a 1345 3s Lipo and the current draw is less than 9 amps giving good duration. This motor with a 20 amp ESC was under £18 from BRC Hobbies. I also used 4 of their micro 9g servos at £15 for 4. These produce 2kg.cm of torque and are just fantastic, smooth with accurate centring. I also managed to locate a Multiplex RX5 mini Rx at a sale for £10 new.

The model flies well and will make a good small trainer that can even handle moderate wind, just got to get him to join a Club now.....

## CLUB NIGHTS

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**CLUB NIGHTS ARE HELD AT THE HAVEN CENTRE IN CRAWLEY DOWN (OAK ROOM) ON THE FIRST WEDNESDAY OF THE MONTH DURING THE WINTER SEASON STARTING AT 8PM.**

**WEDNESDAY 25TH FEBRUARY - WE HAVE BEEN INVITED TO THE SURREY CLUB TALK BY TONY NIGHUIS AT THE VILLAGE HALL IN BROCKHAM, STARTING AT 8PM, £2 PER PERSON (SEE ITEM IN CLUB CHATTER ON THE FORUM)**

**WEDNESDAY 4TH MARCH - BRING A MODEL EVENING**

**WEDNESDAY 1ST APRIL - SAUSAGE SIZZLE AND GLIDER GUIDE AT FERNHILL RIDING. BRING ALONG ANY FREE FLIGHT GLIDER FOR THE COMPETITION AND SMALL R/C FOR FUN FLY. A MAP WILL BE ON THE FORUM NEARER THE TIME.. A SMALL CHARGE WILL BE MADE FOR THE FOOD.**

**WEDNESDAY 8TH APRIL - ROYAL AERONAUTICAL SOCIETY LECTURE ON THE EMPIRE TEST PILOT'S SCHOOL AT BOSCOMBE DOWN. AIRPORT HOUSE GATWICK STARTING AT 18:30, £2 ENTRY.**

## Royal Aeronautical Society lecture - 10th December

A few members went along to the RAeS lecture at Gatwick on 10th, it was "Red Bull Air Racing", presented by Nigel Lamb a current Red Bull pilot.

He gave a fascinating insight into the proceedings and he was accompanied by one of the event organisers responsible for technical matters, Adrian Judd.

The racers must be current aerobatic aircraft using standard engines. The aircraft are monitored continuously and must not exceed 12G loading for more than a specified (short) period during the competition flight. Even though they are rated to at least 20G, this rule is to discourage the pilots from pulling too much G during the races. One competitor, Paul Bonhomme (a UK competitor whose day job is a pilot flying for BA), was excluded from one race for pulling fractionally over 12G for half a second or so. He was leading the championship at the time so even if he won the last round in Perth, which he did, he could only come second.

The technical speaker was saying that the changes of



direction put tremendous strain on the engines and there was a worry that they may become detached in flight due to weaknesses in the "engineers". There had to be a physical wire rope to hold the engine in place in case of failure, quite why these engineers were a problem I could not fathom!

It seems, although it was not said, that Lycoming the manufactures were not keen to be associated with the races so have an "arms lengths" relationship. It seemed the engine mounting points on the Lycomings were breaking and the manufactures would not change the design of the "engine ears". They are now designed by the technical team and issued to all competitors - confusion solved.

**Some pictures from the field**



*The strip with just a few rabbit tracks and one set of human tracks*



*The digger loaned by the Wildlife Centre to clear out the old rotten sleepers from the stream. It came with driver so we did not get a go!*



*The flooded first field after a sharp overnight frost, the water is draining from underneath*



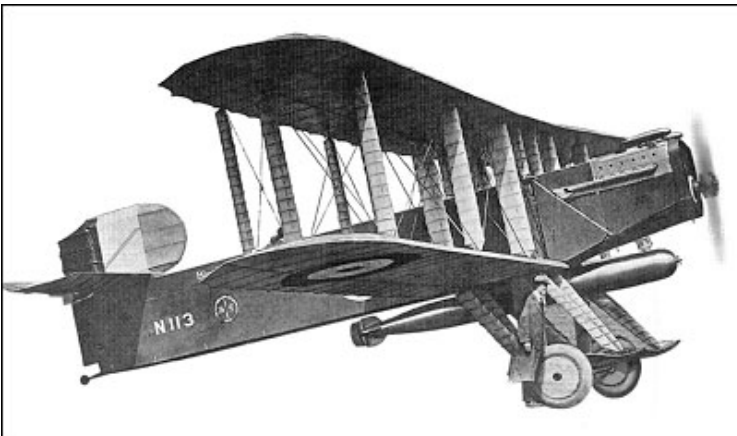
*After the recent snow, already going after 2 days! MiniMag was hand launched*

## Another Blackburn horror

You may remember in issue 118 I noted that most Blackburn Aircraft tended to be ugly. Well at the BMFA Nationals Terry Manley entered a Blackburn Blackburd which maintained the Blackburn Aircraft tradition of being pig ugly. His model was a fantastic representation of the original - why though did he chose the Blackburd? Apart from its lack of grace it has many structural difficulties such as the 6 bay wing needing 6 pairs of interplane struts!

