

FFLYPAPER

(2010—our 31st year)

Journal of Felbridge Flyers Radio Model Flying Club

Special points of interest:

- Barbecue 31st July
- Para gliders are bad for your health
- Flying after 15 years
- Red Baron Models



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NOTICE BOARD

The field gate was left unlocked over Friday night the 21st May with the padlock combination not scrambled. Please ensure the gate is **always locked** and the **code scrambled** when you leave.

Barbecue 31st July

This will be held at Newchapel with flying in the afternoon, with perhaps a light hearted competition, and food served from around 5pm. There will be good range of meat (Marinated pork, chicken, lamb and beef burghers, spicy and herby sausages) served with potato salad, fresh salad and French bread. All for £5. Tickets from any Committee member or contact Ian Dinan. Plates and plastic cutlery will be provided but no bar, so bring your own liquid refreshment.

You will have to buy your tickets in advance so we can order the meat, you won't be able to buy your ticket on the gate

Mike's view of the smaller one was very similar, technical masterpiece that it is.

Wednesday 19th May - First Wednesday when our evening sessions could begin. Turned out to be breezier and cooler than the start of the day promised but good turnout nonetheless. Our retired group started about 2:30 and joined by those still working after 5pm.

Gave my new Green Aircraft 50" span Tiger Moth its first flights and it seemed to be badly affected by the wind, I just could not line it up for landing with any accuracy. Perhaps the lack of a pilot in the cockpit was having an adverse effect? This model comes ready built with flying wires and cable operated controls just as the full size. Mine is electric with a 300w motor taking around 23 amps from a 2800/3S, good for 10 minute flights with spare capacity for go-arounds.



Chairman's Chatter - or disconnected ramblings

Sunday 18th April - What a perfect day, warm sun and light winds but *strange*. There were no jets flying into Gatwick, no con trails in the sky and some light aircraft doing approaches to Gatwick in a rare opportunity for them to fly in the airport control zone.

Flying was good with the air very stable, Mike Dyke and myself were able to fly our indoor shock flyers. Mike his Clik 2 and me my E-flite 4Site.

I have been very disappointed with the 4Site (mine was the big one at 900mm span). The structure was very flexible and the flight characteristics awful. It seems to be the only E-flite product that I have come across that does not work.

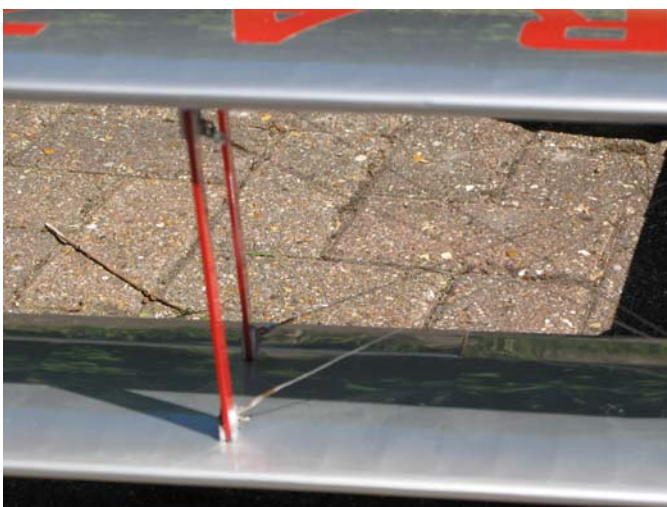
I flew this model again the next day in much calmer conditions and still could not line it up with any accuracy, I thought it would probably need rudder coupled with aileron. Investigation when back at home showed that I had set the differential aileron up the **wrong way**. The downgoing aileron had twice the throw of the upgoing one which would make adverse yaw worse rather than better which explains the difficulty in lining up for landing - a





senior moment for me. Max suggested it would be OK when inverted.

I have tidied up the horns to improve scale fidelity and I think you will agree it looks better than with plastic horns and quick links. I can just get it into my car fully rigged so this will save time at the field. I have also now got a pilot in the cockpit, from Pete's pilots fully painted. Shame that most pilot figures



stare blankly straight ahead when in reality pilots need to look out sideways a lot of the time, you can't see much over the cowling straight ahead.

Andy Musgrove brought his new delta model which flew well. It has no landing gear so touch downs stand a good chance of breaking the prop but so far so good.

Simon brought along his Multiplex Funjet with a single pusher prop and boy is this one fast..... As the prop is well away from the TE it is also very quiet.

