

FFLYPAPER

(2009—our 30th year)



Journal of Felbridge Flyers Radio Model Flying Club

Special points of interest:

- Field sold, see Notice Board.....
- Shuttle launch
- Bats
- Aviation Royalty



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From my flight on Concorde.....(on the ground at Filton)

NOTICE BOARD

We were advised in early October that the fields we use were being put up for sale. The asking price was £250k. We asked if there was any possibility of splitting the sale but the whole 47 acres has been put under offer as of 10th October.

We have made contact with the person wanting to buy the fields (Will Blatch) and he has agreed to our continued use until at least the end of 2010 with an annual review thereafter, the rent remains as at present. He had no immediate plans for the field the strip is in.

The sale has not been completed so nothing is certain yet, we will keep members updated via the forum.

Chairman's Chatter - or disconnected ramblings

Sunday 9th August - You get perhaps 3 or 4 over 30 years and then get 2 in an afternoon; I am talking about mid air collisions. We had 2 on this beautiful day and all four planes were written off as the impacts were severe. Both happened almost directly above the hedge opposite the pits which made finding all the bits more complicated. In fact most bits were recovered and debris from the first incident was found while searching for the items of the second incident. These sorts of happenings are part of our hobby and no blame can be attributed to either party, it is just that the probabilities just stacked up the wrong way on this occasion.

I witnessed both and can say they were both very unlucky. One of the planes in the second incident was carry-

ing a camera (recovered) but did not retain the recorded image as the impact terminated the recording before it could be turned off. Whilst assisting in the search for parts Max found the battery cover of his FW190.

A contributory factor in the second incident was that the two pilots were not fully aware of each others intentions. Do talk to each other when in the pilot box giving your intentions (*low pass from the left, vertical manoeuvre, fast pass from the right, etc*).

Good thermal lift early in the afternoon which reduced as the day progressed, got four flights out of my Highlight on one 1345 LiPo.

We managed to get a good number of members working on distributing the hardcore on the winter parking area, well done Roger, Max, Andy, Chris, Ian D, Ian S, Stuart, Simon. Sorry if I missed anyone.

Sunday 16th August - Good sunny clear day with a blustery wind from the SW. good turn out of members on what was a warm afternoon. Max Woodhead flew his ASH 26 from Newchapel for the first time. The 14 x 8 prop proved ideal and the model was off in less than 40 metres with 10 degrees of flap. It made



height fast and found good lift. The

landing was always going to be tricky with a 4m span model as anything off the centre line would cause a ground loop if a wing tip found the longer grass at the edge of the strip.

Max judged the touch down point perfectly with use of flaps and airbrakes but he was off the centre line and did ground loop, fortunately only breaking the wheel hub. On reflection it would have been better to fly past the pilot box planning a touchdown 50 metres in, the position of the model over the centre line could be corrected - ohh the clarity of 20:20 hindsight!

My Acro Wot went dead stick over the field opposite the pits (I set the timer some minutes after take off so I thought I had more fuel than I had). There was no way I could make the strip and lost sight of the model as it approached the far side of the hedge, wings level. There was no "crunching" sound so I assumed I had touched down in the field, no doubt with significant damage.

I walked into the field and did not see the model until I went over to the hedge where the tail was sticking out at ground level. It has made contact with a very soft part of the hedge with no thorns which had arrested the model gently, there was not so much as a scratch on it - lucky or what?

Saw a cloud that looked like a fish, see picture page 1.

Even though it was windy gave Paul Jenkins his first lesson and his son, Peter, his second. We were using their small electric Piper Cub which has a duration of around 20 minutes which gives plenty of stick time. The windy and gusty conditions were not ideal for such a small light model but it, and they, coped well.

Sunday 23rd August - Another windy but sunny and warm day. Quite a few people chose to fly and Jim Christie flew his new O/D hotliner which used a Multiplex Calibra wing of much reduced span, I gave him the wing after my Calibra met it's end 10 years ago! This model was even faster than his Blizzard on 4 cells - it just went!!!! So fast in fact that it pulled the top wing covering off which flapped about until he brought it in for a hasty landing.

Sunday 6th September - Windy again, will it ever be calm? Jeremy Clark's model dead stuck into the hedge, it was recovered with no damage. My Sukhoi ran out of power low down and going downwind (the battery ran out of power after 60% of the normal flight time) and landed heavily in the long grass just short of the hedge. Miraculously also totally undamaged which is very surprising for the SebArt models as they are very lightly constructed.

