

Firebirds Model Club

Newsletter July 2016

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Poplars Flying Times

Summer (BST):

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						

Winter (GMT):

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
12:00-18:00 QF	12:00-18:00 All		12:00-18:00 All	12:00-21:00 QF	10:00-14:00 All	10:00-13:00 All
18:00-21:00 All						

[Note 1: 'QF' means Quiet Flight. That is gliders and electric models.]

[Note 2: Finish times are either as stated above or at sundown - whichever comes first. No night flying is permitted.]

Bank Holidays

For all days except bank holiday Mondays, flying times are the same as normal (see above tables). On bank holiday Mondays, Saturday hours apply i.e. 10am to 2pm. The reasoning behind this is to avoid annoying our "neighbours" when they may be relaxing in their gardens. These times were also declared to Winchester Council when we were granted our Lawful Development Certificate, which is effectively planning permission for our model flying. The only other bank holiday anomaly is Christmas Day when no flying is allowed, whichever day of the week it falls on.

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Committee News

Here's the latest from the committee room.

Chairman's Column

Pat, the club's chairman has written a piece for the newsletter on the history of the club.

Hi, members, just a few things to let you know about your club. Many years ago, in the early 70s, there was a model shop in Eastleigh where I used to get all my bits and pieces.

In there I met another modeller, Pete Willis, we got talking and it turned out Pete was an air traffic controller at Eastleigh Airport. During conversation it transpired Pete sometimes flew from the [apron]. I told Pete I could fly from several fields in Botley, as I knew most of the farmers in the area because of my job in the local Fire Brigade.

It was agreed we would meet at the fire station and go flying on one of the fields that I used. This we did and after a nice flying session, we sat down and had a natter. There and then we said it would be nice to start a model club.

We put some notices in shops etc. and contacted other lone modellers. I managed to get permission from Hampshire Fire Brigade to use the lecture room as a meeting place.

The first meeting took place, the name as you know your club now, *Firebirds* was agreed and the rest as they say is history.

In the next newsletter I will give you details of some of the sites we used, and how we taught two trainee pilots [full size] (aircraft, not men) from the College of Air Training at Hamble and how they got on, that's if you wish to know, Pat.

Car Park

The Gamblin brothers have finished work on the carpark extension. Much of it is still taken up by the VW lads, but we are just as entitled to use it as they are, so don't be afraid to park in any available spaces. In fact it is very important that we keep using it to reaffirm our rights. Another point to note is that the further you park from the flight line, the less chance there is of a rogue model hitting your car!

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Future Club Nights

August/September – Further barbeque/fly-ins will be held on Aug 18th and Sep 15th. Additionally, a Saturday barbeque will be held a Roughay Farm at a date to be decided in August.

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Down at the Field

WOTs on the patch? Sorry, it's difficult to pass up the chance to misuse the name of Chris Foss' famous designs. Here we have my own WOTs WOT biplane and Justin's AcroWOT sat on the strip at the end of a near perfect flying day. I also want to give a 'shout out' to Pat for once again doing a great job of mowing at the start of the day.



Terry was sporting a recently built RCM&E plan of 1960s vintage. The modern reprint of this plan upgrades the plane to a 3 channel setup.



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I took a photo of Pete launching what looks like a new jet but I now realise that I should have found out what it was.



Paul was flying a nice little foam spitfire, which flew beautifully and was quite photogenic despite the challenging light conditions.



Having seen a number of full size Spits at various air displays, I have often heard the comment “there’s nothing that sounds quite like a spitfire”. To my recollection, I usually agreed with this remark.

When you think about it though, this must complete tosh. The Rolls Royce Merlin is the bit that makes the sound and it was fitted to a whole bunch of war planes, so there must have been loads of ‘em that sounded like that.

e.g. Supermarine Spitfire & Seafire, P51 Mustang, Hawker Hurricane, Boulton Paul Defiant, de Havilland Mosquito, Vickers Wellington, Avro Lancaster... etc.

