

Contents

Issue 24

<p>Front Page: August Barbecue. Page 2: Seen at the Patch Page 3: Patch Improvements, Qinetiq Zephyr, DX8 Page 4: September BBQ, Pilots Gripes, GBRCAA comments</p>
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August Barbecue

Once again we suffered from a very blustery wind, but still had a good turnout.



Brian Weinrabe had his new electric Tiger Moth:



Although Brian is always a bit vague about the ancestry of his models (!), they usually fly well and the Tiger Moth is no exception.



More August BBQ

John Greenfield very kindly brought along some gliders and tugs to show us how it is done.



Quite clearly you don't need a lot of space to tow a large glider up, as he didn't use more than half the patch to get tug and glider off.



John certainly has a laid back flying style. His Ampley electric tug is incredibly powerful (2,500 watts) and the Slingsby stayed up for over 15 minutes off one tow.



Many thanks to John for putting so much time and effort into entertaining us.

Seen at the Patch

Last month we showed **Bob Payne's** Vmar Skyhawk, in pristine condition. Unfortunately it went the way of all models - rather sooner than most. True to his "waste not, want not" roots, Bob has had to recycle it. Meet Son of Skyhawk:



The Skyhawks delta wing has been used in its entirety and a surviving elevator half is now the fin and rudder. Add a new fuselage and bingo – a new model is born!



Powered by a rather ancient OS 50 (which oddly has a helicopter head), the model was initially rather reluctant to rotate and just stuck to the patch like glue. Undeterred, Bob carried out some major modifications to the main undercarriage legs, moving them forward rather dramatically by about 4 inches. It shouldn't really fly, but it does - some would say rather better than the original Skyhawk. The model does not much like deadstick though, as the glide is non-existent (oops - back in the corn again).

More seen at the Patch

Steve Roberts has a shiny new Sebart.



This is the 2.2 metre Sukhoi 29 and the quality and looks are great. Even better, it's not a Yak!



Power is by a DLA56 sparky – look out for this new engine. It has an anodized machined crankcase and has plenty of bling factor. Brand new, it provided loads of power for the successful maiden flight. Needless to say, Steve did not just trundle around the sky!



Patch Improvements

Additional paving has now been laid to the pilots box, the area between the hut and the container, and at the entrances from the car park.



The area between the hut and container will be used for cooking and serving at BBQs.



This will give better shelter for the Barbecue Crew (with both the hut and the container as wind breaks) and free up the “electric” tables for people to sit and eat. Thanks to **Toufik Belkacem** for organising the paving work.



We also have a nice leather sofa and armchair for the hut, which is now starting to look like the lounge at a gentlemen's club. Now all we need are some gentlemen!

Thanks to **Steve Birchall** for finding these (and to **Brian Weinrabe** for modelling so elegantly).

QinetiQ Zephyr UAV

You may remember that we featured this UAV in the October 2008 Bulletin, when it set a duration record of 82 Hours and 37 minutes.



The plane is powered by Solar Panels charging Lithium-Sulphur cells. Although it loses some altitude during the hours of darkness, the battery power is more than sufficient to stay airborne.

In July this year, the plane flew continuously for 2 weeks – at which point they decided to land it, as there was nothing left to prove by staying in the air any longer. It is expected that the Zephyr will be credited with a new world endurance record of 336 hours and 24 minutes.

Spektrum DX8



This eagerly awaited Tx should be available in the shops any minute now. At an expected price of around £300, the first batch is likely to go very quickly. On board charger (that auto detects whether a LiPo or NiMH is fitted), 30 model memories, telemetry (tone and vibration alerts), are just a few facilities. First member to get one – please let the Bulletin have your thoughts.

September Barbecue

The September Barbecue will take place (subject to weather) on:

Sunday 5th September

Food will be served around 2 pm

If the weather is kind, we will have our simple competitions:

Timed Glide - around 1pm

Spot Landing - around 3pm

GBRCAA Competition

Some of the competitors have posted some very complimentary comments about the day they spent with us, on the GBRCAA members forum. We are pleased you enjoyed the day - we did too. Now – who is going to organise a Freestyle Competition?

Thank You

Eagle eyed readers may have spotted on the front page that this is Issue 24 of the Phoenix Bulletin. So it has been going for 2 years! This has only been possible thanks to our members, their models, our events and the support of the Committee. So thanks everyone, for all your help.

Editor

More Pilots Gripes

More Pilots Gripes and mechanics responses:

Pilot: Evidence of leak on right main landing gear.

Response: Evidence removed.

Pilot: DME volume unbelievably loud.

Response: DME volume set to more believable level.

Pilot: Friction locks cause throttle levers to stick.

Response: That's what friction locks are for.

Pilot: IFF inoperative in OFF mode.

Response: IFF always inoperative in OFF mode.

Thanks to **Paul Reynolds**.



Broken it again?

John Tansey

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