

FFLYPAPER

(2009—our 30th year)



Journal of Felbridge Flyers Radio Model Flying Club

Special points of interest:

- Cyno tips
- Always scramble the padlock
- Subs unchanged
- New padlock combination

AGM - subs unchanged

Held on 6th May and attended by 22 members (half the Club), not bad for an AGM. Good to see both Dave Wilson and Mike Marshall who have not been flying for some years, they have both started getting their models checked over.

The business of the meeting started at 20:00 and was completed by 20:23, not quite a record, one year we managed in 22 minutes.

The treasurer reported that we had a small surplus of expenditure over income this year reversing our small loss last year

The only nominations for Committee posts were those already in post, they were voted back unanimously. The Committee is shown on the last page of the newsletter.

With the increase in performance of electric models some do appear to be noisy; one was tested at 84 DbA. The noise seems to be caused by the prop running close to a fixed surface, as in PIS (Prop In Slot) pusher models. ALL models have to be at 81DbA or less to fly at Club sites so our rule on noise had been amended for clarity.

Basically electric models will have to be assessed prior to first being flown. This was technically required under the old rule anyway. The majority are almost silent so will be issued with an exemption sticker. Those deemed to be approaching the noise limits will be specifically tested and details recorded on the pass sticker, any changes necessitating a retest, just as with I/C models.

All the Club rules are contained in the new (yellow) membership card with the amended rule as a loose leaf to make it easier to read. The full rules are already on our web site. Again the amended rule was carried unanimously.

The treasurer, supported by the Committee, saw no reason to increase subscriptions in view of our current financial situation. This was voted upon and again a unanimous decision was made to leave senior membership at £48 and Junior at £24.

Subs become due now so please fill in the application form (sent out with the AGM notice or you can print it off from

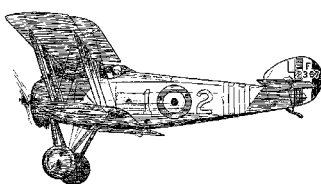


Chris Searle and his Fokker at last years BBQ



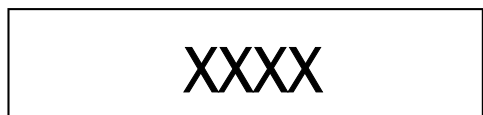
Inside this issue:

Chairman's Chatter	2
Hawker (Kingston)	3, 4
Smile corner	5
Field report	6



our website members area), with your cheque made out to "Felbridge Flyers" and post it to Max Woodhead, his address is on the application form. You have a grace period until the end of May to pay but if you delay beyond this time a rejoining fee will also be payable.

The padlock combination will be changed on Sunday 31st May to:



Those of you who have not yet paid will not see a number, just a series of "X"s. When you pay Max will send you a membership card and the combination to use during the coming year.

FFRMFC Committee

Chairman's Chatter - or disconnected ramblings

When I purchased my new Graupner/JR transmitter last year I was getting about 7 hours operation per charge. It has a 3000 mAh NiMH battery so this seemed OK. It has a voltage readout and a low battery warning after which you have another 15 mins or so of operation. It also counts the total "on" time from last charge, all done automatically by remembering the voltage of the battery when last turned "off", if it registers a higher voltage it knows the battery has been recharged and resets the timer - wow.

It has a diode in the charge circuit to prevent accidental short circuit of the battery if the charge leads are touched together. This means that without modification the new electronic chargers that monitor peak voltage during the charge cannot be used. Well this can be bypassed with a special fuse which I have done, this means I can use my Ultramat 16 charger. The instructions say not to charge at greater than 1.5A in this case, I had stuck to 1A.

Over the last couple of months I had noticed that the battery life had been reducing and during a flying session in the middle of February the low voltage alarm cut in after only 2 hours. I assumed it was something to do with the diode bypass perhaps not allowing a full charge. So, I took out the battery and charged it direct, it only took about 950 mAh, less than a third of its capacity. I cycled it a few times (even though NiMH should not exhibit memory effects) and the best I got was about 1900mAh.

I suspect a cell in the 9.6v pack was failing but Gliders (the retailer I purchased the set from and the UK Graupner agents) has no hesitation in sending me another asking me to return the faulty one when I could. Now any battery can fail in this way and they could have said return the faulty one and they will test it and send another if a fault was found. That they immediately sent a replacement is good service, thank you Gliders.

