

Firebirds Model Club

Newsletter October 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						

Trophies

Would those of you that received club trophies at last year's Christmas do, please hand them in by November. Give them to any committee member.

Hamble Flying Site Trial

This trial started on 2nd August and is drawing to a close this month. As the site will cost £1000/year, a decision now needs to be made on whether it is worth continuing. The decision to keep the site will be based on feedback from Firebirds members this month.

So if you've used the site please write in and tell us how often you use it and what you thought of it. Use my address (geoffrey.scott100@ntlworld.com) to respond to and I will circulate the responses to the committee.

If you feel strongly about keeping the site, then please do reply because, no responses will be taken as zero usage and the site will be abandoned.

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Down at the Field

OK, confession time, I'm woefully short of pictures and text for this article. I've had some good flying days down at poplars over the past month. One thing I was aware of the last time I flew were the number of recent joiners in attendance. Annoyingly I forgot my camera.

Anyway, I later managed to catch a picture of Matt training with Paul. I believe we have four trainees on the go at the moment. Matt, Olivia, Tony and Alan S. All progressing towards their solo (see the next article for solo qualification details).

Hopefully I'll get my act together next month.



Safety Matters

As there have been a few recent joiners who are also beginners in the hobby, it seemed like a good idea to highlight the club's Solo Qualification rules.

The Solo Qualification that was approved by the committee in about 2002 - 2003. It is very similar to the BMFA 'A' Certificate, in fact virtually the same except for the simulated deadstick landing in the 'A'. The idea was to conduct the test in a fairly informal manner so that "exam nerves" didn't kick in.

Firebirds Model Club Solo Qualification

In accordance with the Club Rules and Constitution, beginners must be vetted by two Club Approved Instructors before being allowed to fly solo. To ensure there is no misunderstanding, the Committee has agreed the following standard to be achieved:-

The beginner must be aware of the requirements of Articles 63 and 64 of the Air Navigation Order and have a good knowledge and understanding of the General Model Safety and Radio Control Flying Safety rules laid down in the BMFA Members Handbook. The beginner must also have a good knowledge and understanding of the Firebird Club General Flying Site Rules and the additional rules for each flying site. Questions on the above can be expected from the Approved Instructors.

In the opinion of both Approved Instructors, the beginner must have sufficient flying experience before being considered for the solo qualification. The

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beginner must carry out pre-flight checks in accordance with BMFA Radio Control Flying Safety rules.

The beginner must demonstrate a safe, controlled take-off, before climbing the model to a safe height. Hand launching is acceptable if the model is not designed to take-off from the ground.

The beginner must demonstrate well controlled right and left hand rectangular circuits, whilst maintaining a reasonably constant height. One leg of each circuit should overfly the take-off and landing area.

The beginner must demonstrate a recognisable "figure of eight" course whilst maintaining a reasonably constant altitude. The Approved Instructors will make appropriate allowance for difficulties caused by wind direction and strength during this manoeuvre.

The beginner must demonstrate a safe, controlled landing on the take-off and landing area. The model should remain flyable after the landing.

The beginner must be fully aware of the out of bounds areas and a solo qualification will not be awarded if the model strays into one of these areas during the assessment by the Approved Instructors.

After Going Solo

Even after gaining a solo qualification, it is recommended that pilots ask an Instructor to test fly and trim a new model, particularly if it represents a significant change from previous models flown (e.g. a large I/C model when the pilot qualified solo on a small "foamie").

Flying Alone

Flying alone is not against club rules, but is not advised as serious accidents can occur. It has been known for members to cut themselves so badly that they couldn't drive themselves to hospital. On one occasion a member was so severely injured that the Air Ambulance had to be summoned by the paramedics who initially dealt with the incident! Searching for a lost model alone is also not advised, particularly if the model has to be rescued from a tree. The consequences of breaking a leg whilst climbing a tree or negotiating a ditch could be very serious if no help was on hand.

Fly Past

This month's fly past is on Alan H and his models (mainly the Lancaster).

Alan believes he joined Firebirds in 1976 but isn't absolutely sure. So he's been in the club almost as long as the trees off to the left of the patch.

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Alan's 72" Span lanc' in the air. Thanks to Russell who captured a couple of great flying pictures earlier in the year.



The Lancaster was built from plans, which were obtained from Nexus Publications. It's been kitted out with four small brushless motors, 12Amp ESCs, turning 7x5 props. It runs on two 2200mah 3cell batteries, which will last a good 15 minutes - if you really want a flight that long. She's been flying for about 2 years.

Once Alan gets his teeth into a project, he really cracks on. The Lancaster only took about 3 months to build from scratch. Its open structure flying surfaces and sheeted fuselage are covered with black Litespan. This has been painted on top facing parts with the camouflage scheme.



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After doing some research Alan chose the "Phantom of the Ruhr" nose art and markings for the aircraft. Alan captured the nose art image on his PC, then printed it onto special paper that can then be used as a waterslide transfer.

The bombs adjacent to the nose art are red for raids on Berlin, yellow for other German targets and the beige coloured ones are ice-cream cones for raids in Italy.



Due to the age of the plan (pre-dating small electric retracts and multi-channel RC gear), the undercarriage was only designed to cycle one way. Alan can't quite remember but thinks it was supposed to go up when the plane left the ground and then stay up. Necessitating a belly landing.

The retracting U/C fitted is a hobbyking offering, which does occasionally jam due to the position sensors (micro-switches) not functioning correctly. Water spray from the wheels going straight up into the mechanism doesn't help either.

Compared to most scale models, this is apparently easy to fly. The performance is more like a powered glider than anything else. Apart from standing on the wing tip in the garage, Alan has had no incidents that required significant repairs.

