

FFLYPAPER

(2010—our 31st year)



Journal of Felbridge Flyers Radio Model Flying Club

Special points of interest:

- Field sold, see Notice Board.....
- How slow?
- Indoor flying



Inside this issue:

Chairman's Chatter	1, 2
We often saw 35 miles a minute	3, 4
Sale of field	1
Whats on	4

NOTICE BOARD

Been a bit of a delay since the last newsletter as items to include have been thin on the ground (i.e. no one has submitted any articles and my brain can't think up much!).

The field situation is the current hot topic and we are not sure if the sale has gone through. We e-mailed the purchaser in November and he said there were some hold ups but that it was still going through.

We communicated our understanding of our meetings with him and he has not contradicted anything. Our rental remains the same and the situation will be reviewed annually. A letter to the previous/current owner has not been answered yet.

Chairman's Chatter - or disconnected ramblings

Wow, what a turn round with the weather, still the hardy ones keep flying as the Newchapel site has remained useable throughout.

Sunday 3rd January saw a few hardy souls brave the zero degree temperature. Jeremy had got the brazier going when he arrived so it was going well by early afternoon when I arrived. This kept us warm between flights. Later on Graham and his other half arrived with bacon and rolls. The bacon was cooked on the brazier after cleaning the surface rust off. The bacon rolls tasted marvellous, thanks Graham.

One problem this time of year is the very low sun in the afternoon which is just at the end of the runway, this makes approaches from the south very difficult.

Max Woodhead has been flying his near scale FW190 throughout the winter and he flies this in a most realistic manner, a pleasure to watch Max.

I have been building an F3P model for indoor flying. It is a profile type that will weigh about 7 ozs ready to fly. It is made of 3mm depron and braced with carbon fibre rods to provide rigidity. I have a micro Spektrum receiver with sub micro servos which I obtained from BRC Hobbies for under £4 each. Hoping to get it ready for the February meeting on 3rd. It looks big but should fly very slowly.

Sunday 24th January was a busy day at the field, our extended car parking by the gate was full with an excellent turn out on what was a cold, sometimes blustery day. I imagine everyone was just glad to get out after all the snow and cold. Once more the brazier was a godsend.

Jim Christie was back from his second ski holiday of the winter and flying through the gap in the hedge to the far field and back through the same gap... Simon discovered that the end plates were necessary on his flying wing and I broke a prop on my Gemini when the battery cut out did just that on a take off. I had not put in a flat battery but underestimated the reduction in capacity of my FlitePower LiPos. A battery that used to do two 6 minute flights now does only one 6 minute flight.

Of the people there on Sunday (11) only 2 had I/C powered models. Now, despite the falling capacity of our LiPos and the fact that they don't perform as well in cold temperatures, electric flight is so much easier in the winter: no wet knees, no mud on the seat of your trousers from your wellies when you kneel down, no cold fuel on your hands, no starting difficulties, no flight box needed, no "gloop" to clean off the model to name a few. I still enjoy I/C



Clouds near Jersey

powered models though and won't go completely over to electric as some have done. I like my Auster with its Laser 4 stroke, lazy performance, impeccable handling, that trail of exhaust smoke in the blue summer sky (well sometimes blue), and consistent flight times. The "capacity" of the fuel put in does not vary. I know exactly how long a tank will last and the fuel is not expensive.

Talking of 4 strokes how annoying is it to hear I/C engines being describes as "2 cycle" and "4 cycle" (well to me it is annoying)? They are 2 **stroke** and 4 **stroke** not "cycle" A 4 stroke cycle is squeeze/bang/blow/suck but I don't know what a 4 cycle is, some form of 4 wheeled pedal powered machine perhaps????- moan over.....

