



*Table top sale and
'get-together' at
Hamble club Thursday
18th October.*

**** Let's keep the club together.. come to the Hamble club on
Thursday 18th October for a drink and a chat ****

Dear All

Welcome to the October 2018 Newsletter!

October and Autumn has snuck up on us rather quickly, but at time of writing we are still having some unseasonably warm weather and SOME almost perfect flying days. I teamed up with Alan Shergold one recent Friday afternoon and took a trip over to the PADMAC site, not only were we the only ones flying in perfect conditions but I even managed to top up my sun tan, happy days!

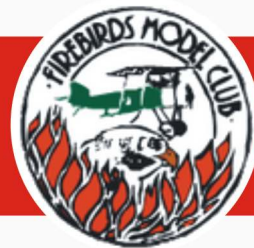
I also managed a visit to the woodlands school flying site during the month and experienced the more controlled flying required for this much smaller site. Flying on a school field is a very different type of flying but still great fun and really keeps you on your toes. It took me less than 10 minutes to get there from Hedge End which made it even more enjoyable.

Well done Terry Balm, whilst up at the PADMAC site flying circuits alongside Terry he called 'I have no rudder control (he was flying 3 channel) I am going to crash land' which he duly did. On further investigation he found that the rudder servo had failed and his quick thinking saved a very long walk and potentially lost model, the only damage was to the propeller. Good call Terry!

Just a thought... I think the biggest problem of not having our own regular flying site is the breakdown of the relationship between the club members so it is even more important than ever if members can make it to the social events... see you Next Thursday?

Now, let's get on with the October Newsletter.

Chris.



Committee News

Here's the latest from the committee room.

Our ongoing thanks to PADMAC

Our ongoing thanks to PADMAC for keeping us flying..

Woodlands school Flying site.

The Woodlands school flying site is working well for those that have given it a try, Pete has arranged for us to fly there at weekends (subject to availability) from now until the AGM when a decision can be made whether to continue using the site or not in the future. If use of the site continues then summer evening flying will also become a possibility.

The site isn't big so requires a different type of aircraft and style of flying and it may also not be suitable for less experienced pilots.

Current availability of site is... (subject to change)

Saturday 13th October from 10:00 to 3:30pm

Sunday 14th October from 9:00am to 1:00pm

Saturday 20th October from 10:00 to 3:30pm

Sunday 21st October from 10:00 to 3:30pm

Saturday 27th October from 10:00 to 3:30pm

Sunday 28th October from 9:00am to 1:00pm

The Schools address is....

Woodlands Community College / School. Minstead Avenue, Harefield. SO18 5FW

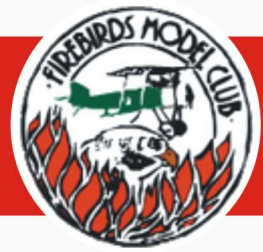
PADMAC flying times (once initial introduction done with a principle / committee member).

	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

Poorly club member

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



Search for new flying site – FREE membership for Next year !!

FREE 2019 membership (excluding BMFA fees), for any member that offers a lead that finds us a suitable and affordable replacement flying site.

Please contact a committee member if you have any ideas.

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

October 18th – from 7.30 ish (**THIS MONTH**)

Get together and bring and buy table top sale.

Note: we won't have an auction this year, just bring your items with prices, put them on a table and negotiate with buyers yourself.

PADMAC members welcome ..

November Friday 30th –
Balsa Brain details TBA

December 13th –
Christmas Party evening has been confirmed as 13th December at the Hamble club, a buffet will be provided.

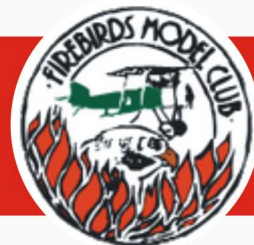
Watch out!



There are often radar speed traps on the roads leading to the PADMAC flying site.

CAN'T EMPHASISE THIS ENOUGH - I NEARLY GOT A TICKET THE OTHER DAY !!!! (ED.)

If it says 30 then do 30 you have been warned!!