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I also saw Alan's other regular fliers in the garage.

The yellow cub (the larger one) is another plan build from a Jack Hedley design. was built just before the Lancaster. It uses the same motor as the Lanc'.



Despite weighing about the same as a packet of crisps, Alan flies it well in significantly windy conditions.



He also had his DC3 stood up in the garage. This was built from a 1970s American model mag plan for a 94" span aircraft. Alan really only used the plan for the outline and CG position. Effectively it was a scratch build. He based the colour scheme and markings on this Corgi model of the aircraft.

He is happy to download plans (typically in PDF format) from the internet, then scale them during printing by trial and error. Multiple A4 sheets are selotaped together to provide a usable complete plan. One plans resource he uses is <http://www.outerzone.co.uk/>

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Lastly here is his little DH Dragon Rapide. It is built from a Dumas kit and has two tiny motors in it. This can only be flown in light wind and needs the grass to be really short.

External Events

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

Well there don't seem to be many local events left on the calendar for this year, so this section will be a bit bare for a while.

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

16th October 2014

Bring & Buy - Sell your hidden treasures and buy other people's. If you're selling, make sure you get there early. The lots will be recorded from 7:15 onwards, the cut-off time is 7:45. The Auction will start at 8pm so bring yourself, friends, stuff to sell and your wallet.

21st November 2014

Balsa brain quiz night. Note that this will be on Friday instead of the usual club meeting on Thursday. There will be a free supper too.

11th December 2014

Christmas buffet, annual raffle prize draw and trophy awards. We have £600 worth of prizes for the raffle so buy some tickets and win some of that booty.

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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 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:

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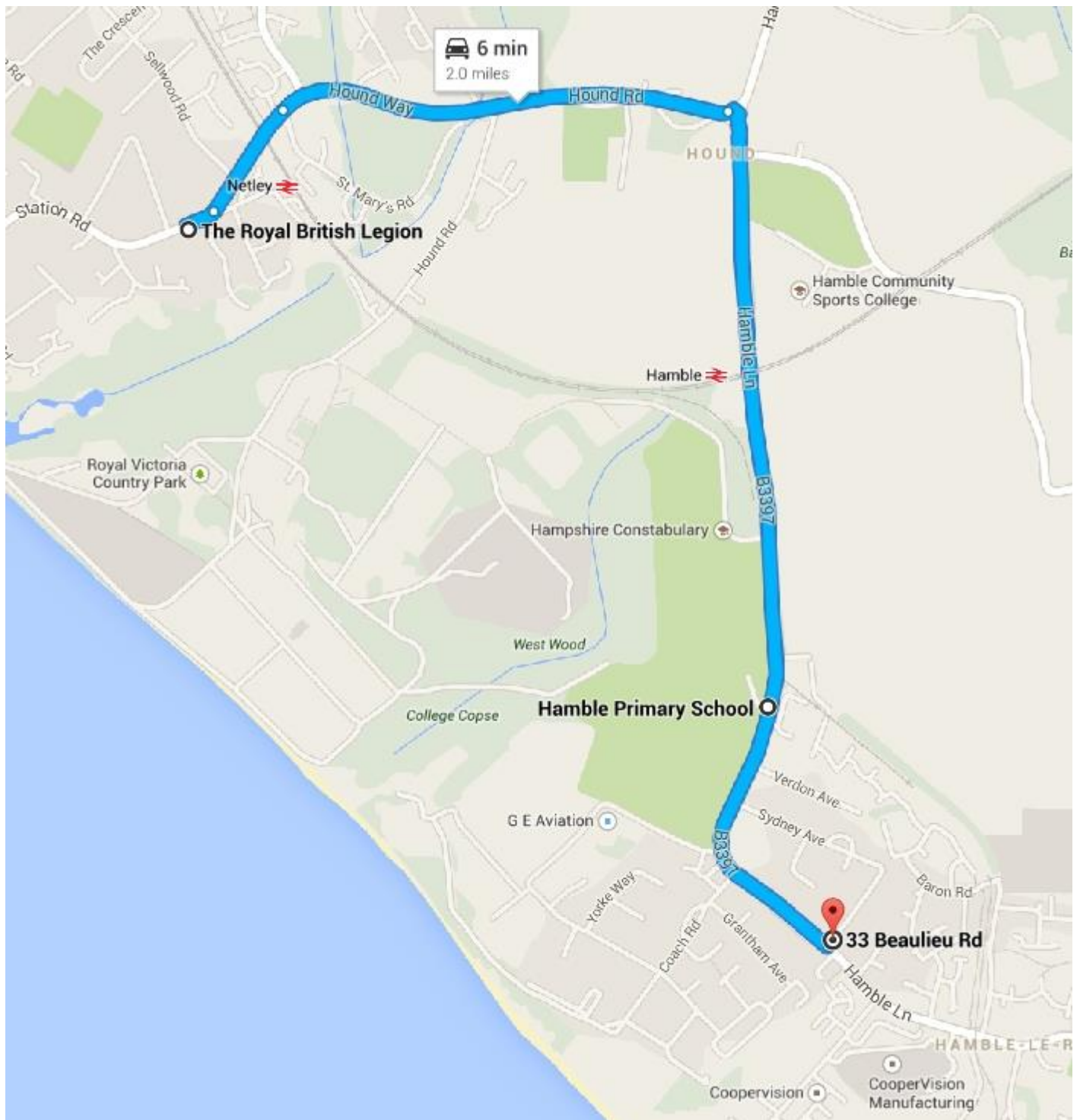


The following page contains a map showing directions from the British Legion to Hamble Club (well actually it's the house just opposite the club because Google maps shows the club as being a fair distance up Beaulieu road, which it isn't).

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.