

Firebirds Model Club

Newsletter August 2014

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Committee News

Here's the latest from the committee room.

Poplars Flying Times

I've been asked to include the flying times in the newsletter as a handy reminder so here they are.

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
13:00-18:00 QF	13:00-18:00 All		13:00-18:00 All	13:00-21:00 QF	10:00-14:00 All	10:00-13:00 All
18:00-21:00 All						

Mower used for Poplars Farm

The mower broke recently and had to have a replacement drive belt fitted. The cause of the breakage was the remains of a plastic propeller that was picked up during mowing, which then cut the belt. As a result I've been asked to put a reminder in about picking up all bits of plane wreckage when things go bad. I know that most people do this anyway just from a responsible outlook on litter but please be extra careful to try and track down those last few bits.

BBQ Event at Roughay Farm

This event has now been postponed from the 16th/17th Aug to the 23rd or 24th Aug. Whatever date it eventually happens on, the BBQ will start at 1pm and go on until either we or the day is done.

Also worth noting is that this will be in place of the August club BBQ so there will be no other separate club BBQ this month. As with the club BBQs, bring your own food items for cooking.

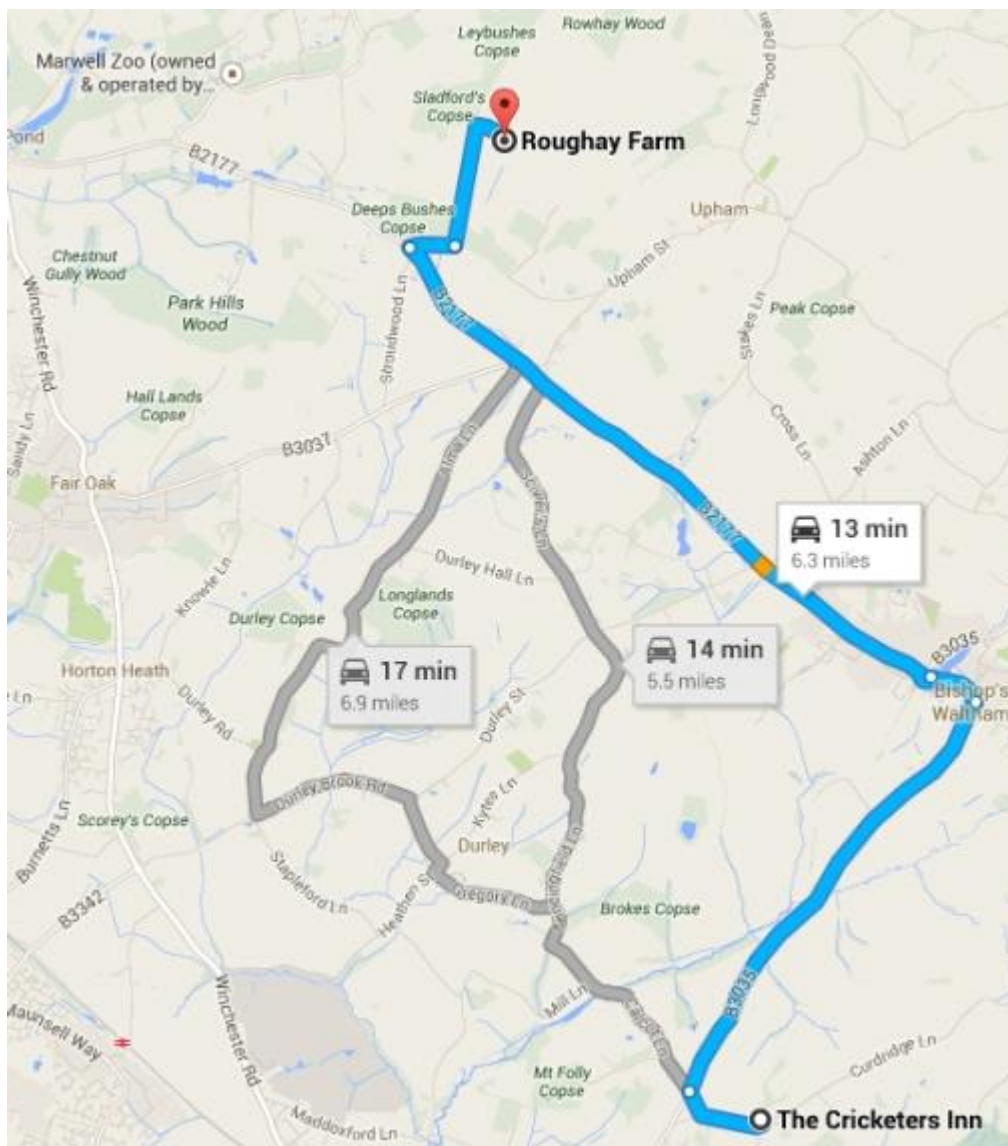
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On the plane front, Mike has said that there is no noise problem at Roughay. So if you have larger models that don't come out too often because they are a bit noisy, then bring 'em along.

