

# Firebirds Model Club

*Newsletter* June 2014

Welcome to the firebirds club newsletter see below for a clickable table of content headings.

## **In this issue...**

- 1.....[Committee News](#)
- 2.....[Down at the Field](#)
- 3.....[Safety Matters](#)
- 4.....[Fly Past](#)
- 5.....[External Events](#)
- 6.....[Club Information](#)

## **Committee News**

Here's the latest from the committee room.

### **June Club Night**

It looks like the weather will permit a barbeque & fly evening at Poplars on Monday 16<sup>th</sup> June, so this is the current plan unless things change. As before, bring your own meat & rolls etc and the club will provide the heat for cooking. Keep an eye on your email for any change of plan announcement.

### **Hedge End Carnival**

The club is going to setup a stand at this event in the afternoon on the 5th July. The idea is to support the D-Day theme with warbirds on static display.

We will have an 8m x 8m area allocated for our display and there will be gazebos provided for rain protection.

It would be much appreciated if you have a warbird for display and are able to attend the event. Please do contact a committee member if you are interested.

### **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

# Firebirds Model Club

*Newsletter* June 2014

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.

## 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, I haven't made it down the field a whole lot during this last month but fortunately Russell managed to furnish me with a couple of great flying pictures. Here's Alan's



lovely Lancaster, presumably returning from a beach clearing sortie ready for the D-Day invasion.

# Firebirds Model Club

*Newsletter* June 2014

...and a bit more of the same:



Russell also captured John's Taylorcraft F21b, the subject of this month's Fly Past article.



## Safety Matters

Many thanks to our Safety Officer Geoff for the following article on cross-wind take-offs and landings.

# Firebirds Model Club

Newsletter June 2014

## Wind? What Wind!

I suppose we have to put it down to Global Warming, but it strikes me that more often than not these days the wind is blowing directly across the strip. Whatever happened to those prevailing south westerly winds we used to get?

This is a bit of a bummer, but it's all good for left thumb practice! So what's the secret? Well, of course, there isn't one – just a bit of thought and some common sense.

## Take off

If you are flying a relatively small and lightly loaded model the safest and best way is to take off across the strip directly into wind, but what if the wind is directly onto your back? A bit of a compromise will be necessary here if we are to avoid flying close to other pilots after take-off. There are two things we can do to help. One is to make sure when flying we are all standing relatively close together at the “pits” end of the pilots strip. This will leave as much clear space as possible for take-off. The other thing, if you are the pilot, is to be very aware of what is likely to happen during and immediately after take-off. On the ground, and certainly until flying speed is reached the model will want to weathercock into the wind – a particular problem with a high wing tail dragger. Will this alter the course towards other pilots? If so you might like to think about where the take-off run should start. If the model has any dihedral and takes off even *slightly* out of wind, it will be particularly prone to being rolled as the wind gets under the wing, so be prepared!

With a “normal” weight model with no dihedral i.e. a Wot 4 or larger, you can get to grips with a crosswind properly, and it's great fun trying to perfect the technique. Be aware though, that during the run it will still want to weathercock and may bring the take-off path directly towards you and the other pilots. Think about it before you start, and definitely **don't** just whack the throttle open – take it gently! Start the run slowly. If it's a trike undercart there should be no problem, but with a tail dragger you will need a fair bit of “up” to keep the tail wheel on the ground so you can steer. As the speed builds up, gradually open the throttle and let the tail rise. You'll normally be used to having to add a bit of right rudder at this point, but in a cross wind it might have to be left. Think this through before you start. Once off the ground, *let the speed build up* before you climb away. At this point you've got two choices: You can let the model climb away keeping it on track with the ailerons and letting it appear to be crabbing, or you can hold a bit of rudder on (stick pushed in the “down wind” direction), correcting with a bit of aileron. The first method is normal of course, but for an added challenge try the second and see if you can make the effect of the wind seem to disappear! - A bit silly maybe, but quite impressive.

## Landing

This is a bit trickier to do neatly. If the wind is coming from behind you, there is not only the danger of drifting into the far fence, but also of swinging after touchdown. The



# Firebirds Model Club

Newsletter June 2014

last thing you need is to land short and then career towards the flight line, so plan to land half way along the strip. This way if it swings after landing there will hopefully be no one in the way!

If the wind is in your face, the plane will want to drift over your head. Nip this in the bud and don't be afraid to go round again. If the plane gets on the wrong side of you things will go pear shaped very quickly! Again, aim to land a bit further down the strip than normal.

