

Firebirds Model Club

Newsletter May 2014

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Committee News

Here's the latest from the committee room.

Vintage Fly In

Please see the External Events section for details on a Vintage fly in at Waltham Chase 26th July. Please do contact Roger if you are interested.

Fun Fly Event

We aim to have a fun fly event in the early-mid summer months. The exact details have not been decided yet but it will be aimed at all skill levels and will not include any aerobatic manoeuvres. It will require a plane with undercarriage as there will be at least one take-off and landing event. It will occur one Saturday morning, which will tie up the site for that day. Watch this space for more detail.

Need More Flying Time?

The Blue Gryphons model flying club meets near Farley Mount, Hursley and have said that they have spaces for additional members. If you are interested then contact myself and I will put you in touch with Chris Davenport who is a member there and has recently joined Firebirds.

May Club Night

If weather permits, there will be a barbeque evening at Poplars on either Monday 12th or Friday 16th. Our new club meeting venue (the Hamble Club) will be the fall back (on the 15th), should the weather scupper our BBQ plans. Keep an eye on your email for the announcement (looks like Monday is off the menu already). I have included the map and photo of our new meeting venue near the end of this newsletter.

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Planned BBQ Event at Roughay Farm

The Firebirds club has been invited to BBQ and fly at the flying site used by Mike Watts. This is an airstrip for full size aircraft so there will be room for any of your models. We just need a good day so watch this space for more details.

Down at the Field

Well there's been some good stuff at the field this month. All of the pictures here are from the 3rd and 4th of May. I had taken a bunch of pictures but they are getting shelved because Paul Mason turn up with a decent lens/camera combination and got us some nice flying shots, thanks Paul. In the interests of keeping the newsletter a sensible size, I am not able to use all of them but here it least is a selection.

On arrival at the strip, we found that there had been quite a bit of growth over the past week or so. As people were waiting to fly, Russell jumped on the mower and mowed a strip within the strip. All done with Pete stood at the end of the runway, jet in hand, tapping foot and muttering "come on, come on..." ☺



Thanks Russell and thank you Pat for turning up at close of play and doing the whole strip ready for the next day. I for one often take this behind the scenes work for granted. Russell has just serviced this mower himself too. Thank you both for all your work.

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Once the flying was in progress, Pete started working through the fleet of jets he had with him. Here are the magnificent Vulcan and Hunter from his collection.



He also flew this little beauty, which had a simply stunning performance. Very fast, with huge vertical climbs.

Here's Kevin preparing to fly his Rainbow.



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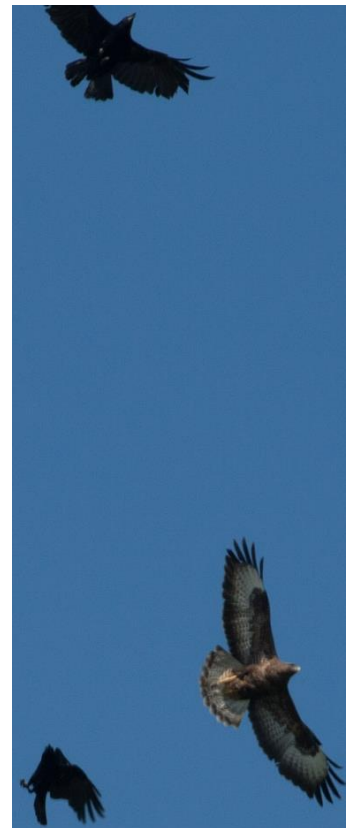
John H arrived equipped to put his lovely 87" Taylorcraft F21b up for its maiden flight. As I work with John, I've known that this model has been flight ready for some time, so I was pleased to see it finally cruising the skies. There will be a lot more detail about this plane in a future issue of the newsletter because John has written an article to go in the Fly Past section for us.



We weren't the only ones out for a fly either. The local buzzards were on the lookout for whatever hapless critter would make a tasty meal.

The crows decided that their young were definitely not on the menu and proceeded to give the buzzards a good mobbing.

I'd only ever seen this on TV before and was amazed to see the bravery of the crows taking on a bird of prey.



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Safety Matters

I know that a number of members are aware of this story already but I thought it worth repeating here to raise awareness of what can happen when flying models is deemed (by the people that really matter) as dangerous.

This story was reported in the Guardian on the 2nd of April. This is a cut down version, the full story can be viewed on-line with the video footage of the actual incident [here](#).