Not to be outdone Chris Searle had an engine failure shortly after take off with his fantastic Halberstat. The subsequent down wind landing did not look good

for the model which had only recently been repaired following its being knocked off the workmate outside his garage - see forum. Recovery showed only a couple of landing wires had broken their mountings and it had suffered no other damage. All three models flew again during the day; we all need some luck sometimes.

Then I allowed the Club Rule on turbine running up to be broken..... See the forum item.

Sunday 19th September - Well it was not blowing hard, just a steady wind from the NE, good flying conditions.

Despite the proximity to Battle of Britain Day I was not able to fly my Hurricane but Mike Dyke flew his Hurricane and Spitfire. The Hurricane was subjected to glitching during flight so he landed (safely) and decided not to fly this again until converted to 2.4 Ghz with his new Multiplex module.

Max flew his FW190 which was flown with great realism paying great attention to scale speed, it looked very well, *real*, (surely what we are all trying to do....) well done. Stuart was enjoying his Tiger Moth with Peter Ward bringing along his Harvard.

Sunday 27th September - The weather was superb with light winds from the SW straight down the runway. Low turnout though for such a super day which must have gone to Chris Wise's head as he was seen actually *cleaning* his models.

--oo00oo--

We will be using the Haven Centre again this winter season for the Club nights. We have booked the hall there for one meeting to allow some indoor flying with some space and NO WIND. Time to get that indoor model ready, date **3rd February** 2010. Manny Williamson from the BMFA will be visiting on **4th November** so it will be good if we get a good turnout. See the programme on page 3.

--oo00oo--

The Met office predictions of a "*barbecue summer*" do not seem to have been fulfilled and we have also had a good deal of windy days as well. I was therefore surprised to learn that Met office staff have been awarded £1 million in bonus payments for "*their accuracy of forecasts*". Obviously the £30 million they (more correctly **us**) recently spent on new computers to "*aid accurate forecasting*" have paid off!!!!!!

--oo00oo--

I was disappointed by the poor turnout for the first winter Club night in October, we barely got to double figures for a celebrity speaker, what do we have to do to get you to Club meetings?



STS-127 Launch - by Stuart Willis

Doug, a fellow Felbridge Flyer, and I decided as there are only 8 more shuttle launches planned as it will be retired at the end of 2010 that we would try and get to see it in the flesh as it were. STS-127 was due to be launched back in June, the launch tickets being on sale about a month before the launch, but sadly we were unable to get tickets as they were sold out in the matter of seconds from the NASA website. As it happens this was not a bad thing as the first two launch attempts were scrubbed before the astronauts even got strapped in due to a leaking return valve connection. The launch was re-scheduled for 11th July at 17.20 and this time we managed to get tickets from Gray Line Tour Company in Orlando. We should have known it was going to be an interesting trip when we had three goes at getting booked in at the airport and on the flight a lady fainted and nearly fell on top of us.

The morning of the launch we were picked up from the hotel and by the time we were at the next pickup point we had found out that the launch had been scrubbed due to lightning strikes in the area of the launch pad, the engineers wanting time to check out the on-board systems for possible damage, and the launch would be put back to Sunday at 17.00. The time of the launch window goes back 20 minutes each 24 hours as the space station's orbit changes (technically it's the earth that rotation that changes) which is what the shuttle was due to rendezvous with. The day was spent at the Space Centre doing the touristy bits, only to have the coach break down on the way back in the evening!

Sunday we were back on the tour coach and out to Space Centre again. The launch viewing area is on a causeway some seven miles from the pad and you have to be bussed out to this area three hours before the launch. Finally we were at the viewing area along with hundreds of other people where a loud speaker system kept us up-to-date with the launch progress.

After we had been there a couple of hours a glance heavenward didn't look good with lightning and building thun-



CLUB NIGHTS

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WE HAVE THE WINTER CLUB NIGHT PROGRAMME PARTLY FINALISED, HERE IS WHAT WE HAVE SO FAR:

4TH NOVEMBER - MANNY WILLIAMSON THE BMFA DEVELOPMENT OFFICER WILL BE COMING DOWN TO TALK ABOUT THE ASSOCIATION.

3RD DECEMBER - NOGGIN & NATTER.

3RD FEBRUARY - INDOOR FLYING IN THE SPORTS HALL AT THE HAVEN CENTRE.

3RD MARCH - TBA.

7TH APRIL - GLIDER GUIDE AND SAUSAGE SIZZLE AT FERNHILL RIDING.

5TH MAY - AGM.