As with take-off, there are two ways of approaching things. Whichever way you choose to do it, the aim is to land with no sideways drift as the wheels touch. This is vital with a large model where it is possible to do serious damage to the undercarriage if you get it wrong. (Yes, I've done it!)

The first (and normal passenger aircraft way) is to approach without any rudder, just steering the right course, and letting the model come towards you in an apparent side slip. (It's not really side-slipping, but this is what it will look like from the ground). Just before touchdown straighten the model with the rudder, correcting with ailerons as necessary. Don't over flare and keep the speed a little higher than normal. If you get it right the wheels will not scuff and you'll have cracked it! The problem with this method is that at the last minute you really have a lot to think about all at the same time, but if you get it right it can be very satisfying.

I tend to cheat, and use method two, as it's not quite so critical at the last moment. As you approach, add a bit of rudder *away* from the wind direction. Hold this on all the way down and fly the model on ailerons in the normal way. You'll need to correct the track with a bit of aileron in the opposite direction to the rudder – ie the controls crossed. (yes, it *is* actually side-slipping now, but this time it *won't* appear to be!) Again, keep the speed a little higher than normal. If you get it right the wheel nearest to the wind direction should touch down first.

So there we have it. Next time there is a nasty cross wind, don't leave the model in the car, treat it as an opportunity to practise something a bit different!

## Fly Past

This month's Fly Past is written by John H and features his Taylorcraft F21b.

I have had this model for over a year but have only just got around to flying the maiden. A combination of last year's incessant bad weather, electronic glitches and my own nervousness following one or two 'eventful' maidens on other models had been putting me off. As it turned out, the maiden was a complete non-event after a few clicks of trim she was flying beautifully and instantly became my new favourite plane.

# Firebirds Model Club

Newsletter June 2014

The model itself is an ARTF produced by Flight-Model and sold by Staufenbeil in Germany, who made my decision to purchase easy by offering free shipping to the UK. The airframe components are nicely constructed in a traditional combination of lite ply, balsa and Oracover film. The design is intended for electric power only and has it been constructed correspondingly light with a wing loading of around 21 oz per sq ft.

The basic particulars are:

Wingspan: 222cm (87 inches)

Wing area: 70dm<sup>2</sup> (7.5 sq ft)

Length: 143cm (56 inches)

Flying weight: 4.5kg (159 oz)

The build was straight forward, the only real complication being finding space in the house big enough to assemble it! My usual building room is only 6 inches wider than the model's wingspan meaning that it was impossible to get the wings on over the wing tube so final stages of the build were done in the spare bedroom.

Propulsion is provided by a 6s LiPo and an Eflite Power 60 turning a 16x8 prop, giving around 5kg of thrust and 1000 watts of power at full throttle. I fitted high torque digital metal gear full size servos (TowerPro). Receiver power comes from the ESC's in built BEC (Castle Creations 100 Amp). To provide some redundancy to the receiver power, I have fitted a Scorpion Backup Guard. This is a neat little device that monitors the receiver voltage and incorporates it's own battery which will kick in in the event of failure of the main supply, hopefully preventing any chance of losing control.

The model's flying characteristics are very docile making this a relaxing and enjoyable model to fly. The light wing loading and ample power combine to make the take off easy, full throttle will see the model airborne after a few feet so throttle moderation is required for a more scale-like take off!

As is typical of these high wing types, rudder is needed in the turns to stop the tail from dropping. This could be mixed



# Firebirds Model Club

*Newsletter* June 2014

in on the radio but I prefer to add rudder manually. The relatively large control surfaces mean there is plenty of authority and mild aerobatics are certainly within the model's capabilities. Flight times of over 15 minutes are possible on a 5000mAh battery so there is plenty of time in the air to practice these manoeuvres, or just stooze around doing nice scale like passes. Landings are again helped by the low wing loading and the model can be slowed right up for a gentle touch down.

The Taylorcraft is a lovely looking plane, the lines of which are captured well by this model. The larger size of the model certainly gives it presence both on the ground and in the air. Electric models of this size are still relatively uncommon and I have received a few surprised comments from people expecting to find one of those noisy IC engines under the cowl!

## External Events

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

### **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](mailto:admin@wingsnwheels.net) or Tel: 01242 604126

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

### **Waltham Chase Aeromodellers Vintage Day**

As Chair of Waltham Chase Aeromodellers, Peter Sanders has invited any interested members of Botley Fiebirds 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.

