



## August

*Alan & Pete are  
Going to try and  
arrange a BBQ!*

Dear All

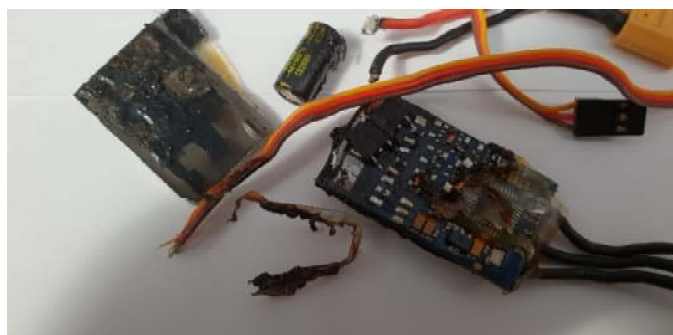
Welcome to the August 2018 Newsletter!

It's been a difficult month for the Firebirds model club, which makes it a bit difficult to write anything exciting for the newsletter.

The good news is thanks to PADMAC we have been able to keep flying and although for some it is a bit of a trek the flying site is very good.

Hindsight is a wonderful thing... when flying the other day, the motor on my slow stick decided to pack up so I bought a new one the same 'physical' size from Hobby King. First flight with new motor was great the slow stick flew better than ever... until the ESC caught fire !! ... guess I should have checked the power draw! Oops!

Amazingly I got her in before the fire (mainly smoke) started, I now see the reason for having separate batteries to power receivers! (See the piece later in the newsletter from the BMFA handbook..)



I didn't de-solder the battery leads !

Hopefully September's newsletter will bring some better news on a flying field but for now, let's get on with this Newsletter.

Chris.

**P.S. I bought some stuff from Hobbyking this month and used code HOBBYKING10 at the checkout it worked just fine and saved me 10%.**



## Committee News

Here's the latest from the committee room.

### A sad announcement

The following was sent to me by Tony Knight

*I'm afraid that Stuart passed away today (7<sup>th</sup> August) after a long battle with cancer. He and I enjoyed many years flying together and he really looked forward to our visits to club evenings and the Xmas party time. That was a big thing for him. He was a great builder and flyer who I will miss. I do of course have many more memories which I can remember him by. He was one of the great guys who would help anyone.*

*Can you please let members know especially those that he flew with on a Friday at poplars.*

*Regards*

*Tony*



A picture of Stuart Whittle as we would like to remember him.

Our thoughts go out to his family at this difficult time.



## Search for new flying site

Various farmers have been visited around the Botley area but so far no luck, the following advertisement has gone in the farmers weekly magazine, perhaps this will bring something.



Please contact a committee member if you have any ideas.

## Classified advertisements



Flying club member Pete (the one that does the BBQs) is also a keen Bee keeper, if anybody is interested in purchasing some local (West End) honey please have a word with him.

## The Shadow Factory returns to the Nuffield Theatre

Those Interested in Southampton's history, WWII, spitfires and a night out might be interested in this <https://www.nstheatres.co.uk/whats-on/the-shadow-factory> the show had such good reviews last year that they have brought it back for a longer run next year, seats start out just £10.





**PADMAC flying times** (once initial introduction done with a principle / committee member).

	Power	Electric/Silent
Mon to Sat	10:00 to 18:00	10:00 to Sunset
Sunday	11:00 to 18:00	11:00 to Sunset

PADMAC rules can be found here. [http://www.padmac.info/PADMAC\\_flyingsite\\_rules.html](http://www.padmac.info/PADMAC_flyingsite_rules.html)

## Remember



- Mind the cows.
- Disable and re-enable the electric fence.
- Always close the gate.
- Complete the log book on arrival / leaving.
- Take your litter home.



## **Poorly club member**

Continuing thoughts and good wishes from the committee to all poorly members.

## **CHRISTMAS DRAW 2018**

Christmas Draw tickets are now on sale so don't forget to bring some money to the site!

## **FUTURE CLUB NIGHTS - Advance notice**

More Barbecue's (hopefully), details will be sent out in a separate e-mail.

November – Balsa Brain

December - Christmas Party evening has been confirmed as 13<sup>th</sup> December at the Hamble club, a buffet will be provided.



## Quick meeting / social down at the Hamble club

A couple of members brought their little indoor models, including Mark Benham who brought a tiny elastic band powered model, after a few tweaks she flew well.. Basic but great fun.

Perhaps we should have a competition in the winter months to see who can do the longest flight with an indoor free flight model.