VENUE IS THE OAK ROOM AT THE HAVEN CENTRE IN CRAWLEY DOWN (UNLESS OTHERWISE STATED), STARTING AT 8PM

der clouds. One of the NASA astronauts was doing test landings in a modified Learjet that has the same flying characteristics as the shuttle (basically a flying brick) in case there was a problem with the launch and the orbiter had to return to the Cape.

At T minus 9 minutes there is a 40 minute hold to enable them to resolve any problems, but the prob-



lem that was looming would not be resolved - lightning within a 20 mile radius of the landing strip that was approaching the launch site. At the restart of the

count at T minus 9 minutes there is a "Go No Go" poll of all the sections in the launch control room. All were go except for the weather section's "NO GO" due to lightning in the area and so the launch was scrubbed.

We were not happy campers so back on the coach to return to Orlando only to be informed that there were no tickets for the Monday launch and due to the traffic leaving the Space Centre it took us almost three hours before we could drown our sorrows in the hotel bar.

Up early on Monday to drive across to the Space Centre to see if we could get tickets direct from NASA to



be greeted with a sign "Launch tickets on sale here". Duly purchased tickets and returned later to get back on the coach to be taken back out to the causeway. At T minus 20 there was a "NO GO" due to lightning to the south but it was moving away so it was thought not it affect today's launch – phew! Sigh of relief.

Then in the 9 minutes hold a BIG black cloud started to form over the launch site and sure enough the launch was again scrubbed at 9 minutes count down "Go No Go" poll due to bad weather. By now we were starting to not like Kathie of the weather team! On the coach back to the space center we learnt that there was not going to be an attempt on Tuesday because of some minor technical issues they wanted to resolve, but an attempt to launch on Wednesday would be made as they had been able to extend the launch window up to Thursday. Since Thursday was the day we were due to fly back to the UK, we were quite expecting it to launch while we were sitting at the airport. Tuesday was spent going around a couple of the war bird places <http://www.fantasyofflight.com/> worth a look if you're in Orlando.

Wednesday back at the Space Centre and back on the coach for an 18.30 launch attempt and by now the staff were recognizing us. On the coach they go through the usual safety spiel "In the event is a malfunction there may be a cloud of toxic matter and you're here at your own risk etc." he then said "I have some good news" which was that we were not going to

the normal viewing area on the causeway but to the VIP area which is only 3 miles away from the launch pad - he had never know this to happen before! At last things were looking up, we could be even closer when the launch was scrubbed... so off to the VIP area we went.

At the T minus 20 minutes "GO NO GO" poll was all "GO"; everyone had their eyes glued to the heavens to see if the dreaded lightning would return. At the T minus 9 minutes "GO NO GO" poll you could have heard a pin drop; the weather poll is the last on the list and I'm sure the now not-liked Kathie waited a bit before replying, well it seemed a long pause... "GO" came the reply.

The place erupted in shouting and whooping, but being British Doug and I just stood there with big grins on our faces. "10. 9. 8. 7. 6. 5. 4. 3. Engines start 2. 1. Lift off" then other than our noisy American friends nothing, silence. Being 3 miles away you can see the plumes of smoke and steam but no noise. It's all a bit odd – and then the sound hit you.

It's very hard to describe but it's a crackling rumbling sound. It was an awesome experience. I have seen it lots of times on the TV but it's nothing compared to being there. I watched it all the way up to *SRB sep* (Solid rocket booster separation) which you can clearly see with the aid of a pair of binoculars before she finally disappears into the blue and all you're left with is the smoke trail, a funny feeling inside and a smile a mile wide.

And that's just watching it so what it's like to be inside must be something else entirely. Even now I get a tingle when I watch the launch on video that was taken with my FlyCam which was taped to my hat. The video is on the Club website in the images page with a few more pictures taken by Doug as my pictures are not that good. A very worthwhile trip and I'd go again given the opportunity, even though the chance of getting close up in the VIP area like we did is almost zero.

Stuart Willis

Hurricane R4118

You will all recall (well probably not...) the item in issue 104 about a restored hurricane, R4118, rescued from India in 2001. The restorer, Peter Vacher, has written a book about the rescue and restoration called "*Hurricane*

R4118". As Ian Hannah said he just could not put this book down and nor could I.

The problems of getting it out of India were just incredible, the stories of Indian bureaucracy are all true coupled with the Indians telling you what you want to hear not the truth, Peter Vacher's words not mine, although I have found this having done business in India.