# Firebirds Model Club

*Newsletter* June 2014

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

### June-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.

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.



# Firebirds Model Club

*Newsletter* June 2014

## 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](mailto: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:

# Firebirds Model Club

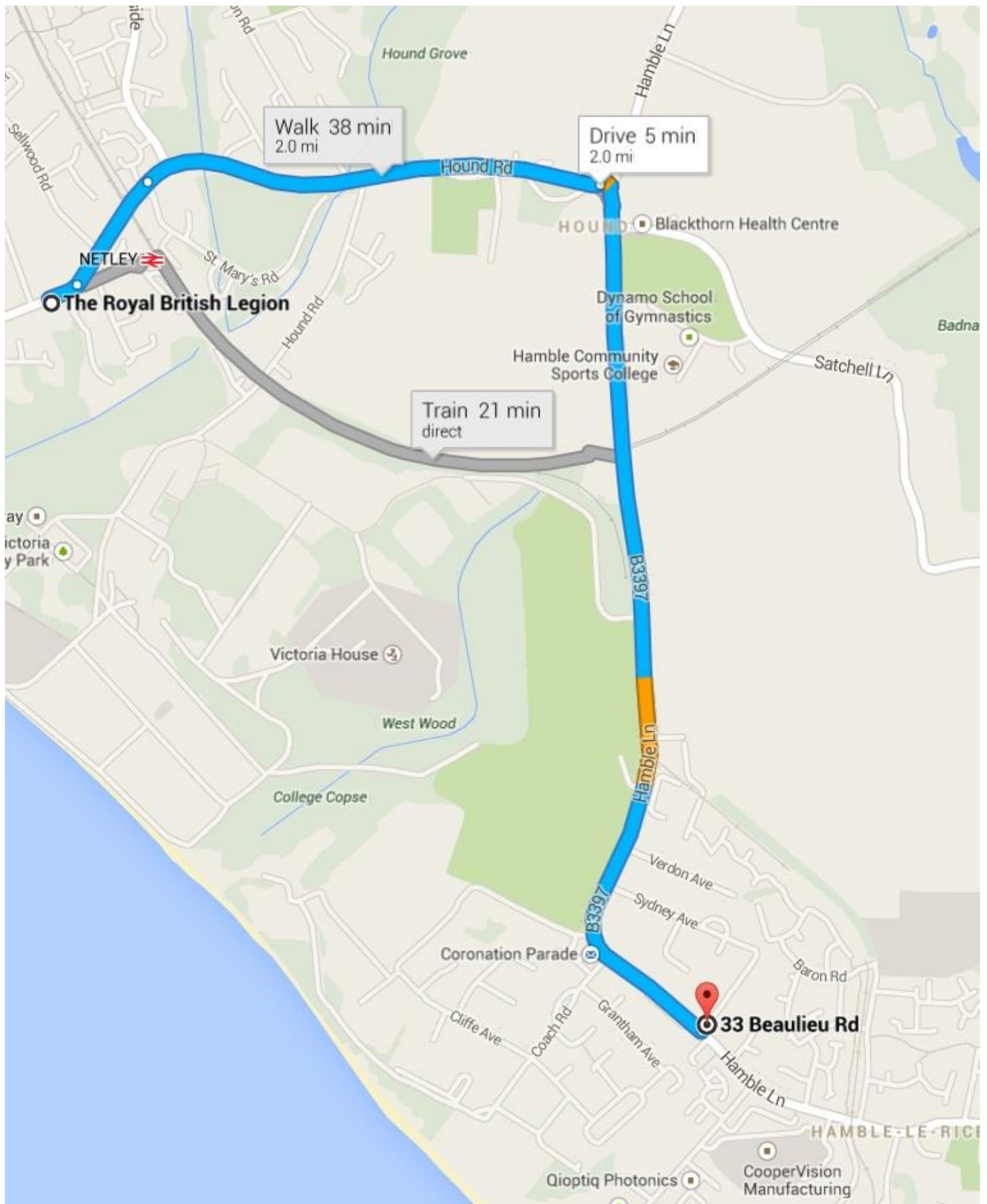
*Newsletter* June 2014



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).

# Firebirds Model Club

Newsletter June 2014



# Firebirds Model Club

*Newsletter* June 2014

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



**Remember...**  
**Safe flying is no accident.**