Mike has mowed a decent sized patch for us on the runway, which will be cropped again near the date.

Please be aware that at least one full size aircraft is likely to need access to the runway. We will just need to land and make everything safe for them and ourselves when this happens. Mike has pre-warned the pilots of our intended activity and has communication lines sorted.



Here is a route to Roughay from the Cricketers pub near our Poplars Farm flying site.

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Alternatively, here is a link to google maps if you want to see the location and then zoom out and have a look around:

<https://www.google.co.uk/maps/place/Roughay+Farm/@50.986479,-1.258094,17z/data=!3m1!4m2!3m1!1s0x48746cdfbd9b503d:0x47be347c23f9517?hl=en>



I've sketched a site layout over a satellite view of the site, which isn't quite to scale with Roughay's runway as there is actually a lot more room there than my sketch indicates. Mike/Tony will likely sort us out on the day in terms of parking etc.

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Hamble Flying Site Trial

This trial started on 2nd August but I just thought it would be good to mention the site rules again in this month's newsletter. It would also be helpful if you could keep a note of how often you've tried the site and what your experience was like. We intend to put out some kind of feedback questionnaire to get some idea of usage and opinion of the site. The results from that will determine whether it will be worth continuing.



Hamble Flying Times

Every day 10am until 9pm or sunset (whichever comes first).

Site Rules

- The safety of other playing field users and their property is paramount.
- Pilots are strongly advised to have someone with them to give warning of anybody wandering into the flying area, especially during take-off and landing.
- Pilots must follow BMFA Guidelines and Safety Codes.
- All the Firebird Model Club's General Rules Safety Guidelines (as amended in August 2013) apply except that:
- No I/C models are permitted.
- There will not be a peg board. Therefore, 35MHz pilots must liaise with each other to ensure there are no frequency clashes.

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- There will be no fixed flight line or pits area. Pilots must agree the most suitable location and orientation depending on the weather and what other activities are taking place on the playing field.
- No flying must take place over the out of bounds areas which include the Junior School, main road, car park, play park, skateboard park and any playing fields in use at the time.
- No more than 4 models may be flown at the same time.

July BBQ

Many thanks to Pete who once again lit up the BBQ and did the majority of the cooking too (my burgers were perfect). As you can see, Dave found it to be quite a relaxing evening.

The weather was kind to us so a fair bit of flying was had too.



Fun Fly Event

We still aim to have a fun fly event this summer. 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.

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Down at the Field

Flaming July actually lived up to its eponymous reputation for once, so we were able to get a bit of flying done.



neatly secured in the back of the van.

Rob turned up with his Kyosho Spitfire and Hangar 9 Toledo. The Toledo is a superb flyer and quite a few commented on how good it looked in the air.

The Spitfire was one of the two displayed at the Hedge End carnival. Rob and I arranged a "dogfight" later on. I thought I did better than OK against him but after landing, I discovered a hole in my wing! I didn't know he was using live ammo!