Robert Knowles from Barrow-in-Furness was convicted for 'dangerous' use of recreational drone (it was an electric foam flying wing) after he lost control of the aircraft near a nuclear submarine facility. Footage from the 'runaway' drone shows the moment it nearly hits the Jubilee Bridge on the Walney channel

A TV-repair shop owner who has become the first person convicted in the UK for "dangerously" flying a drone says the fine and legal costs will bankrupt him.

Robert Knowles, 46, of Barrow-in-Furness, was fined £800 and ordered to pay costs of £3,500 at the Furness and District Magistrate court on Tuesday after being prosecuted by the Civil Aviation Authority (CAA). He pleaded guilty to flying a small unmanned surveillance aircraft within 50 metres of a structure – the Jubilee Bridge on the Walney channel – and flying over a nuclear installation, the BAE System submarine-testing facility.

The CAA said that the case raised important safety issues concerning recreational flying of unmanned aircraft, which is legal as long as it is done away from built-up areas and structures.

"The Jubilee Bridge is used by vehicles – this could have hit a car and caused an accident," said a CAA spokesperson. "People have to understand that they are subject to air safety rules and that there are potentially serious safety concerns."

"The radio failed and it flew away down the Walney channel," Knowles told the Guardian. "I couldn't have controlled it. I don't know why the radio failed. It landed in the sea channel, and the salt water ruined it."

"I flicked the return-to-home button but it didn't do anything," Knowles said. "It didn't fly anywhere near the BAE Systems facility

You'll notice that his defence is that he couldn't do anything about stopping the runaway plane but this is likely not true. He was relying on the return-to-home facility, which appears (in the story) to be manually triggered from the TX. As the RX and TX weren't talking, the return-to-home facility wasn't available.

However, given the kind of equipment he was using, there was probably a failsafe facility built into the receiver. If setup properly, then the loss of radio would have shut the motor off, causing the plane to come down without power and maybe within easy walking distance.

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Fly Past

This month's Fly Past features Russell's latest favourite plane, the Ripmax bullet. This is a larger reincarnation of a 1970s sports plane.



The specifications for this model are as follows.

Wingspan: 1475mm (58.0")

Length: 1290mm (50.8")

Radio System: 4 Channel

IC Engine: .40~.55 2 Stroke

Price ~£105 (I checked Hobby Stores, Slough Models and Kings Lynn)

Russell received this kit as a 2012 Christmas present and finally got it in the air towards the end of last year. Anyone that knows Russell will not be surprised to learn that his Bullet is powered by an Irvine 53.

The kit is fairly a straight forward balsa/ply built up wing and fuselage (Russell said the original had a veneered foam wing) with pushrods for all control surfaces. From a beginner's point of view, Russell estimates that this is a good third model or possibly

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a second if the flier was buddied for a few flights (and the rates were dialled down). The CG was as per the instructions and did not require ballast to achieve.

The kit wasn't without its problems. During the build and early flights the following issues surfaced.

- 1) No instructions or slot were provided for a hinge near the bottom of the rudder so the initial build didn't include it. This proved problematic because the control horn is (as usual) near the bottom of the rudder and had a tendency to push the bottom of rudder over to one side. Russell had the unenviable task of trying to fit an additional hinge with the rudder already attached, which he managed.
- 2) The steerable nose wheel leg barely reached into the engine mount. Consequently, the first landing resulted in the leg popping out of what should have been the top bearing and being ripped backwards. Russell had to source a replacement nose leg to cure the problem.
- 3) The clevises were too loose on the pushrods so were replaced with better fitting items.
- 4) The wing mount blind nuts needed replacing because the bolts were too loose and threatened to strip if tightened.
- 5) It was apparent that the gluing was poor in places and extra glue was added to properly secure some joins.

So it sounds like the supplied hardware is quite poor. Maybe some of this will be addressed by Ripmax in time...or am I being overly optimistic here?

Poor hardware aside, it flies like a dream. I watched Russell tear up the sky with this thing and he's clearly enjoying it. It slows up nicely for landing courtesy of a reasonably light wing loading. He said would have preferred a tail dragger setup rather than the tricycle undercarriage that it has.

He uses the maximum throws that the mechanics of the control surfaces will allow with 25perc expo to calm down the central control movement.

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External Events

This section details events in Hampshire (or further afield if they are significant events) that might be of interest to club members.

Blackbushe Model Show

Like Wings & Wheels, this is a pretty big show and is somewhat easier to reach. It boasts a professional flying display organised by Ali Machinchy, including top UK pilots and International guests. It all happens at Blackbushe Airport on Saturday the 17th May. The Airport is just off the A30 between M3 J4/4A and Hartley Wintney GU17 9LQ.