Wednesday 27th January - Four of us turned up on a cold blowy afternoon. We got the fire going as the rain started. The cloud base came down but the rain remained light. Max went out to fly his FW190 and I started cooking the bacon. We had brought a frying pan this time and as Max landed I added a couple of eggs to the pan. We enjoyed these indulgencies in rolls and sandwiches. Max cooked up the next batch as the cloudbase lifted, the rain stopped and a watery sun shone. We all got some flying in difficult wind conditions and the bacon rolls made it all worthwhile.

Don't forget the **February** meeting on **3rd**. It is at The Haven Centre as usual but we have the large hall on the ground floor to allow us space to fly indoor models. So bring along something suitable to have some fun. I have constructed a depron slow flying model which I will be hopefully test flying at the event. To get an idea of these models see: <http://airtoimedia.nl/web/upload/Ju...8-F3P-AM-PD.wmv> which is just spectacular although I imagine it takes some practice to achieve this level of skill.....

Ian Dinan had some bad luck with a new 4 stroke motor he had. He brought the motor along to the field to give it some running prior to installation in a new model. It burred away happily on a test stand being run in gently. After it had stopped and cooled down it was found to have no compression and a definite "click" when turned over. The rocker cover was removed and one of the cams did not seem to be operating the valve, as if it had been rounded off.

Ian will return the motor and we await the diagnosis.

I had a bit of a pop at the forecasters in the last issue and have been looking closely at forecasts over the last month. I can look at a number: BBC, Met Office, XC Weather, weather Underground, Times newspaper to name 5 and they are all different, even for a few days ahead. The BBC and Met Office ones often differ

widely and the BBC ones are taken from the Met Office - explain that one?

Just a reminder to the small number of you who may not have yet renewed your BMFA membership, please do so as it is a condition of Club membership that you are BMFA members also. Our BMFA rep, Bob Cutter, can assist and his contact number is shown on the last page of the newsletter.

James May (love him or hate him) did a programme about the U2 spyplane a few weeks ago which was very interesting. He was taken up in one and the programme went through the preparations and flight which was fantastic. It seemed to have a profound effect on James, well worth a watch if it is repeated, it was on BBC iPlayer and may well still be.

Mike Dyke has been flying a miniature P51 Mustang from the E-flite stable which goes very well on a miniature single cell LiPo of 110 mah. It flies quite fast so not something for our indoor meeting.

I have to say that I am impressed with Horizon products (E-flite, Parkzone, Spectrum, etc), they all seem to work well and are well conceived. The Bind N Fly (BNF) products to work with your own Spectrum Tx are really simple and control throw directions are all correct from the very start. They bind exactly as the instructions say they will and just work. They do exactly what it says on the tin.



Remember the Summer? This is what it looks like

Spectrum service is also very good, two members suffered crash damage to their receivers and returned them for repair, they were both replaced with *new receivers at no cost*. Good products with exemplary service, what more could you wish for?



It was common to see 35 miles a minute.....

Brian Shul, Retired SR-71 Pilot via Plane and Pilot Magazine and Max Woodhead.

As a former SR-71 pilot, and a professional keynote speaker, the question I'm most often asked is "How fast would that SR-71 fly?" I can be assured of hearing that question several times at any event I attend. It's an interesting question, given the aircraft's proclivity for speed, but there really isn't one number to give, as the jet would always give you a little more speed if you wanted it to. It was common to see 35 miles a minute. Because we flew a programmed Mach number on most missions, and never wanted to harm the plane in any way, we never let it run out to any limits of temperature or speed.

Thus, each SR-71 pilot had his own individual "high" speed that he saw at some point on some mission. I saw mine over Libya when Ghadafy fired two missiles my way, and max power was in order. Let's just say that the plane truly loved speed and effortlessly took us to Mach



numbers we hadn't previously seen.