Club meeting 4th March - Winter returned for the evening with hail, snow and sub zero temperatures. Reasonable turn out with quite a few new models. Howard Furness brought his D H Beaver, Dave Nice his quite large electric Avro Lancaster, Stuart Willis his Mig 29, Mike Dyke his Harrier, Max Woodhead his Veron Tomtit original kit (complete with dummy engine, tissue, wheels, etc), me with my Multiplex Mini-Mag and Dave Smith with his Sunderland, partly built.

There was the usual squadron of E-flite mCX helicopters which flitted around narrowly missing each other. One retailer, SMC, say they have sold hundreds and can't seem to get enough. Hardly surprising as they are so good and fly very well with no nasty habits.

Club meeting 1st April - Our regular Glider Guide and Sausage Sizzle at Fernhill Riding sand school was blessed with dry but slightly windy conditions. Ian Dinan and Clive Smith put on a superb "sausage sizzle" element but only 4 competitors braved the "glider guide" element. Fortified by the 2 choices of bangers and hot drinks the 4 got down to the business of the distance and duration tasks. Stuart Willis dominated the distance event winning the best individual (23.1m) and cumulative (68.45m) distances with his model called Flaps, Bob Cutter was second only a couple of metres down. Howard Furness also made the Podium.

The duration element turned the tables with Bob Cutter winning both elements with individual (5 seconds) and cumulative (12 seconds) from Stuart Willis, Howard again making the Podium.

All these models were to the "old" rules of 12 inch span which did not apply on this occasion. Brian Hadfield took advantage with a 2 foot plus span foam glider that he called "Hopeless", and so it proved, it was.....

There was much electric helicopter activity between contest flights with Stuart's full house model exhibiting a strange fore and aft "rock" which no one could explain. As has been said helicopters don't fly the ground just repels them (just as unpredictably as magnets!).

Mike Dyke's quite large foam F86 Sabre is no more due to a structural failure of the wing. This is a shame as the model flew very well after problems with the landing gear were sorted out. He has replaced it with a Mirage 2000 from the same manufacturer which flies very well on the same power train. This also has poorly designed landing gear.

Our trusty Hayter Lawn Tractor started first touch after 4 months under the cover which is remarkable. It does have 2 slow punctures which are difficult to repair as the small wheels make getting the inner tubes out to fix the leaks is a very difficult job. I can understand why these tyres may get punctures but Dave Nice can't explain why the nosewheel on his flight simulator has also got a puncture, its not as though any rough landings put any extra strain on the tyre - unless it is even more realistic than we imagined.....

Speaking of Dave he had a second heart attack in the middle of April, he was rushed into hospital and a new type stent installed near his heart. He seems to have made a miraculous recovery and will be driving again by the time you read this, he says he feels great.

We will be putting some emergency information on the frequency board as to the location of the field entrance. This will enable emergency services to find where you are as explaining it to them over the phone could be tricky. They will just be able to programme their sat navs and drive straight to us.



Hawker (Kingston) Models - Mike Dyke

I recently realised that I was getting quite a collection of Kingston (Surrey) designed airframes amongst my electric powered models. I thought that members might be interested and so have compiled a series of photographs and relevant information. Picture below shows a loose line up of the five airframes involved.



The Sopwith Camel is my rendition of the Hanger 9 ARTF kit out of the box. No Flying pictures available. With coupled aileron and rudder it is pleasant to fly although I am struggling with take off. However the success ratio is improving!



Model Details

Wingspan 61 inches, Wing Area 1288 square inches, Total Weight 152 oz, Model Motors AXI AC4120/18, APC Electric 14x7 propeller, Castle Creations Phoenix 60 Amp ESC, Flight Power 5s 3300 LiPo

The Hawker Hurricane is from a Mick Reeves kit partly assembled by me the rest was started ten years earlier by some one else. Twelve ounces was shaved off the weight of the wings the rest



was standard Mick Reeves design. The flying characteristics are perfect for my style of flying I still have the airframe of my first Mick Reeves

Hurricane which was the IC version.

Model Details

Wing Span 80 inches, Wing Area 1100 square inches, Total Weight 151 oz, Spring Air Retracts, Model Motors AXI AC4130/20, APC Electric 18 x10, Hacker Master 77 amp ESC, Flight Power 6s 3300 LiPo

The Sea Fury is a modified version of the Seagull ARTF IC

CLUB NIGHTS

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NOW WE ARE INTO THE SUMMER MONTHS THE CLUB MEETINGS (FIRST WEDNESDAY OF THE MONTH) ARE HELD AT THE FIELD. THERE TENDS TO BE FLYING ON WEDNESDAY EVENINGS THROUGHOUT THE SUMMER, WEATHER PERMITTING, IN ANY CASE.