Peter was very keen to do an authentic restoration of this Battle of Britain participant and went to extraordinary lengths to do a perfect job and the book details all his trials and tribulations. A caption to one of the photos of the aircraft in his workshop shortly after recovery from India reads *"After fifty seven years, there was still air pressure in the undercarriage legs. Despite attempts to preserve originality, the air could not be saved from the tyres!"*, I am sure if he could have, he would.

There are other little gems, one concerning a cockpit plate, *"There should also be fitted a Hawker plate showing the patent numbers under which various parts of the Hurricane were protected. This was doubtless to deter the enemy from copying any of Sydney Camm's great ideas!"*

The Hurricane had a panoramic rear view mirror above the windscreen which Peter sourced from the curator of the Royal Observer Corps Museum. He was chatting to this gentleman, when travelling by coach to the Country-side March, who had this mirror on his 1936 Morris, he offered to donate it to the project. Peter travelled down to collect it with a period replacement for the Morris by way of a swap.

Norman

Now that is FLYING.....

The evening of 14th August was warm and balmy. I was watching a National Geographic programme on television with the patio door open, it was around 10pm. I was absorbed by the programme about German aircraft at the end of the war when I noticed the cat was very agitated looking around the room. I then noticed this small black shape silently floating about the room (should not have had that last beer....).

It was a bat, I don't know which species as I have lost my "Observers Book of Bats", and it was magical to watch. It flitted around the room in almost total silence, missing everything.

As it did not seem interested in the programme, it obviously wanted to get back out and it's echo location must have been working overtime trying to find the way out. It continued to silently fly around, still missing everything. I closed the internal door to prevent it flying into the hallway and fully opened the patio door, I also muted the TV so it would not further confuse it's echo location. I also

turned on the patio light' realised it would not help it, and turned it off again.

After a further 30 seconds or so of acrobatic flight it silently flew out of the doors to resume its hunt for food. What a fantastic privilege to have seen this.

The programme was also pretty good as it went into detail about the Comet (me 163) and how it was fuelled with C Stoff and T Stoff and the precautions taken during fuelling with much hosing down of the engine and apron with water.

It went on to describe the process of transporting and firing of the V2 rocket. This used liquid oxygen, alcohol and the dangerous T Stoff; it was very complicated. The crews were in constant danger of allied air attack as well as the very real dangers posed by the T Stoff, which melted human flesh.....

Norman

Flying for the films

Derek Piggot gave a talk at the October Club night about the above mentioned topic. Derek is what Max Woodhead deemed "Aviation Royalty". He is a fascinating character and he gave us a brief insight into some of the films he has flown for.

The impressive one for me was for *The Blue Max* where he flew a Fokker Triplane under a bridge. The first shot featured the plane flying under a large span, followed by a pass under the much narrower arches leading up to the span. There was 4 feet clearance from the wings tips and he flew through almost 20 times. He lined up using poles to ensure he was central.

He also brought along footage recreating Sir George Cayley's early glider which resembled a bath on wheels with a sort of canvas wing. It was controlled (sort of) by an "influencer" on a pole - very scary.



He is such a fascinating person that his presentation lasted well over 2 hours and we could have gone on all night I suspect. Shame the turn-out was so low, where was everybody?

Derek, although now into his 80s, still regularly flies in gliding competitions and is well known for his skill with gliders. He was for many years CFI at the Gliding Club at Booker airfield.



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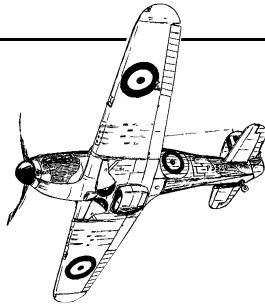
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Field Report

Imberhorne - This site is not used in the summer so no flying here until late autumn. Chris Searle maintains the strip. The days of use will be shown in the Club forum on our website

Newchapel - As mentioned in the last issue the first field seeding had not been satisfactory. The Contractor has ploughed, harrowed and seeded it again so the crop should be better next year. Only a week or so after sowing the new grass was already showing. The field is also the flattest it has ever been over the last 30 years, and probably longer.

The culvert through which the stream at the back of the pits flows through to the main stream has been cleared of bricks and mud so should flow better in the winter. Thanks to Max, Norman and Dave Nice. Even with the 3 - 4 days of rain in early October the stream is no more than a trickle. Still with no water flowing at the end of October, the water table must be low or the British Wildlife Centre ponds are taking it all.

The sale of the field will change things but we don't know yet how, we will keep everyone informed via the forum and newsletter.

KEEP YOUR SITE



WITH QUIET FLIGHT

BRITISH MODEL FLYING ASSOCIATION
AND LOW RPM's