PAUL EISNER'S F2A 2016 WORLD RECORD FLIGHT *From Roger*

NOTE: also see the video later on in the newsletter.

Control line flying was invented in the USA during the 1940s and became very popular in this country soon after. Radio Control was still in its infancy so control line was the only way to control a model in flight. At first C/L fliers concentrated on developing aerobatic models but it wasn't long before speed models became popular. Like any competitive sport, participants are always looking for ways to bend the rules and in speed flying one of these was using the arm holding the handle to drag the model to increase the speed. This was called whipping. To stop this, the authorities introduced a pylon at the centre of the circle. Once the model is in the air and up to full speed, the pilot has to hook the handle into the yoke on top of the pylon, thus



making whipping impossible. You will see this clearly in the video clip. Prior to this you will also have seen the model leave its drop-off "dolly" undercarriage. Another method of "cheating" in the early days was to use heavily doped fuels with all sorts of weird chemicals added. These days, for the International class (F2A) only straight fuel (ie just oil and methanol) is allowed.

Over the years speed model design has also improved and you will see that Paul's model has only an inboard wing. This is because the control lines provide a huge amount of drag and this can be reduced by shrouding the first meter or so at the model end inside the long thin wing. You will also see that he uses a single bladed propeller. This is the most efficient set up as with a two bladed prop the thrust generated by one blade is reduced by having to move through the wash of the other. When it comes to engines, the F2A limit is 2.5cc (0.15 Cu Inches) and Paul used a very special Irvine 15. These were amongst the top speed engines at the time and produced maximum power at about 40,000 revs! I don't know what the power output was but it must have several times that of a standard 2.5cc engine.



When it comes to the flight itself, you will see Paul's assistant holding the model as the engine warms up. Once Paul is ready in the centre of the circle, his helper releases the model on its Dolly and it starts building up speed. The engine is fitted with a tuned pipe so you will hear the changes in note as the revs pick up and eventually the model takes off. The pipe "comes in" as the model builds up speed and at this point Paul quickly slots the handle in the pylon yoke and away she goes! The model is timed over 10 laps and Paul achieved 304.3Km/Hr on this flight. I reckon he must be very fit to keep up at this speed! I think I'm right in saying that these models have an engine cut-out which is operated by a quick blip of down-elevator.



From Pat Parsons

Hi All,

it is brilliant to see you have a nice flying site a bit restricted but it's a site! My greenhouse is now getting to the end of production so my workshop has had a once over now boredom has crept in again so up the field yesterday popped into the kitchen and made tea for us all and had a look through the mound of RCM&Es, I found a plan and of course, it had to be done!

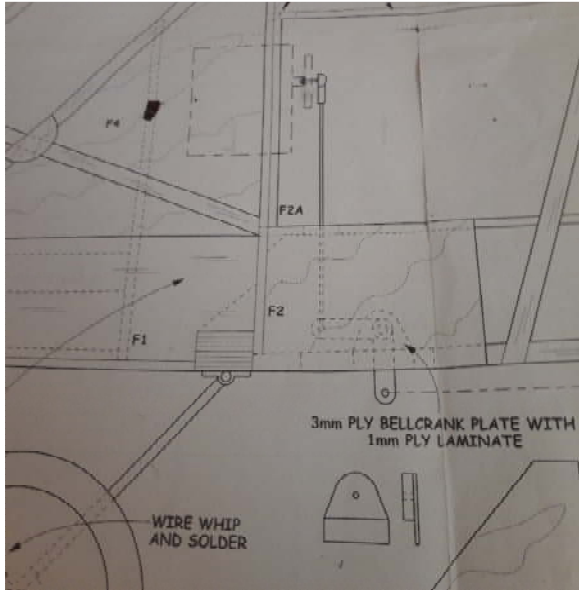
See the photos... it's all under way, oh just to let you all know that a high percentage of model's here have retracts as the field is really good, I don't know if my bits to the Newsletter get read the only members I hear from are Chris, Pete, Terry and Russ. I suppose it's worthwhile carrying on ?

Note: if anybody wants to get in touch with Pat several members have his e-mail address and phone number. (Ed.)