GRAND CLUB BARBECUE

25TH July Newchapel Field

Flying from mid day, food served from around 5pm.

There may be a small competitive element for those interested, plus a mystery guest celebrity.

Tickets £5 per person from Ian Dinan (see page 6), advance sales only

powered kit. I have not yet overcome the battery installation problem and so I have to take the Wing off each time I install



the battery.

Model Details

Wing Span 66 inches, Wing Area 842 square inches, Total Weight 156 ounces, Model Motors AXI AC4130/20, APC Electric 16 x10, Hacker Master 77amp ESC, Flight Power 7s 3300 LiPo

The Hawker Hunter is from West Wings and includes the modifications made by Gordon Whitehead (ref. Quiet and Electric



Flight January 2007).I have been having trouble with an over-heating speed controller limiting motor on flight times to about 3 minutes . Flying with a replacement is awaited.

Model Details

Wing Span 27.8 inches, Wing Area 238 square inches, Total Weight 38 oz, Mini Fan 480, Mega ACn 16-15-3, Flight Tech Synergy 45 Amp ESC, Flight Power 3s 3300 LiPo.

This is my PJP Hawk. This was modified from the original IC version and was completed in the year 2000. With the brushed motor and NiCad cells it had an extremely high wing loading (approximately 50 oz per square foot) and a low thrust to weight ratio (0.35). First flight was delayed until 2008 and after the application of the new technology ie. Brushless motor and LiPo battery. It is pleasant to fly and pleasing to watch. At the moment my land-



ings are well above the stall speed to avoid the rather unpleasant sounding characteristics of the stall described by the kit manufacturer!

Model Details

Wing Span 49 inches, Wing Area 450 square inches, Total Weight 117 oz, WeMoTec HW 730 Fan, Plettenberg HP 370/20/A2 S, Jeti Advance 77 amp ESC, Flight Power 7s 3300 LiPo.

I should perhaps explain that most of my working life was spent as a member of the Kingston design team. I accepted the chance to be made redundant when the factory was closed in 1992 and almost subconsciously have leaned towards models of aircraft from the Sydney Camm era

Flying shots are by club mates Chris Searle and Stuart Willis. The Hawk is a single frame from a video clip.

Video clips of the Hawk and Sea Fury can be found on the club web site www.felbridge-flyers.org then click on images.

Mike

Gluing with Cyno - from Graham Wiseman

Have you ever been disappointed by, or frustrated with your cyno efforts; I know I have on many occasions. The issue came up quite by chance, at work one day, when my boss told me that he had incorrectly positioned his car's rear-view mirror, using cyno. He went on to say that he had tried to move the mirror to the correct position but had cracked his windscreen in the process. I was amazed, because I didn't think cyno was that good. By the way, my boss is a professional robotics inventor, but I digress.

Here is what he did:

1. Clean windscreen and clean mirror glue area.
2. Spread cyno over mirror glue area.
3. Lay kleenex-type tissue over mirror glue area.
4. Push mirror glue area firmly onto cleaned area of windscreen.

The secret, apparently, is to get the gap between the mating surfaces to an absolute minimum, thus making the layer of glue as thin as possible. It's this glue thinness that the key to making the cyno set. He said "Cyno is really amazing stuff, but don't try to use it as a gap filler, because it won't set properly." Now, I know what you're going to ask. What does the tissue do? Well, apparently, it acts like a gasket, squashing down where it matters and keeping glue thickness to a minimum. He gave me another tip concerning cyno that won't set. He said to twist the corner of a piece of tissue to a point. Dip and hold the tissue point in the un-set cyno, and the cyno will set. Then he went on to say to buy pots of cyno only, not tubes, and keep it in a very safe ventilated place but leave the lid OFF (Yes, OFF, Glue sets around the thread and nozzle, gumming everything up- remember, thinness of joint and all that), and finally, use a straightened paper clip to spread the glue. Personally, I do replace the top and tuck it away safely on a shelf.

I once instigated a very advanced bit of electronic design, and on leaving the meeting where approval had been given, I remarked to a colleague that "my head was now on the block." "Yes, Graham," he said, "and I see the blade falling as we speak!" Let's hope the blade stays up again, as it did all those years ago.

Graham

LiPo cycle life - Norman Carter

There has been much talk about the life of our expensive LiPo batteries. They are said to have a limited number of charge/discharge cycles but no one was saying what they were.