The Blacburd was a 1918 torpedo bomber with the pilot sitting near the tail, only 3 were made.

It had a few design oddities, one of which was that the wheels had to be dropped to enable the torpedo to be released, the aircraft having to land on the skids. Sounds to me like there was some muddled thinking in the design office. Perhaps "design" is a bit strong, I don't believe anyone could design this, it must have just happened.



## British Wildlife Centre

Our neighbours to the south are the British Wildlife Centre, we maintain close contact with them and regularly see the owner, David Mills.

The work they are doing is creating an additional nature reserve with 2 ponds, hoping to attract birds like Sandpipers, amongst other wildlife. They have trimmed back the trees extensively on their side of the hedge which should allow the wind to go through rather than over the hedge line, reducing turbulence for our models when landing from the south.

The ponds are being created using clay lining fed by existing water courses and David said he would clear the ditch out between the fields to improve drainage. They are constructing a gravel estate road around the reserve.

We were concerned that the general public would then be admitted which would pose an obvious safety con-

## NOTICE & MISC

Please "**scramble**" the padlock when you relock the gate. **PLEASE DO THIS EVERY-TIME, IN OR OUT.** It is a safeguard against it being known to non members OR "undesirables" . You will recall the visit we were paid by *white van men*, they were unable to open the gate as the lock was "scrambled".

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Don't forget that you can only fly solo **after having passed your BMFA "A" test.** Your instructor may have cleared you to fly without him being present at your side but he **MUST** be present at the field where he can oversee your flying.

cern. David has assured us that this will not happen, this will not be an area open to his paying visitors. Anyone allowed to visit this new wildlife area would always be accompanied by a member of their staff.

He also says that wildlife does not seem in the least concerned by our model aircraft. We can confirm this by our own observations of Kestrels, buzzards, deer, foxes and barn owls.

Should models go down in the wildlife area (we still have not found Brian Hadfield's P51.....) David has no problem with us entering and searching, just respect the area. Getting through is now much easier due to the thinning work done on the hedge.

## Getting ahead of ourselves.....

We always have a good old head scratch when trying to find speakers for our winter sessions. Well we already have 2 speakers lined up for the 09/10 season.

One is Derek Piggott whom Max refers to as "aviation royalty". He bumped into him at the Crawley indoor meeting and was instructed by him at Lasham in gliders, he is also an aero modeller. Derek learned to fly with the RAF over 60 years ago and is still flying. Post-war he established UK height records for single and two-seat gliders. For many years he was the chief gliding instructor at Lasham. As well as gliding, he flew replica vintage aircraft in a number of films, including "Those Magnificent Men" and "Blue Max" (he flew the plane that went under the bridge). We have invited Derek to the field when the weather is better.

Another is Many Williamson the BMFA development officer to give us an insight from "Headquarters".



## Committee and General

*Journal of Felbridge Flyers Radio Model  
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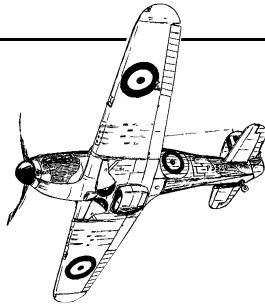
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### Field Report

**Imberhorne** - Available Saturdays and Sundays during the winter. Speak to Chris Searle if you want to fly here.

**Newchapel** - As we have had our normal January to April rain in the first 6 weeks of the year the field is a bit sodden. However the strip has remained useable and the pit area reasonably firm, obviously the drainage work we completed last year is working. You only have to look at the flow of water from outfall to realise how much it is draining. The old sleepers across the stream that had rotted and fallen in have been removed and the stream bed cleared just as it enters the culvert.

This work has uncovered the long buried outlet to the land drains in the first field. This has improved the drainage by the summer parking area as the excess water can now drain into the stream. We will excavate the other side to try and find more from our field.

The winter parking area is the current problem. Although there is a hard undersurface the mud on the top is causing problems. We have laid some more road scalplings (3 tons) on the right of the entrance and these will need to stabilise before becoming fully effective. The centre is solid so not a problem but the area on the left needs some care in use. When you use the new hardstanding on the right please back on at right angles as this will reduce any "sinkage" while the material consolidates. If you see cones barring access to any area **DON'T MOVE THEM TO PARK**, they are there for a reason.

**KEEP YOUR SITE**



**WITH QUIET FLIGHT**

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