## I bought a motor off of eBay for £4.29

ORDER DATE  
15 Jul, 2018

1 item sold by global.mart



M02B 2212 1400KV Outrunner Brushless Motor A2212 Aircraft Quadcopter Airplane ( 111720216101 )

Estimated delivery **Wed, 25 Jul - Tue, 21 Aug**

This item has been dispatched.

ORDER TOTAL  
£4.29

Free postage

ITEM PRICE:  
£4.29

It arrived 4<sup>th</sup> August from China, I will let you know if it actually works!!

## A day in the countryside – The Red Kite

Thankfully flying model airplanes isn't just a fun and challenging hobby but also gets you out into our amazing countryside. When flying the other day I had the wonderful experience of flying with a Red Kite, as I did circles in the air this wonderful bird followed me for several minutes. A Beautiful moment. (stock photos)



Key information - This magnificently graceful bird of prey is unmistakable with its reddish-brown body, angled wings and deeply forked tail. It was saved from national extinction by one of the world's longest-running protection programmes. It has now been successfully re-introduced to England and Scotland. Red kites are listed under Schedule 1 of The Wildlife and Countryside Act.

Measurements: Length: 60-66cm

Wingspan: 175-195cm

Weight: 800-1,300g



## A Graham Dorschell design - by Tony Knight

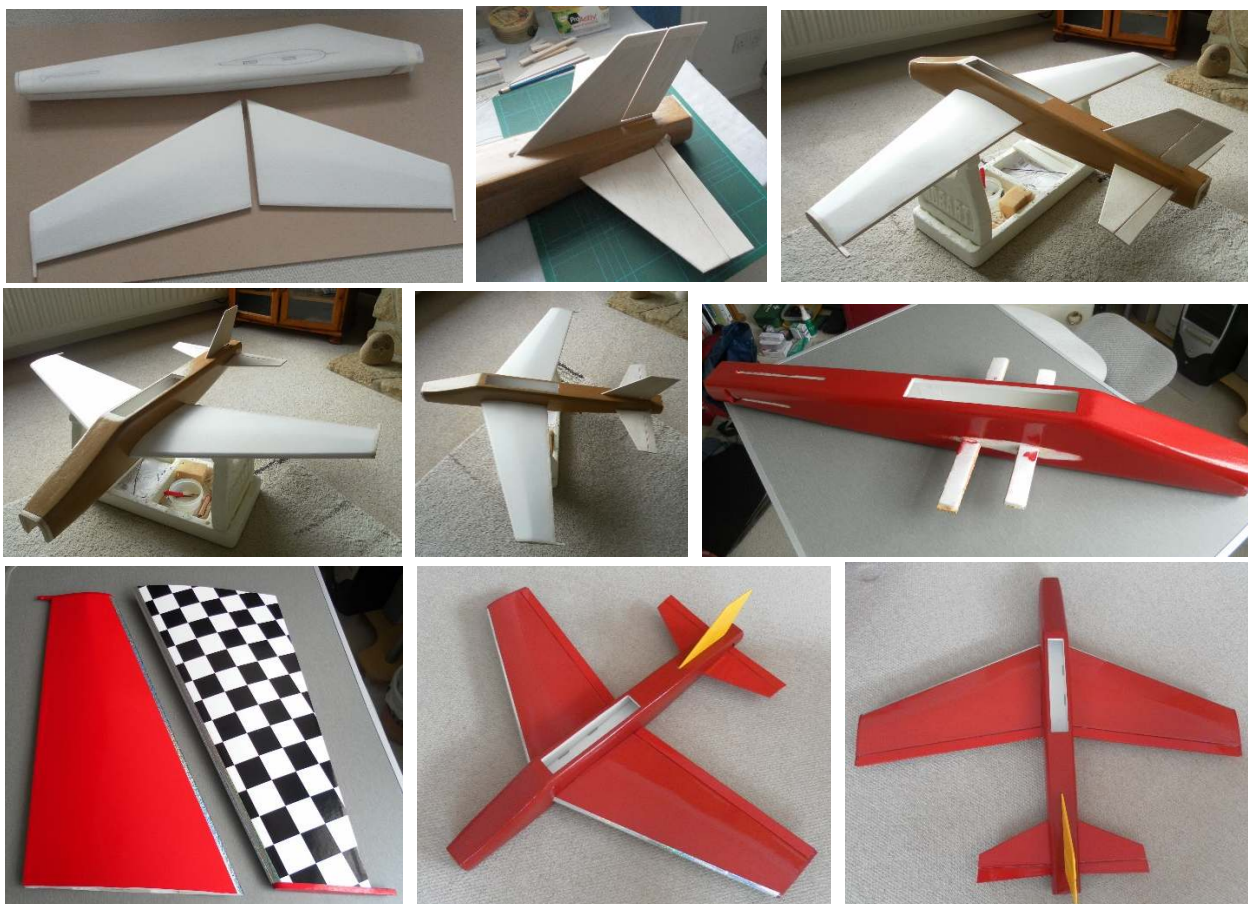
Following on from the Depron flying wing that I built and flew last year, I fancied doing another one, this time with tail feathers. I chose another Graham Dorschell design (E-Bandit ) which also was published in RC Model World. Because it was a smaller wing span I decided to use the flying wing design wings, these being 40" span.