One significant senior moment when a long standing member sheepishly came over to us and enquired if anyone had seen his transmitter as he could not remember where he left it? I will spare his blushes by not naming him.

Sunday 23rd May - Warm weather at last, well hot actually, gentle breeze straight down the strip from the NE, so landing over the trees. Good turn out of WW2 fighters and some WW1 biplanes.

Got my Hurricane MkI flying again and it is performing better than ever. Using Max Woodhead's take off procedure got it off in a very scale like manner for both flights on less than full power. Max advocates advancing the throttle to around 50%, getting it straight and with the tail up before applying more power and then lift off. I have converted this model to my new transmitter so needed to get the throws and expo sorted as well as the flap to elevator mix. The flaps now come down to a scale like 80 degrees which slows the model well and allows a steep approach. There was insufficient "up" travel to prevent a gentle nose over at the end of the landing run on the first flight. This was corrected on the second by dialling in 120% movement for the touch down on a Tx switch. In fact the landing roll was good allowing me to taxi back along the runway.

Max got his Spitfire up with the Hurricane and we did some tail chases and low passes, Max having to fly his Spitfire a bit faster than normal as I have not slowed up the Hurricane too much yet although half throttle was mostly used. Max landed directly after I cleared the strip, just as well as he had no power to taxi back (his is electric, mine Laser 90 powered). Max also flew his ASH26 self launch glider which found plenty of thermal activity in the clear blue sky, his plane to ground "vario" signal helping to find the lift.

Chris Searle had his all white Fokker and foam Nieuport which was flying well. He said the little Nieuport was a delight and he was having great fun.

Despite his cold Simon Detry was flying an assortment of electric models including his super fast Funjet. Not to be outdone Jim Christie flew his blistering Blizzard. Jim also brought an Uzi which he has upgraded in the power department - how unusual for Jim to have high powered models!

Stuart Willis had little luck with his P51 or Skyraider, the former has a motor cut shortly after lift off and was badly damaged on the inevitable outfield landing and the latter has problems with the U/C legs - sometimes nothing goes right.

Mike Dyke's Hurricane flew well as did his Harrier (he was part of the design team on the full size at Hawker Aircraft/British Aerospace). Unfortunately the battery pack shifted in flight resulting in a heavy landing. Dave Nice "Uzi'd" about as only these models can (thanks Dave for the spare cowl screw for my Hurricane) and Andy Musgrove flew his I/C powered low winger and his electric F15.

We spent a lot of time with David Doughty getting his trainer sorted out. We did everything ready for flight including range checking and noise testing. Every time the model was taken to the strip it cut. We did all we could

on site to cure the engine problem, all to no avail. It would just "weak cut" for no reason we could find, unusual for the OS 46LA which is usually a paragon of reliability, perhaps there is an air leak somewhere?

Howard was getting some stick time with his DH Beaver but he says it is difficult for him to take off, it seemed to have a mind of its own.....

Ian Stone had no luck as his motor was playing up as well, another OS 46LA, perhaps they don't like the warm weather.

Jeremy Clark was having fun with his models but started mid morning so had more play time than most.

Sun hats were the order of the day as the sun was very strong. I now have a hat with a large brim (a Wallaroo) which shades the back of my neck and ears, in the strong sun a good hat is essential, the standard baseball cap does not provide adequate protection.

Monday 31st May - Spring bank holiday, although you never would have guessed from the weather. Mostly overcast with a very gusty and turbulent wind swinging through 180 degrees. A number of us flew with varying degrees of success.

Max had just fitted a new scale like spinner to his Kyosho Spitfire and done some work to make the oil and water radiators under the wing more realistic. He took it out to the flight line only to find the motor would not run.

The model was returned to the pits area and investigations commenced after removal of the cowl. After re-seating the motor wires all seemed well so another take off attempt was made. All was normal for the flight until the motor stopped..... As the model was over the field opposite the strip there was no hope of getting back to the runway. As the model descended from view behind the hedge all Max could do was attempt to keep the wings level and the nose high.

We all need some luck from time to time and Max certainly had Lady Luck on his side. As we walked into the field looking for the model we found that it had touched down wings level (he left the gear retracted) in some tussocky grass undamaged apart from the air intake broken off and the radiator cover damaged pulling off a small section of wing covering.

Wednesday 2nd June - The reason for the motor failure has been found. Max had re glued some loose magnets in the motor bell but reversed the polarity, hence 2 magnets were opposing the rotation..... The model flew again pulling less current than before and giving more power - brain fade!