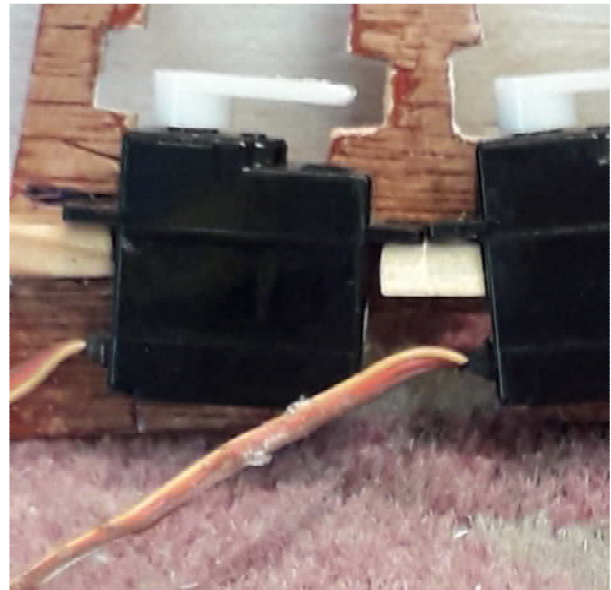
A little later... The Fly Catcher is now well under way but of course having to copy and cut out the formers it takes a bit longer, but with my time being unlimited it's not a problem.



I decided to re-hashed the servo idea so I have made a false bulkhead and mounted the servo so I have a straight pull, so no slop as the pic shows



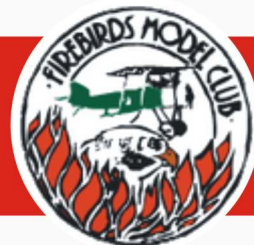
The Plan



Pat's Idea

And a bit more head scratching plan says half a ping pong ball for his head !

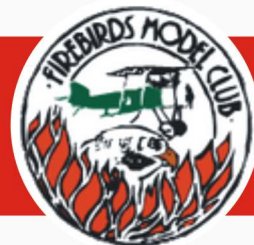




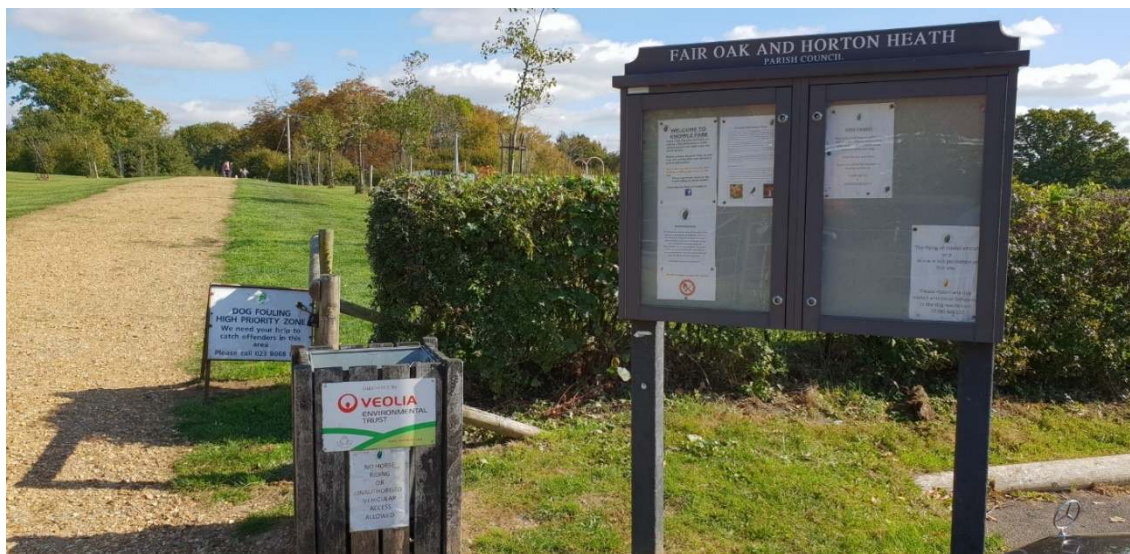
An excerpt from the BMFA Members Handbook 2017