Wings were again made using the folded wing method and trimmed with balsa T.E. root and wing tips. Fuselage was again made with laminated depron sheets after cutting out from templates. Firewall was 1/4" ply. When the sides, top and bottom was set, the whole was shaped and sealed with pva/brown paper. After a flattening off it was painted with emulsion (Valspar) then given a coat of gloss (Rustoleum) all bought from B&Q.

Wings were covered with sticky backed vinyl (also B&Q), applied before folding them during construction. Tail feathers are all in balsa as are the ailerons. All covered in Solartrim. It was not easy to obtain all of these different coverings in red that matched exactly but it is near.

Motor will be an AXi 2814/10, KV of 1640 and using a 3s x 3300 mah Lipo.and an 8x6 apc-e prop.

It will be interesting to see how this one flies compared with the flying wing. Won't be long now before fitting out. See you all soon Tony.





## From Pat Parsons

Hi Patrick,

“just a quick note to let you know that your application was accepted at the meeting on Sunday. As I explained, this means that you are a probationary member for the next 12 months and then you will automatically become a full member.”

And later... Some photos of Pat Parson's new flying club



Pat said, this is the plane I did the test with, lovely to fly but being a bit light it tends to be a bit wobbly but otherwise it's just great. (I Guess you passed, Pat? Ed.)



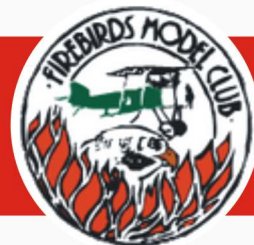
## Les Exall - writes



Positive pitch helicopter club near Fishers Pond has membership available at half price for anyone wanting to fly helicopters and they now have an area where quads can fly too.

There are no set hours so you can fly at any time within reason. unfortunately, no fixed wing are allowed by the land owner. if anyone is interested they can contact Rob or Les 02380 693194.

Petersfield is too far away for us so we won't see you all until we find a new site. Best regards Les



## An excerpt from the BMFA Members Handbook 2017

### **15.9 BECs / UBECs / Receiver Batteries**

A large majority of Electronic Speed Controllers (ESC) have a built in battery eliminator circuit (BEC) and the use of the BEC to run the airborne radio package of electric models is very popular. However, there are factors that you should bear in mind when using or considering the use of the BEC.

All BECs are limited in the amount of current they can supply. The cheaper BECs can usually supply current that is adequate for most sport models with three or four servos but if you are using more servos than this or are using digital, large or special servos, you should check the specifications of the BEC you are using to see if the current it can supply is adequate.

Remember that digital servos may require more current supply than you might expect and, no matter what type of servo you use, any binding or stalled servos or high aerodynamic loads will also pull significant current. Helicopters can be particularly demanding.

If you have any concerns, there are two ways to improve the situation and give your airborne system the ability to supply the current that the receiver and servos require.

(a) Fit a UBEC. This is a stand-alone BEC unit that is not reliant on the ESC circuitry. These units are usually quite cheap and you can check the current capabilities of the units before you buy.

(b) Fit a separate receiver battery of an appropriate capacity.

Both of these solutions are valid but you should think carefully about the model and flight requirements before making your choice.

For instance, if you have a model that requires nose weight, it would make sense to fit a separate receiver battery and use this as part of the weight required. An electric powered glider might also be a good candidate for a separate battery as you may reach a situation where you have exhausted the propulsion battery but may still have significant flight time to come, especially if you are thermalling. There is one other point that you must bear in mind and that is the ESC will have limits to the voltage (number of cells) and to the out-put current in amps. The BEC output will be specified in amps at the standard voltage (4.8 to 5.2 volts) but the BEC has to handle the total voltage of the supply pack (e.g. 12 volts for a 3S Li-Po). The higher this voltage the greater is the power dissipated in heat which might require a reduction in the output current demanded of the BEC to avoid overheating and possible damage and failure. It may be that, in these circumstances, the BEC will not be able to safely supply the current needed by the airborne RC pack. If this is the case then a separate receiver battery will be essential. The ESC manufacturer's documentation should indicate the BEC current limits at given main pack voltages.