So it was with great surprise, when at the end of one of my presentations, someone asked, "what was the slowest you ever flew the Blackbird?" This was a first. After giving it some thought, I was reminded of a story that I had never shared before, and relayed the following:

I was flying the SR-71 out of RAF Mildenhall, England, with my back-seater, Walt Watson; we were returning from a mission over Europe and the Iron Curtain when we received a radio transmission from home base. As we scooted across Denmark in three minutes, we learned that a small RAF base in the English countryside had requested an SR-71 fly-past. The air cadet commander there was a former Blackbird pilot, and thought it would be a motivating moment for the young lads to see the

CLUB NIGHTS

CLUB NIGHTS

CLUB NIGHTS

CLUB NIGHTS

CLUB NIGHTS

CLUB NIGHTS

CLUB NIGHTS

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

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

27TH FEBRUARY - INDOOR FLYING AT ORIEL HIGH SCHOOL SPORTS HALL IN MAIDENBOWER, THE COST OF THIS WILL DEPEND ON HOW MANY PEOPLE TURN UP.

3RD MARCH - BRING A MODEL EVENT, SHOW OFF YOUR WINTER PROJECT.

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

mighty SR-71 perform a low approach. No problem, we were happy to do it. After a quick aerial refueling over the North Sea, we proceeded to find the small airfield.

Walter had a myriad of sophisticated navigation equipment in the back seat, and began to vector me toward the field. Descending to subsonic speeds, we found ourselves over a densely wooded area in a slight haze. Like most former WWII British airfields, the one we were looking for had a small tower and little surrounding infrastructure. Walter told me we were close and that I should be able to see the field, but I saw nothing. Nothing but trees as far as I could see in the haze. We got a little lower, and I pulled the throttles back from 325 knots we were at. With the gear up, anything under 275 was just uncomfortable. Walt said we were practically over the field—yet; there was nothing in my windscreen. I banked the jet and started a gentle circling manoeuvre in hopes of picking up anything that looked like a field. Meanwhile, below, the cadet commander had taken the cadets up on the catwalk of the tower in order to get a prime view of the fly-past. It was a quiet, still day with no wind and partial gray overcast. Walter continued to give me indications that the field should be below us but in the overcast and haze, I couldn't see it. The longer we continued to peer out the win-

dow and circle, the slower we got. With our power back, the awaiting cadets heard nothing. I must have had good instructors in my flying career, as something told me I better cross-check the gauges. As I noticed the airspeed indicator slide below 160 knots, my heart stopped and my adrenalin-filled left hand pushed two throttles full forward. At this point we weren't really flying, but were falling in a slight bank. Just at the moment that both afterburners lit with a thunderous roar of flame (and what a joyous feeling that was) the aircraft fell into full view of the shocked observers on the tower. Shattering the still quiet of that morning, they now had 107 feet of fire-breathing titanium in their face as the plane levelled and accelerated, in full burner, on the tower side of the infield, closer than expected, maintaining what could only be described as some sort of ultimate knife-edge pass.

Quickly reaching the field boundary, we proceeded back to Mildenhall without incident. We didn't say a word for those next 14 minutes. After landing, our commander greeted us, and we were both certain he was reaching for our wings. Instead, he heartily shook our hands and said the commander had told him it was the greatest SR-71 fly-past he had ever seen, especially how we had surprised them with such a precise manoeuvre that could only be described as breathtaking. He said that some of the cadet's hats were blown off and the sight of the plan form of the plane in full afterburner dropping right in front of them was unbelievable. Walt and I both understood the concept of "breathtaking" very well that morning, and sheepishly replied that they were just excited to see our low approach.

As we retired to the equipment room to change from space suits to flight suits, we just sat there-we hadn't spoken a word since "the pass." Finally, Walter looked at me and said, "One hundred fifty-six knots. What did you see?" Trying to find my voice, I stammered, "One hundred fifty-two." We sat in silence for a moment. Then Walt said, "Don't ever do that to me again!" And I never did.

"Don't
ever do
that to
me again"
And I
never did.