Max was flying with Mike Dyke's Hurricane and was running low on battery power so did a short circuit, dropping the wheels and flaps on finals for a perfect touch down. He had cut it a bit fine as there was no battery power left to even taxi.

CLUB NIGHTS

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4TH AUGUST - FIELD MEETING AT THE NEWCHAPEL FLYING FIELD.

1ST SEPTEMBER - FIELD MEETING AT THE NEW-CHAPEL FLYING FIELD.

6TH OCTOBER - FIRST OF THE INDOOR MEETINGS IN THE HALL AT THE HAVEN CENTRE. BRING YOU INDOOR MODELS FOR SOME FLYING, STARTING AT THE LATER TIME OF 8:30PM.

Sunday 20th June - The weather forecast was poor, strong winds from the north, this may have put a few people off as there was a lowish turnout (Father's day may have hijacked a few though....). Good thing the actual weather does not see the forecasts as the cloud cover lifted and the wind dropped as the afternoon progressed.

Dave Doughty re-plumbed his fuel tank pipes (although they seemed perfect) and got some fresh fuel. This sorted his engine problem and it ran faultlessly all afternoon. I performed the test flight on his new model and it went well just needing the dual rates to be programmed for less travel for training, he was so pleased.

During the course of the afternoon Dave had 3 training sessions and was doing figure eights pretty well. He is understandably coming up with the "left is right" when coming towards himself but we all suffer that one! Roger Tansley came along with his E-flite Apprentice and Chris Searle gave him a lesson, Sorry I did not recognise you when you arrived Roger, my memory for names and faces has never been good....

Flew my SebArt Sukhoi and had forgotten how precise it is. Had some trouble with the LiPos (see elsewhere in the Newsletter) but 2 of the flights were good. Roger James had his high powered electric Panic which was doing all sorts of high G and flick manoeuvres. Jim Christie brought along his Multiplex Cub with outsize wheels which did look a bit out of place. Jim had not applied any of the stickers and said it saves 6 ozs. I tried to get him to use the rudder for turns as it was turning "tail low" but he said his left thumb is only programmed to use the rudder on take off.



Safe Flying Is No Accident - preserve us from the Idiots

Saw this on the BBC website the other day:

A first-time paraglider broke his back in two places after trying to fly in a machine he bought for £300 on eBay.

Roy Dixon did not take any lessons apart from looking at internet clips on YouTube, and made the mistake of tethering his paraglider to his car.

After less than a minute in the air, he fell 40ft (12.2m) and was taken from the scene near Hexham, Northumberland, by RAF helicopter to hospital.

He said: "I should have joined a club and got lessons but I was trying to teach myself and learn from bits I had seen on YouTube."

Mr Dixon, added: "The thing you should never do, which I did, was tether it to a solid object.

"I went shooting up in the air, then banged down on the ground. Then I went up again.

"I am very embarrassed about the cost of the rescue and using all these resources up."

So this *pea brained idiot* has to be rescued by helicopter and cared for by the NHS due to his stupidity, and guess what, he won't have to pay a penny for it.....(we all will though, through our taxes). Good case for a Darwin award if he had removed himself from the gene pool.

Norman

"I went shooting up in the air, then banged down on the ground....."

More LiPo mussings

LiPo batteries do need more care as Chris Searle noted in the last issue. They are also a bit unpredictable and are subject to reductions in capacity. Jim Christie reckons he gets about 30 flights at full performance with a further 20 at reduced performance after which they are not much use.

I have 3 sets of 3700/3S LiPos, 2 are Tornado and one FlightPower. I noticed a marked reduction of capacity of one of the Tornados and returned this to the supplier (Overlander). They checked it and suspected that it had been charged overvoltage which, it seems, is worse than discharging below 3 v/cell. Nevertheless they replaced it as a good will gesture. It seems that the German chargers tend to cram in as much charge as possible and fully exploit the overvoltage margins when balance charged. This is generally OK in the summer but LiPo fully charged voltage capability varies with temperature!!!!!! At 20 degrees C the voltage per cell fully charged is 4.2v, at 0 degrees it is 4.0v. If you charge in the warm and take the batteries out into the cold of a winter day you get an overvoltage when the battery cools.