Four or five Lancasters would have sounded like a whole squadron of spitfires.

Just a thought.

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Ah, that classic wing planform...



Still on warbirds, Russell had a new foam FW-190. This also flew great but the wind was picking up, which knocked the little Butcher Bird around a bit.

Serves him right for being on the wrong side.

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Here she is prowling for a target...

...and coming back empty handed.



Russell Alan and Justin discuss the wartime merits of the FW-190's camouflage paint scheme versus the bright yellow favoured by Bob's plane.

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Once the FW-190 had cleared off, Alan's Lancaster was able to safely take to the skies.



Safety Matters

Had a quick scout around the BMFA website for any recent safety related articles and came across the following.

Flight Box Catches Fire

During a flying session at a BMFA affiliated club site, the pilot and his helper noticed a flash or arcing inside the flight box. The starter was immediately disconnected and the 12V battery removed. After this it was noticed that the bottom of the plastic flight box was bubbling the cause of which was not immediately apparent.

After 15 seconds or so, the pilot and his helper tried to remove the flight box from the pit area and as the pilot's helper bent over to pick it up, the flight box exploded in his face, throwing him some 30 feet and causing burns to his face and scalp which required specialist hospital treatment.

The explosion was caused by the ignition of half a gallon of methanol based fuel which was stored inside the plastic flight box together with the 12V battery and associated circuitry.

Unfortunately, the flight box was so badly damaged that inspection did not reveal the detailed cause of the ignition. However, it is highly probable that an electrical fault ignited either spilt fuel, fuel vapour, or probably both causing the plastic flight box to melt and the fuel container to ignite. Unfortunately, methanol burns with a very pale blue flame which is barely discernible in daylight resulting in the pilot and helper being unaware of the seriousness of the situation.

Fortuitously, there was a source of water nearby which was used to cool the burns whilst awaiting medical assistance.

Fuel fires of this nature are extremely rare but to mitigate against a re-occurrence we advise the following

- 1. Fuel containers are stored externally on flight boxes away from potential sources of ignition such as electrical equipment, lighters and matches.*
- 2. If you do store your fuel within the flight box, it should be within a separate compartment within the flight box. Drain holes should be incorporated to disperse spilt fuel and the compartment should be well ventilated to disperse fuel vapour. The design of the box should prevent fuel migrating to other compartments within the flight box in the event of a spillage.*
- 3. Mop up any spillage immediately and dispose of the mopping up materials in a safe place.*
- 4. Do not smoke in the vicinity of fuel.*

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5. If you have or suspect that you have a fire, warn your colleagues and clear the area immediately. Remember, methanol fires are not obvious in daylight so stay well back if in doubt.

6. If the fire is small, attempt to extinguish the fire by using an approved extinguisher for fuel fires (foam or powder). If there is any danger of a large fire, i.e. the fuel container itself, do not attempt to extinguish the fire under any circumstances. Always exercise extreme caution and if in any doubt stay well back and contact the emergency services for assistance.

7. Do not attempt to move any burning materiel.

8. Ensure you know the first aid treatment for burns and where your nearest water supply is. The first few minutes in the treatment of burns is critical if the injures are to be minimised; the quicker the burn is cooled the less the damage to the underlying skin tissues. Burns can cause severe shock which will also require treatment.

Remember, avoid putting your fuel container into an enclosed space and never adjacent to potential sources of ignition. Should you have a fire, do not take any risks; your equipment is replaceable but you are not.

(Compiled with advice from the Leicestershire Fire and Rescue Service.).

Fly Past

Here's Chris' fourth (and final) blog instalment.

My First Year (6 months) with the Firebirds.... Continued....

Yet again the members of the club came to my assistance, suggestions as to why and how I had suddenly lost my radio connection, theories included an underground mains cable, interference from the Car Racing boys or possibly a less than 'full range' receiver, now from experience perhaps the cheap deal on the 'Orange' receiver from Hobby King was simply 'too good to be true'.