A year later, Walter and I were having lunch in the Mildenhall Officer's club, and overheard an officer talking to some cadets about an SR-71 fly-past that he had seen one day. Of course, by now the story included kids falling off the tower and screaming as the heat of the jet singed their eyebrows. Noticing our HABU patches, as we stood there with lunch trays in our hands, he asked us to verify to the cadets that such a thing had occurred. Walt just shook his head and said, "It was probably just a routine low approach; they're pretty impressive in that plane." Impressive indeed.

Little did I realize after relaying this experience to my audience that day that it would become one of the most popular and most requested stories. It's ironic that people are interested in how slow the world's fastest jet can fly. Regardless of your speed, however, it's always a good idea to keep that cross-check up...and keep your Mach up, too.

More indoor flying - 27th February

For those of you wanting to try indoor flight with a bit more space I have arranged to hire a school sports hall for a few hours on Saturday 27th February. This is quite large and has a good ceiling height.

It is hired between 15:00 -17:00 and the amount you pay will depend on the number of people that turn up. I am hoping that a minimum of 10 people will participate which will make the cost £9:00, with a few more it will be less.

The event will be open to lightweight electric, CO2 and gliders, free flight as well as R/C. The sort of models I am thinking of are F3P (shockies), e-flite Blade series helicopters, Kyosho Minium series, Parkzone Vapour, E-flite SE5A slow flyer, etc. Anything slow and light. If in doubt about suitability give me a call.

Payment will be on the day but please let me know if you will be coming so I can get an idea of numbers (contact details on last page). Guests are welcome but flyers to be FFRMFC members. This is not an "official" FFRMFC event so none of your subscription money is at risk!

The address of the venue is: Oriel High School, Maidenbower Lane, Maidenbower, CRAWLEY, RH10 7XW. The sports hall entrance is opposite the school car park.

Norman



Committee and General

*Journal of Felbridge Flyers Radio Model
Flying Club*

Editor:

Norman Carter

"Mertony"

Furzefield Road

Baldwins Hill

EAST GRINSTEAD

W Sussex RH19 2JN

Phone: 01342 327077

Email: felbridge.flyers@btconnect.com

Home page: www.felbridge-flyers.org

Current Committee:

Chairman – Norman Carter (01342 327077)

Secretary – Chris Searle (01342 325535)

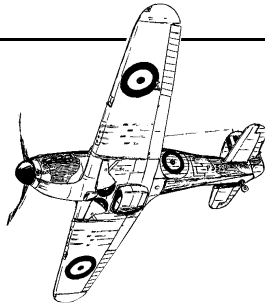
Treasurer – Ian Dinan (01342 714217)

Mem. Secretary – Max Woodhead (01293 783636)

BMFA Rep – Bob Cutter (01342 713175)

Member – Ian Stone (01342 870661)

Webmaster – Stuart Willis (01293 402733)



Field Report

Imberhorne - This site is available on winter weekends. Chris Searle maintains the strip. The days of use are shown in the Club forum on our website. Special conditions apply here so only fly here if you have previously flown with a Committee member.

Newchapel - The snow and rain have surprisingly had minimal effect at Newchapel; yes it is wet but not waterlogged. It is getting a bit muddy round the brazier/stove but there is no standing water on the strip, the recently cleared drains working well. The main outfall from the sump is flowing well but the groundwater level has dropped to just above the outfall pipe's low point. The first field drainage is also working well helping to keep the gateway between the fields quite solid.

The extended parking area by the gate is bedding in as it is used during the wet weather so there is now parking for a good number of cars. The area to the left has 4 loads of brick rubble spread last year. Try to park sensibly on busy days to allow the maximum number of vehicles to be accommodated.

The daffodils are beginning to poke through so don't

KEEP YOUR SITE



WITH QUIET FLIGHT

BRITISH MODEL FLYING ASSOCIATION
AND LOW RPM's

tramp about on top of them, they are to the right of the shed and between what will be the barbecue and the stove.

We have had some more, finer, hardcore delivered and the will be spread on the far left to smooth things out a little.