My other Tornado has maintained better capacity but when fitted to my Sukhoi recently gave up the ghost just after take off despite being fully charged and 4.1v/cell. I was able to touch down on the runway remaining so no damage. When I returned home I discharged this pack and it had a reasonable capacity of 3100 ma/h. the balancer also showed cell voltages to be within 0.005v of each other. I did not know why this had occurred.

The next day I ran the model up in the garden with a Watt meter in circuit, as the current approached the peak of 50 amps the voltage dropped to the cut off value on the ESC. Now these are 22C cells so 81 amps should be OK; a case of NOT doing what it says on the tin.

As I expected the useless FlightPower battery only delivered 50% of its rated capacity, how can they charge such high prices for a substandard product? I suspect this battery is also suffering voltage degradation under load, this pack is 28C so should handle 105 amps, more than twice what I was drawing. To keep these packs usable I will put on a smaller prop to reduce the current.

I now source my LiPos from Hong Kong which are less than 50% of the UK prices even allowing for postage and provide better power and capacity retention. No wonder so many UK suppliers are selling LiPos at inflated prices, the profit margins must be very good. Any complaints will fall on deaf ears as they *"can't control how they are used or charged"* (well that was what FlightPower said when I complained) - so tough.

Norman

Fifteen years in the making.....

It only took about 15 years to complete..... Brian Hadfield's Fokker D7 finally makes it into the air. Not yet finished though but he assures me he will complete the



markings soon, hopefully before another 15 years go by.

It is from the Flair Kit and OS 70 FS powered. Certainly looks good. Brian seems to make my model building seem quick.....



(Pictures by Brian Reed)

Spitfire Mk 24

This Mk 24 Spitfire was built by Clive Brewer who recently joined the Club, it is as yet unflown. As you can see it is quite small (at around 1/48 scale) and uses micro miniature radio, single cell LiPo with a geared motor driving the scale 5 bladed prop.

Even with the 2.4 Ghz system it was difficult to conceal the Rx aerial which does exit the fuselage in the scale position behind the cockpit. It features fully retractable landing gear, flaps and detailed cockpit.

It will require a very smooth surface from which to



take off from.....

Well, not quite - It is a superbly built non flying model built from a kit and custom finished by Clive, just imagine the sound of that Griffon engine.

Norman

New local model shop

Its not often that new model shops open in this "on line" shopping world but it has happened and it is in Salfords. This is pretty much local for most of us (apart from Simon who lives in Storrington) and will save a trip to Worthing, Addlestone, Uckfield or Bromley.

It is called Red Baron Models and is owned and run by David Partington who was until recently a member of FFRMFC. David will be providing some more information about his venture but if you need anything go along to the shop at:

Red Baron Models

34 Brighton Road

Salfords

Redhill RH1 5BX

Tel: 01293 785675

The shop is on the A23 at Salfords, just south of the caravan centre.

Swift II Flying wing

Saw these advertised on the BRC Hobbies web site, they were not expensive and were said to be ready to fly in an evening, so I bought one.

They do assemble easily but much fiddling is needed to fit the gear which is all on the underside. Fly well though on cheap motors and LiPos but attention to detail could be better.

Norman



Committee and General

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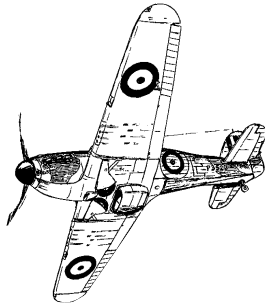
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Field Report

Imberhorne - Winter use field so no flying here until November time.

Newchapel - We are maintaining good contact with the new owner, Will Blatch, but there are no firm plans as tests for some of the ideas have shown the soil is not suitable. He has said that he hopes to have some secure storage on site that we could use to store our mower and other valuables which is good news.

The outfield has been cut now and the crop removed for animal feed. We did not have to pay to have our area cut which has saved us a couple of hundred pounds. We suggested that the contractor who did the cutting for us last year did it again and Will agreed and used Daniel. This was good as he had planted the first field with new grass twice and was now able, literally, to reap his reward. Not as good as it sounded though as the growth was very thin and 50% was not cut. The safety line has now also been strimmed and any rotten posts replaced (thanks Dave and Mike).

The dead tree just to the north of the entrance/exit has been cut down making visibility a little better; do con-



tinue to take extra care when leaving.

We will need to organise a "saw in" as our wood stock for the winter stove has been vastly replenished (thank you whoever replaced a stairway and donated the old one to keep us warm in winter). It does need to be sawn into stove sized pieces so bring along a saw to cut up the bits a little at a time if you can.