- Gates open at 09:00 – Flying from 10:00 till 17:00.
- All persons Over 16 years £9.00 per person
- All persons Under 16 years £4.00 per person
- OAPs £7.00 per person
- Bring and Buy £9.00 per person

See <http://www.blackbushemodelairshow.co.uk/> for more details.

Daedalus D-Day commemoration

Thank you to John Williams who has submitted information on a D-Day commemoration event at Daedalus on the 3rd & 4th June.

See <http://www.leeresidents.org.uk/014-DaedalusD-Day70thAnniversaryCommemoration3-4June2014.pdf> for more details.

Model Wings & Wheels Spectacular

Yes it is a bit of a trek but it's definitely worth seeing at least once. You can get to see some of the exotic stuff normally only found on YouTube e.g. super-sized scale models, gas turbines and superb aerobatic displays. There is also quite a big Bring & Buy sale there too.

This very large model show takes place on the 28th & 29th June 2014 at North Weald Airfield, Epping, Essex, CM16 6AR.

- Show times: 9.30am - 5.30pm

For enquiries contact: admin@wingsnwheels.net or Tel: 01242 604126

See <http://www.wingsnwheels.net/> for more details.

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Waltham Chase Aeromodellers Vintage Day

As Chair of Waltham Chase Aeromodellers, Peter Sanders has invited any interested members of Botley Firebirds to their Vintage Day, staged on Saturday 26th July 2014. This will include R/C models and R/C assist for models designed before and including 1964 and vintage control line models up to 3.5cc (0.20cu.in). No free flight, due to the restrictions of our site. We will need BMFA Insurance verification to fly only. The venue is Tangier View Farm off Tangier Lane Bishops Waltham, Hants.

An all-day BBQ will be running, under supervision, but you have to bring your own food: soft drinks provided. No flyers are allowed to consume alcoholic drinks until they stop flying.

This is our first Vintage meeting and we thought our closest Club should be invited to participate, if your members wish. Could you give me an idea of participate numbers so we can make arrangements to accommodate our invited guests.

There will also be a raffle for a brand new, reproduction Keil Kraft Southerner 60" span vintage, electric converted kit from The Vintage Model Company.

If you are interested please contact Roger Stanton who would like an idea of the number of people going (his contact details are at the end of this newsletter).

Club Information

This section gives a summary of club services and contact details. Apart from the "Future Club Night Programme" most of the info here is fairly static.

Future Club Night Programme

May-August 2014

The plan for the summer months is, if weather permits, to hold a series of barbeque evenings at Poplars. Our new club meeting venue (the Hamble Club) will be the fall back, should the weather scupper our BBQ plans.

The BBQ, if held, will be on either a Monday or Friday evening (weather dependent) of the third week in the month. Otherwise, the normal Thursday meeting night will be used if the meeting has to be held at the Hamble Club.

The thinking behind moving these meetings from Thursday to either Monday or Friday is that we will also be able to fly between our hamburger/hotdog chomping.

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If the meeting has to be held at the Hamble Club, then micro indoor planes/helis are welcome. The meeting room is a bit larger than the one at the Legion.

Members will be notified by email (and phone to those without email) a few days in advance when we have a good idea about the forecast. As with the club's previous BBQ events, please bring your own food. The club will provide the fire.

Cheap Glow Fuel

Fuel is available through the club and supplies are held by the club. All grades of fuel are available to order. Terry holds many other useful items: glo-plugs, propellers, glue, fuel tubing, wing bolts etc.

Contact: Terry Jacobson on 023 8040 2080 or see him at the field.

Club Clothing

A number of items of club branded clothing are available from a local supplier. The current prices are:

Sweatshirts	£14.25
Polo shirts	£12.50
T shirt	£ 8.50
Caps	£ 7.95

All shirts are Fruit of the Loom and available in all sizes up to XXL & most colours. There is also a huge range of quality outdoor wear that can be embroidered with the club logo.

Contact Justin on 07572 613190, email windgyber@hotmail.com or see him at the field.