Rob also provided me with a link which has brief video clips taken from his tiny foamy power glider:

<http://s1202.photobucket.com/user/BobGeezer/library/FMC1>



Lee plus son and granddaughter flew a variety of models very

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In my article last month about Brian's DJI Phantom, I could have mentioned that Tony also has one and here he is flying it.



Pete's latest jet that flew very well and seemed pretty fast to me but Pete was already talking about upgrading from 4s to 6s batteries.



Safety Matters

For this month's Safety Matters, I have reprinted the SWEETS and SMART acronyms plus explanations from BMFA Handbook. Memorising these can save you from a nasty incident.

Think **S.W.E.E.T.S.**

S - Sun

W - Wind

E - Eventualities

E - Emergencies

T - Transmitter Control

S - Site Rules

Sun – Where is the sun in relation to where you will be flying? Will it affect your flight patterns? What actions will you take if you accidentally fly 'through' the sun? Should

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you be wearing sunglasses? Remember that low sun in winter can be a particular problem.

Wind – Consider the wind strength and direction. How will this affect your flights? Will you have to modify your normal take-off and, especially, your landing patterns? From your local knowledge, will there be any turbulence with 'this' wind direction and strength? And how bad might it be?

Eventualities – What will you do if you hear or see a full size aircraft or helicopter flying at low level near the field? What if the landing area is suddenly obstructed when you are on finals to land? What will you do if a nearby footpath or bridle path suddenly has walkers or horses on it?

Emergencies – You may have an engine cut at any part of a flight so consider where your deadstick landings might be safely made and which ground areas you should definitely avoid. How will you warn other field users if you have an emergency?

Transmitter Control – Is the site pegboard in operation? If not, why not? Where has the pegboard been placed? Are you familiar with the system and understand how it works?

Site Rules – Are there any specific site rules you should be aware of? Most importantly, where are the no-fly zones or dead airspace areas on the site?

The answers to most of these questions are contained within these Safety Codes and your local Club rules but you will be making the final decisions as to whether flights can be made safely. If conditions are poor or a site is unsuitable remember that a decision not to fly can be both valid and sensible.

We would also recommend that you review the sections on the sun and wind throughout the day as they obviously change over time and this may affect some of the decisions you will be making.

Be **S.M.A.R.T.** with your transmitter.

S... Switch on

M... Model selected is correct / Meter in the Green

A... Aerial secure / extended

R... Rate switches all in correct positions

T... Transmitter voltage good and Trims all in correct positions

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Fly Past

This month's Fly Past features Pete and his jets....

Pete was kind enough to play host while I visited his workshop and questioned him about his models and flying history.

I started with a quick model count as I wandered through a small conservatory and out into his workshop. What I initially thought was about six models in the conservatory, turned out to be ten or twelve. Into the workshop we had a rough count of about thirty additional planes. Later in the evening, I realised that I hadn't counted about another twenty or so that were shelved above me near the ceiling.

That pretty much sums up Pete's model count...well almost. There's an unknown number in the loft too. Probably at least twenty. So that's about eighty models then. **Pete! That's about eighty models you have!** Of course they are not all flyers, most are, some just need a bit of TLC and others need something more drastic.

Pete started flying in the mid-eighties and belonged to the Winchester club at the time. He started with a 3 channel trainer and got competent fairly quickly. He later moved on to pylon racing initially club 20 and then sport 40.



He then got into making foam models. Here's his first build, a P51 Mustang.

At some point he and a friend got into a big build project. They embarked on a 1/4 scale foam spitfire. The project had been going quite well and at some stage had to be stored at his friend's house. This turned out to be the last Pete ever saw of it because the project came to a tragic end when his friend (who often flew full sized aircraft) was killed in a Harvard.

Due to various circumstances Pete stopped flying for a while from about 1991 until 2005. In a deal struck with his wife, Pete restarted flying and was to pay for the hobby

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by money saved from quitting smoking. Cigarettes were exchanged for models and he got going again. Judging by the number of models he now has, he must have had a hell of a smoking habit.