I have 2 packs of Tornado 22C 3700 3s LiPos that I use in my SebArt Sukhoi. I use them at less than 10C and was getting upwards of 10 mins full power time (with a good margin to allow for go arounds, etc.) when I stopped flying this model in October last year, the 2 packs having at most around 20 charge/discharge cycles.

As recommended I stored the batteries at about 75% charged and fully charged them before I wanted to use them. I have an Ultramat 16 charger which incorporates balancing. I flew this model again at the beginning of March with a charged LiPo and only got 6 minutes power on.

Back in the workshop I checked the capacity of the 2 batteries and one was down to 2200 Mah. I discharged them both to 3v per cell and recharged them, one now gave 2900 and the other 3300, well below the stated capacity. I am very disappointed with this result as the number of cycles is low and I use them at less than 50% of their stated capability.

I have contacted the supplier (Overlander) and after 2 reminder e-mails they have offered to check one of the packs in their workshop. I will report back on the results.

My FlightTech EVOLite 2500 batteries seem to be suffering as well, both 15% down on capacity after less than 30 cycles.

I have purchase an EON28 3750 3s pack to supplement the 2 Tornado packs. These are claimed to have a vastly superior charge/discharge capability, but again not specified. I discharged this to 3v per cell and it took a charge of 3690 which is pretty close to the stated capacity. I will keep a log of use and report back.

If I have to replace two £65 battery packs twice a year I will be going back to I/C, good thing I kept my old engines.....

Perhaps I have been unlucky with the Tornado packs but Mike Dyke, who has many large electric models, has experienced very short lives of his expensive LiPos.

Having said this the electric model is fantastic for

NOTICE BOARD

Congratulations to **Brian Reed** on being awarded the David Bell Memorial Trophy for "Perseverance and Achievement". The trophy is a splendid large vintage style prop in memory of a talented young David Bell.

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" .

Congratulations to **Ian Hannah** for passing his BMFA "A" test on 10th May on a windy day making the test much more difficult. Ian is a competent flyer who needed to pass his test to fly solo and teach his son. Ian also flies full size from Shoreham, in a vintage Jungman biplane.

the winter months when all you need is model, battery and Tx.

I have one of those mini helicopters, the Blade mCX. This is a fantastic little model which does everything it says on the tin. It has a tiny 1 cell LiPo of 110 Mah capacity. I recharge this on my Ultramat and it takes exactly 110 Mah each charge. The model has a cut off point built in to the ESC and I recharge when this cuts in.

I don't seem to remember this sort of problem with NiCad/NiMh, they tended to die when the negative leads suffered black wire corrosion and you could not solder the cells properly. In fact the more you cycled them the better they often became.

At least with I/C you get years of service from the engine and a tank full always lasts the same time.

Well, it made me smile.....

Taxiing down the tarmac, a DC-10 abruptly stopped, turned around and returned to the gate. After an hour-long wait, it finally took off.

A concerned passenger asked the flight attendant, "What, exactly, was the problem?"

"The pilot was bothered by a noise he heard in the engine," explained the flight attendant. "It took us a while to find a new pilot."



Committee and General

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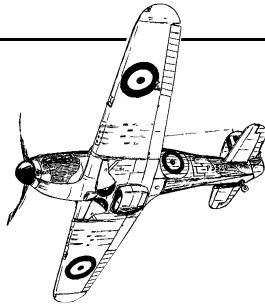
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Webmaster – Stuart Willis (01293 402733)



Field Report

Imberhorne - This site is not used in the summer so no flying here until late autumn. Chris Searle maintains the strip.

Newchapel - This first cut was done on 20th March and it was rolled 4 times on 22nd March. It has been cut a further three times with the most recent on 16th May. It is in fantastic condition with only a few worm casts, these will disappear as the ground hardens.

The Clubhouse (sounds a bit more grand than just a shed) has been cleared out and is now nice and tidy,

thanks to Dave Nice - that man again.

There is now a strimmer available which is 2 stroke powered so there is some 50:1 petrol mix in one of the fuel cans, suitably marked.

The grass seeding done on the first field by our grass cutting contractor has been less than successful. The seed has failed to grow well in all but some areas, he will be doing some more work and be re seeding over the coming weeks.

We have managed to get 4 or so tons of clean hardcore (free) to consolidate the parking area on the left as you enter the field. We will spread this out to help ensure we have a good parking area for the winter season.

KEEP YOUR SITE



WITH QUIET FLIGHT

BRITISH MODEL FLYING ASSOCIATION
AND LOW RPM's