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September Barbecue

Despite a fresh breeze across the patch we had a great turnout



with lots of flying all day



The Barbecue Team was operating from its' new position between the hut and container for the



first time, so there was plenty of room for members and guests to sit and eat.

More September BBQ

Once again **Paul Skinner** managed to get the toffee bomber going – but at least he had some help with preparing it this time.



We held 2 simple competitions, both of which attracted a very good entry, with both the Timed Glide and the Spot Landing competition each taking over an hour.

The Timed Glide, with a target glide time of 42 seconds, had to go to a fly-off, with both **Craig Lemon** (see here with Pickle trying to remove his shoe) & **Geoff Buggins** both scoring 42 seconds.



The fly-off saw Craig winning with 38 seconds against Geoff's 37 seconds. Robbie Meek was third. The standard of flying was very good, with the shortest time at 27 seconds and the longest at 56 – by far the closest contest yet.

More September BBQ

The Timed Glide was followed by some general flying - with **Robbie Meek** showing how the tall crop makes a landing a jet quite demanding



and we then held the Spot Landing competition. Again the flying was superb – a much higher standard than ever - have you guys been practicing? The first round was again a dead heat with both **Chris Clark** (obviously quite pleased with his effort)



and **Paul Skinner** (prop-hanging to a landing)



scoring perfect bulls-eyes. So again we went to a fly-off – incredibly both Chris and Paul again equaled each other – both 12” from the spot! A second fly-off saw Paul take first place, Chris second and **Craig Lemon** third. A very absorbing competition indeed – thanks to all the pilots who participated – really great flying everybody.

Many thanks to the Barbecue Team, everyone who helped set up and take down, and to **Bob Harman** for photos.

Seen at the Patch

Brian Weinrabe has refurbished his Slow Poke – now it looks smart, as well as flying incredibly slowly.



Wally Schulberg is trying to move the trend away from all things Yakovlev with his new Extreme Flight Extra



88 inch span and a DA50.



John Tansy has been airing his DH81 Tiger Moth Racer, powered by an ASP80FS



Multiplex Xeno

A brief review, by Peter Thompson

Some of you may be aware that I rather like flying wings, and I am a bit of a Multiplex fan, so when the Xeno was announced, I had to get one. As usual with Multiplex, the kit quality is first class, with beautifully moulded foam and hard plastic parts.



As you would expect, this is a relatively simple build, although fixing the wing root cradles (more on these later) involved cyanoing large areas of hard plastic to foam, producing a great deal of cyano fumes. Needs good ventilation! The Xeno has a very odd design feature. The brushless motor fits in a separate power pod which places the motor around the C of G. Then a hollow extension shaft transmits power to a pusher prop at the trailing edge. This allows the power set to be removed completely, thus making a slope soaring version. This is all accomplished by folding the wings down the centre line, with the power pod locking in place between the wing root cradles when you open it up again. Of course this also allows you to fold the model in half so you can pop it into a bag to carry to the top of the slope, like this



The fins unclip too, to make it smaller still. No doubt this is very handy if you intend to slope soar, but makes the power version rather complicated, and much heavier than (for example) a hot wire cut EPP flying wing of a

Multiplex Xeno

similar size. Two Power Sets are available, but the Tuning Set is the one to go for, with around 200 watts.

Flying? Easy to single handed launch (on low power – mind your fingers on that pusher prop), good climb despite the weight and only 200 watts, and it rolls very axially (for a flying wing), without any fancy down elevator mixing. It floats on a lot when trying to land though – the relatively high weight, plus the clean aerodynamics, mean it does not slow as quickly as you would expect. It is early days and I am still exploring its capabilities, but I am pretty happy with it so far.

Dislikes? Apart from the unnecessary complexity of the wing folding feature, the servos cut-outs and elevon horns really should be on the top surface of the wing – the 2nd landing almost pulled one of the horns out, as it caught in the grass. I have added some skids to protect the horns, but it would all be much better mounted on the top surface, even though this may detract from the appearance a little. Finally, here is a view of the underside of the power pod, showing the extension shaft – there is a ballrace at the back supporting the shaft/prop.



No doubt I will wish to up the power at some stage, which will be a bit more of a challenge, with that “mid-mounted” motor position.

Bigger TV?

The TV in the hut was kindly donated by **Wally Schulberg**. It has proved very popular, especially on Formula 1 race days. This has sometimes resulted in a large audience, making it difficult to get a good view. A big TV Fund has been proposed, with a contribution of £20 from interested members. If you would like to participate, please add your name to the sheet that will be found on the hut Notice Board.

October Barbecue

If we get some decent weather, the last Barbecue of the year will take place on:

Sunday 3rd October

Food will be served at 2 pm.

More Pilots Gripes

More Pilots Gripes and mechanics responses:

- Pilot: Suspected crack in windshield.
 Response: Suspect you're right.

- Pilot: Number 3 engine missing..
 Response: Number 3 engine found on right wing after brief search.

- Pilot: Target Radar hums.
 Response: Reprogrammed target radar with lyrics.

- Pilot: Mouse in cockpit.
 Response: Cat installed.

- Pilot: Noise coming from under instrument panel. Sounds like a midget pounding on something with a hammer.
 Response: Took hammer away from midget.

Thanks to **Paul Reynolds**.

Falcon Tiger Moth

Chris Stewart is getting on with the pre-production Falcon Models Tiger Moth, which should be finished soon. Model has some really



nice detailing. Chris is taking advance orders.



Broken it again?
John Tansey
 Model Building &
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 020 8386 3704

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Unit 11, Kingley Park, Station Road
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FALCON MODELS

Indoor R/C specialists

www.falconmodels.uk.com sales@falconmodels.uk.com
 Tel: +44 (0) 207 267 9049

If you wish to contact the Phoenix Committee, e mail phoenixmfc@hotmail.co.uk
 The Club Website Address is www.pmfc.org.uk or www.phoenixmfc.org