At this rebirth of his model building/flying, he joined the Firebirds club and soon started experimenting with electric ducted fans. As you can tell by the model count, he's really got the bug. Nearly all of them are EDFs.

Anyone who's been down to Poplars on the weekend knows that Pete flies fast, wide, jet-like manoeuvres. Any weakness in the control linkages, servos, radio signal or pilot's judgement usually results in fairly spectacular high speed crashes.

At least on the weekend, I reckon Pete has more flights than anybody else. He's usually fairly philosophical about crashes too because a) he can often fix quite bad looking damage in a few minutes back at the shop and b) he has five other planes with him that day.

A couple of years back Pete started a bit of a craze at Firebirds for building planes shaped like an eagle. A number in the club have built or bought these things and they seem to be popular with the local Buzzard population too.

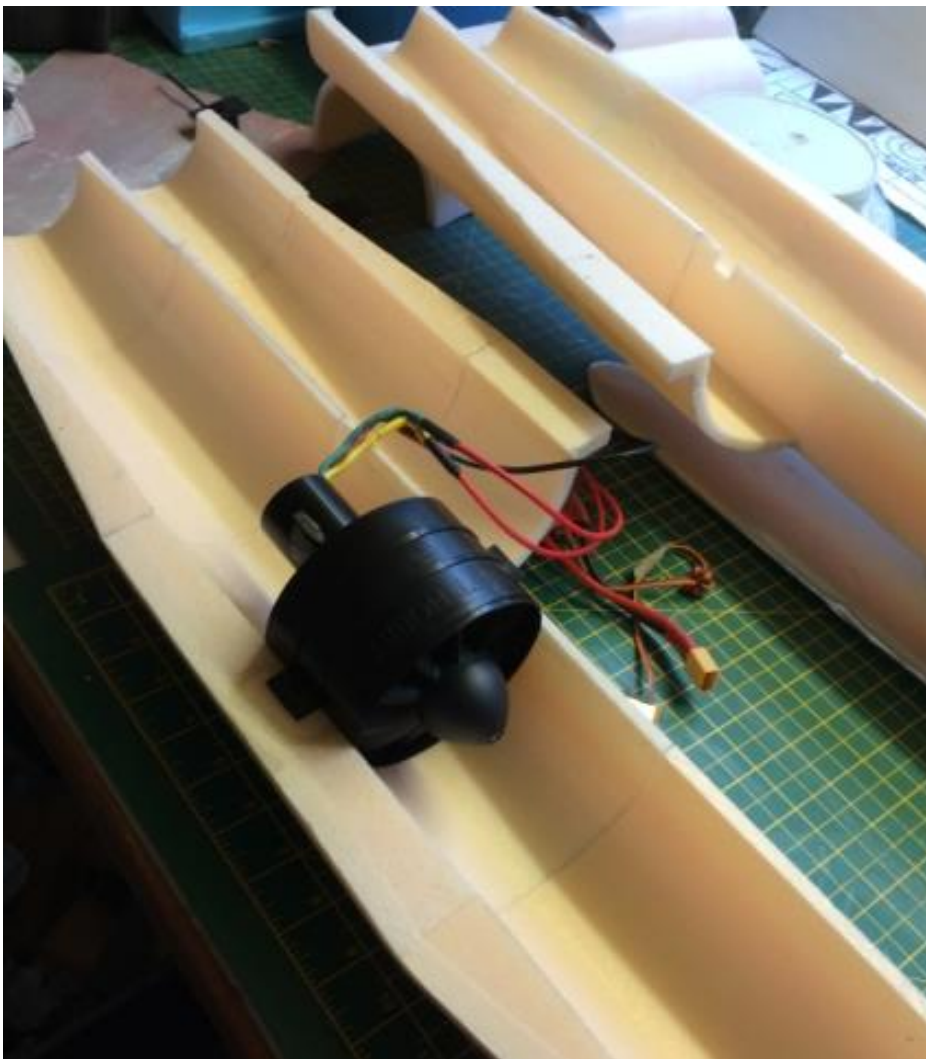
He's recently been frustrated with failures of four EE Lightning models he has built and crashed in fairly quick succession. Early on there were power problems (not enough of it) and then the most significant problem seems to have been the elevator failing. Currently, Lightning build number 5 is in progress and Pete is using the lessons learned from the earlier models to prevent problems with this one.