## **Back to basics - Aerobatics ....**

Important Points to remember!...

1. When performing rc aerobatics of any kind, you need to fly in a very responsible way especially if you're flying in a public place and there are other people around.
2. Choose your flying site carefully - rc airplane aerobatics usually require more airspace than normal flying, so make sure that the area is plenty big enough with no trees, posts or pylons etc.
3. Altitude is very important with most manoeuvres; always give yourself as much space as possible between your airplane and the ground. This way, if you do encounter difficulties, you stand a much better chance of not joining these guys! "Fly two mistakes high" is an old saying in the radio control flying hobby, and one worth remembering!
4. Also important to note is to fly a safe distance away from yourself but not so far away that you can't see what your airplane is doing i.e. whether it's up the right way or not. Disorientation is one of the biggest killers of rc airplanes and it's easy to become confused about the plane's position in the sky when you are performing aerobatics.
5. The type of plane will play a large part in how easily you can fly most aerobatic manoeuvres. RC aerobatic airplanes are designed for the job, and if your only plane at the moment is an ultra-stable high wing trainer then you will struggle to fly many manoeuvres well, especially if your plane has only rudder and no ailerons.
6. One final important point; the majority of rc airplane aerobatics are performed in to wind i.e. you fly the airplane directly in to the wind when starting the aerobatic manoeuvre. This gives maximum lift and airflow over the control surfaces.

## **GDPR - General Data Protection Regulation**

The following members may not have completed (or at least the committee may not have received) a completed GDPR permissions form we know some members had difficulty completing it electronically – If your name is on the list please contact a committee member for assistance.

MARTIN HUGHES, PETE CLARK, DAVE HOPPE, MARK BENHAM, MIKE SPARSHATT WORLEY  
BRIAN MORRIS, MARTIN RUDGLEY, RAY DEAN, ROB COPE, DEAN NEWELL, TONI NEWELL,  
STEVE NEWELL, GRAHAM MCGREGOR, JIM COLLINS, GARY STUBBINGTON, PAUL MASON.

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Notice the Newsletter is a bit empty, less interesting?

Please e-mail items for the Newsletter to [firebirdsmodelclub@outlook.com](mailto:firebirdsmodelclub@outlook.com).

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## This month down at the field





**Saturday 4<sup>th</sup> August 2018 – images from Dave Hoppe.**



Any good at spot the ball ? – Now try 'Spot Cliff's Plane'



**This month's video!**

Sorry no video this month.. Do you have a suggested video for next month's Newsletter ?



## Club Information

This section gives a summary of club services and contact details.

## Discounted Glow Fuel

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

Russell Lewis

023 8056 1397

[russell@pilot1.co.uk](mailto:russell@pilot1.co.uk)

## Club Meetings

Our meeting venue is the Hamble Club at this address:

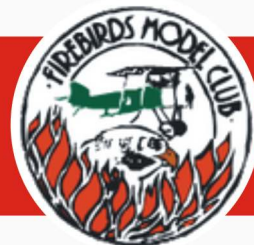
Beaulieu Road  
Hamble  
Southampton  
Hampshire, SO31 4JL



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!

## Local Tree Surgeon

Mathew Cross 01489 799982 or 0778 842 4756. Or one of his team members James. 0749 5033 561.



## External Events

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

## Firebirds Model 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	Russell Lewis	023 8056 1397	<a href="mailto:russell@pilot1.co.uk">russell@pilot1.co.uk</a>
Vice Chair	Dave Hoppe	07704 826343	<a href="mailto:davehoppehome@gmail.com">davehoppehome@gmail.com</a>
Treasurer	Alan Shergold	07973 221915	<a href="mailto:alanshergold@hotmail.co.uk">alanshergold@hotmail.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.	Keith Warwick	07887 486040	<a href="mailto:keithw11@hotmail.co.uk">keithw11@hotmail.co.uk</a>
Safety Officer	Geoff Griffiths	023 9265 5931	<a href="mailto:ggriffiths@hotmail.com">ggriffiths@hotmail.com</a>
Membership Sec.	Roger Stanton	01489 784152	<a href="mailto:roger-stanton@sky.com">roger-stanton@sky.com</a>

## Regular Open Meetings

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.

## Firebirds Constitution and Rules.

The Firebirds constitution and rules document can be found at the bottom of the 'about us' section on the web-site or by clicking the following link.

<http://firebirds.org.uk/onewebmedia/FIREBIRD%20CONSTITUTION%20%26%20RULES.pdf>.

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