During my first six months with the Firebirds I made an effort to get involved, attending the Hamble Club Meetings and during the summer the Barbeque at Rowhay Farm. One meeting at Hamble was particularly good fun when several members brought their indoor helicopters and tried flying all at once. It always seems to be the same faces at these events, but I am told the club has many more members than it sometimes appears.

While mentioning the meetings it might be worth mentioning the clubs committee too, it is obvious to a newcomer of the hobby that running a flying club isn't all laughs. Apparently just 2 guys take responsibility for mowing the runway and paddock area, which needs doing twice a week in the summer. I guess there is also somebody that

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does the membership, the book keeping and the web-site, all for free.... Thank you guys for keeping the club going and giving me something different to do on a Sunday morning!

Anyway back to the story.... I managed to repair my Rage Riot I found something called Gorilla glue, expensive but certainly does what it says on the tin, I glued the tail back on and replaced the Prop, the motor and the all-important receiver with one that specifically said full range and had two antennae on extended cables so they could be diversely positioned and actually protruded through the airframe.. Never again am I going to risk my airframe for the sake of a few pounds extra on a receiver.

So my original plan was to have this hobby cracked by Christmas 2015, not a chance! Flying model aircraft is much tougher than I thought. There is so much to learn, the occasional repair to do and then there is the weather, too wet, too windy, too cold.... I guess I will have to bite the bullet and pay my next year's subscription, perhaps I have it cracked by Christmas 2016!

Anybody else fancy writing something for the Club Magazine?

External Events

The following events have been gleaned from the BMFA website. I've picked out events that are either in Hampshire or its neighbouring counties (except for a couple of the larger events which are further afield).

There may be other events that I've either missed or are not on the BMFA calendar. I shall include these as-and-when they come onto my radar.

If you need more details on any particular event, then go to <https://bmfa.org/Contests-Events/Contest-and-Event-Calendar>.

July

24/07/2016 - Helipad Scale Fly In 2016

Hampshire

30/07/2016 - F3K BMFA League - TVSF 2

Berkshire

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August

20/08/2016 - BMFA Free Flight Southern Gala

Wiltshire

September

04/09/2016 - BMFA (South) eSoaring League

West Sussex

17/09/2016 - Farnham Model Helicopter Club Open Day

Surrey

24/09/2016 - BMFA Stonehenge Cup Free Flight International

Wiltshire

25/09/2016 - BMFA Equinox Cup Free Flight International

Wiltshire

25/09/2016 - BMFA 4th Space Meeting & Team Trials Reserve

Wiltshire

October

01/10/2016 - Reserve date -F3K BMFA League – TVSF

Berkshire

09/10/2016 - BMFA Free Flight Team Selection Reserve Date

Wiltshire

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09/10/2016 - BMFA (South - Reserve) eSoaring League

West Sussex

Regular Open Meetings

In addition to all the above there are regular monthly open meetings at the following venues:

Waltham Chase Aeromodellers Indoor R/C Small Models

Hampshire

Wessex Soaring Assoc. monthly slope fly-in

Wiltshire

FLITEHOOK Indoor Free Flight Meeting

Hampshire

See <https://bmfa.org/Contests-Events/Contest-and-Event-Calendar> for more details.

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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.

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 Meetings

Our meeting venue is the Hamble Club at this address:

Beaulieu Road
Hamble
Southampton
Hampshire, SO31 4JL

The Club requires each member to sign in at every arrival using the book usually kept at the bar. There is a way round this and that is to join the club. This is not expensive, particularly for OAPs who pay £8.00 for the first year, and if you live locally it provides a cheap night out! The entrance to the club is on Hamble Lane and the club looks like this:



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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.	Roger Stanton	01489 784152	roger-stanton@sky.com



Remember...
Safe flying is no accident.