To fix the lack of power, it has been given much more intake area and the cleanest possible route for the airflow. The elevator will be mounted on wood blocks embedded in the foam to spread the load as much as possible. The elevator pivot rod is also planned to pass right through the fuselage from one tailplane half to the other.

The Lightning's power setup uses a Dr. Mad motor, HobbyKing Red Brick ESC, and an 11 blade plastic fan from Taft hobbies (<http://www.taft-hobby.com/>). I didn't ask but I'm guessing that a 6s 5000mah battery will be used.

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EDF units usually come with a flared shroud at the intake end, which gives a significant improvement in rigidity. Without it, the side walls can distort slightly and rub against the fan blade tips.

This usually happens at some kind of resonant frequency causing an awful racket plus loss of power. As can be seen from the picture, there is no room to fit the shroud when the unit is fitted in the middle of a tubular fuselage. So fingers crossed that the plain shroud is rigid enough.

The fuselage side walls are very thin so it is covered with light weight glass cloth

inside and out to strengthen it up. Rather than use epoxy resin with the cloth, Pete had been using Deluxe Eze Kote but then switched to B&Q quick dry varnish.



Epoxy is very expensive, can work out quite heavy and has a nasty habit of turning to toffee just before you've finished applying it. The Eze Kote is cheaper, lighter, not quite as strong and much easier to apply and sand.

The B&Q varnish has all the same advantages as Eze Kote and costs about half as much again.

This is of course a water based and foam safe product.



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The pink foam for the Lightning and other builds is purchased from Wicks. Unlike the 4" blue foam he used to use, it's only 2" thick but much cheaper than blue foam. Both foams can be cut and shaped with a hot wire, knife, saw and sanding block. It's a bit like soft balsa with no grain.

He makes his hot wire cutting guides from thin aluminium sheet called litho plate (because it was traditionally used by the printing industry). Since the digital revolution, this stuff is getting a bit harder to obtain. It can still be purchased on eBay but getting the right thickness can be a challenge. Too thin and the hot wire snags on it, too thick and it's harder to cut accurately with scissors. Pete has a secret supply and he wouldn't tell me where he gets it because...well... it's a secret.

The paint finish on his models is applied by brush. He got fed up with all the blockages and cleaning associated with spraying. Magic markers and any other quick finish materials are used if possible.

As you can tell Pete will experiment with any type of construction or finishing technique to achieve his goal at the best price.



He keeps spare motors and stuff in case things go wrong...with about forty of his planes...on the same day.

I thoroughly enjoyed my visit to Pete's den and wanted to write a load more about the planes I saw there (like his DIY swing-wing F14 Tomcat) but I have to get this newsletter out so I'm stopping there.

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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.

The BMFA Nationals

August 24th – 26th

At Barkstone Heath RAF Airfield

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

August 2014

BBQ at Roughay Farm as soon as we get good weather.

September 2014

The September club night will be an indoor fly at the Hamble club, with an emphasis on vintage models. Bring along old planes, kits, plans and engines for a natter about how modelling used to be when you had hair. I’m sure that if you turn up with a micro heli or some other new-fangled contraption, you’ll be most welcome.

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 outwear that can be embroidered with the club logo.

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

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the field.