Don't forget that the talk will be presented at our new meeting venue: the Hamble Club at this address:

Beaulieu Road
Hamble
Southampton
Hampshire
SO31 4JL

The entrance to the club is on Hamble Lane, only a short distance from a pub called The Harrier. The club looks like this:

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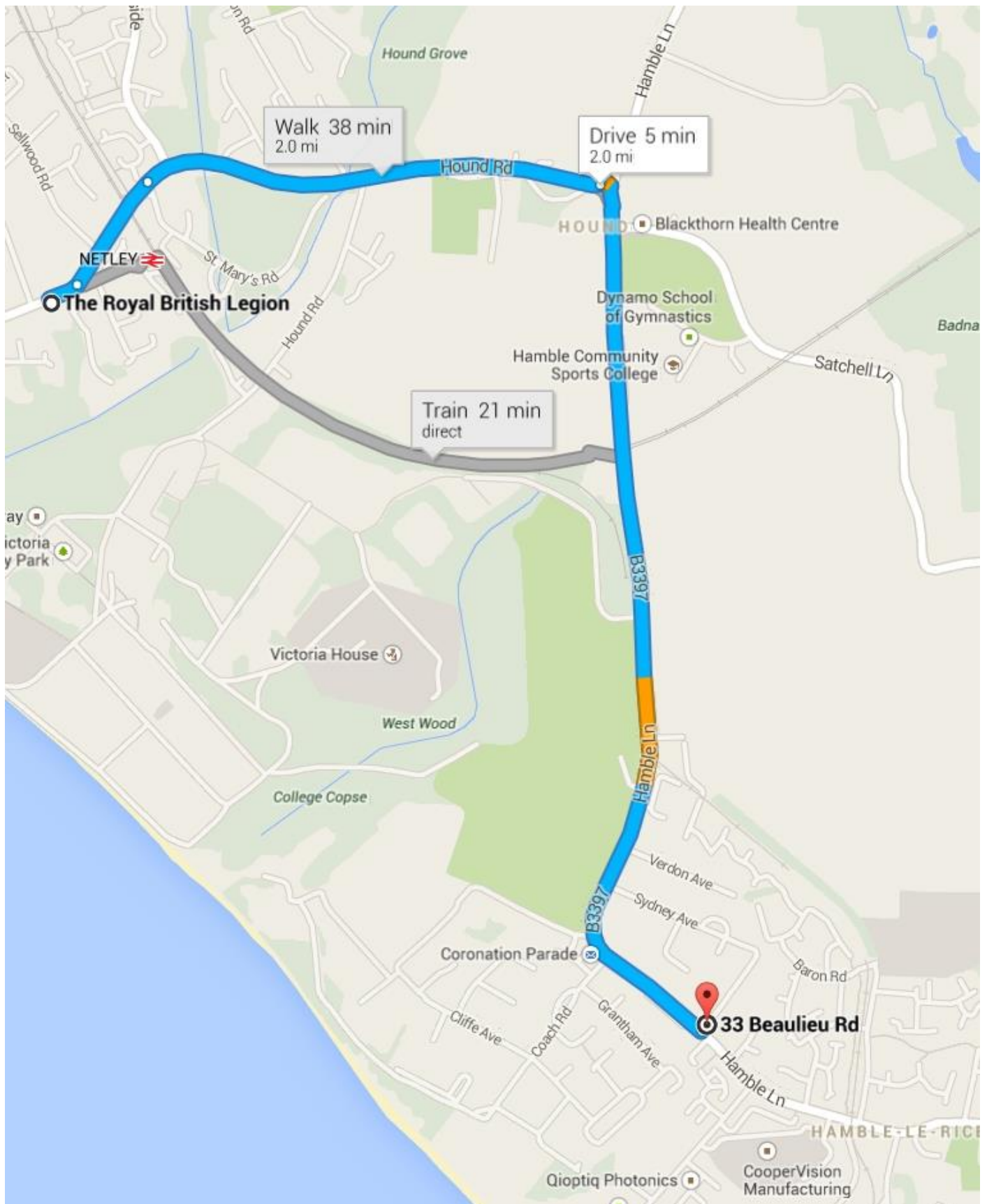
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The following page contains a map showing directions from the British Legion to Hamble Club (well actually it's the house just opposite the club because Google maps shows the club as being a fair distance up Beaulieu road, which it isn't).

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Firebirds Club Committee

The following are the contact details for the Committee. Each has given permission for their phone number and email addresses to be included in this Newsletter.

Chairman	Pat Parsons	023 8056 2611	patrickparsons.parsons3@googlemail.com
Vice Chair	Russell Lewis	023 8056 1397	russell@pilot1.co.uk
Treasurer	Paul Adams	023 8069 2729	paul.adams10@tiscali.co.uk
Secretary	Roger Stanton	01489 784152	roger-stanton@sky.com
PRO	Peter Clark	01489 692881	psclark911@hotmail.com
Flying Site Rep.	Dave Hoppe	07704 826343	davehoppehome@gmail.com
Safety Officer	Geoff Griffiths	023 9265 5931	gcgriffiths@hotmail.com
Membership Sec.	Geoff Scott	023 8039 0013	geoffrey.scott100@ntlworld.com



Remember...
Safe flying is no accident.