19.9 Control Line

- (a) Always use steel lines of sufficient strength for the type of model you are flying. Where possible, stranded lines should be used when flying over grass or when the model is going to be manoeuvred.
- (b) If swivels are used between the control handle and the lines they must be of substantial construction. Do not use the thin bent wire type.
- (c) Before each flying session and after any heavy landing, the model should be subjected to a pull test of at least 10 times the model's weight.
- (d) Before every flight check the lines and linkages thoroughly. If any damage is found, DO NOT FLY until it has been rectified and re-tested to your satisfaction.
- (e) Ensure that there are no spectators near to the circle before you release the model.
- (f) Do not fly near ANY overhead cables. Even the low level distribution cables on wooden posts carry lethal voltages which can 'jump' many metres to your control lines. KEEP WELL AWAY.
- (g) Control lines make good lightning conductors. Do not fly in thundery weather.
- (h) Whenever high pulls are expected, use a safety strap connecting the handle to your wrist.
- (i) Never release the control handle when the model is flying.
- (j) Encourage spectators to stand upwind of the circle.
- (k) Always mark a centre spot for your circle, ensuring that adjacent circles are not too close to each other.
- (l) Always stay on the centre spot when flying.
- (m) If someone strays into the circle whilst you are flying, fly high to avoid them and stay high until the circle has been cleared.
- (n) Always 'ditch' your model rather than hitting someone.



No wonder it is hard to find a flying site



When looking back at the old videos on YouTube our forefathers (or younger selves) flew their free fliers on local parks without a problem.

It is sad to see signs like this on local parks (next to the sign saying take your dog poo home!)

These are public places and surely for the use of everybody, if sensible, insured and safe!

Bought especially for Woodlands

Russ's new V-The Duraflly Bonanza (from Hobbyking) is based on the late 1940's civilian aircraft the Beechcraft Bonanza. With a low wing and a wingspan of just 950mm (37.4"), this is a plane that you can take anywhere. This hand launcher has a flying weight of just 540g (19.5oz) (inc. all electronics and a 1300ma 3s battery).





This month down at the field

Here is a photo from the new Woodlands school flying site, that's Pete flying and Richard preparing his model ready for flight.



Lost plane looking for its owner

From Ken Webster of PADMAC (via Bob Farr)

Guys, what looks like a Multiplex Funcub (see the attached picture) was found in a field adjacent to the flying site. It has been outside for some time, so is somewhat weather beaten and was home to some interesting wildlife. Can the owner contact me ASAP if they want it back, otherwise it will be consigned to the dustbin. Ken.





This month's video! Suggested by Roger

F2A World Record - Control-line model aircraft speed.

Also see Roger's 'write-up' earlier in the newsletter



Makes me Dizzy just watching it (Ed). <https://youtu.be/4vAw1CC4A3g>

Notice the Newsletter is a bit empty, less interesting?

Please e-mail items for the Newsletter to firebirdsmodelclub@outlook.com.

Firebirds Model Club

News, Views & Information - October 2018



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

Club Meetings

Our meeting venue is the Hamble Club at this address:

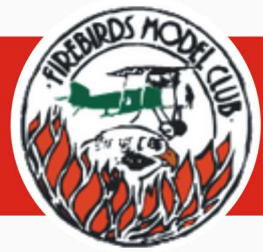
Beaulieu Road
Hamble
Southampton
Hampshire, SO31 4JL



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	russell@pilot1.co.uk
Vice Chair	Dave Hoppe	07704 826343	davehoppehome@gmail.com
Treasurer	Alan Shergold	07973 221915	alanshergold@hotmail.co.uk
Secretary	Roger Stanton	01489 784152	roger-stanton@sky.com
PRO	Peter Clark	01489 692881	psclark911@hotmail.com
Flying Site Rep.	Keith Warwick	07887 486040	keithw11@hotmail.co.uk
Safety Officer	Geoff Griffiths	023 9265 5931	ggriffiths@hotmail.com
Membership Sec.	Roger Stanton	01489 784152	roger-stanton@sky.com

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.