Our meeting venue is 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:

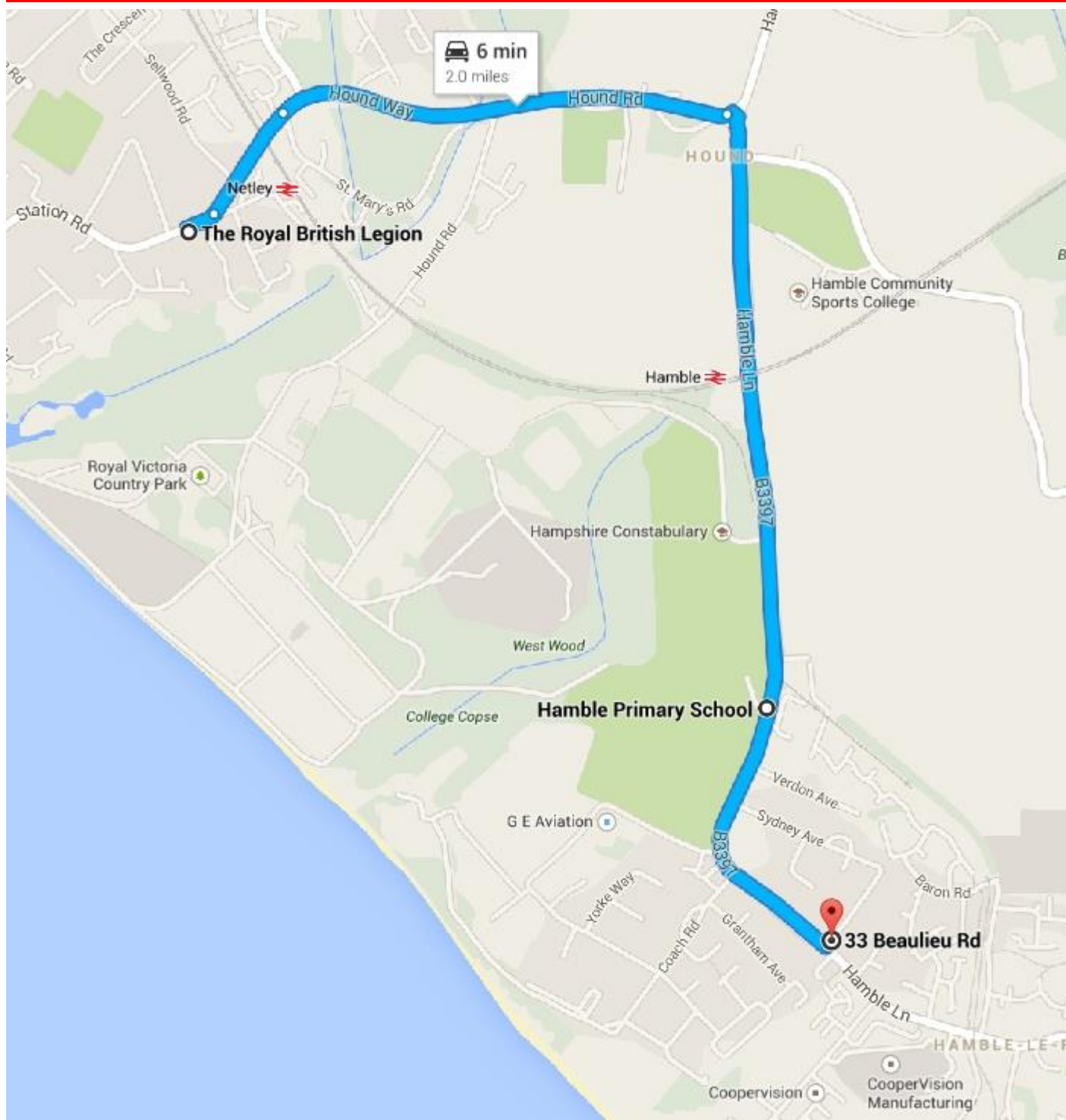


The following page contains a map showing directions from the British Legion to Hamble Club (well actually it's the house just opposite the club because Google maps shows the club as being a fair distance up Beaulieu road, which it isn't).

The map also now includes the location of Hamble Primary School, which is adjacent to a flying site that we will be able to trial in August.

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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.