

February Club night:

Thursday 16th Feb Alan Shergold will be presenting his video record of the club's flying site activities in 2016.

Welcome....

So now for to my second creation of the monthly Newsletter and firstly a thank you for the kind words received from several club members in support of the first one !! Now comes the hard task of introducing something interesting each week for us all to read...

Also thank you to the members that submitted content for this month, I am sure it will be become more difficult getting content as spring comes but the newsletter won't be the same without some content, so keep it coming.

If you do have anything interesting for the Newsletter... please e-mail it to me at firebirdsmodelclub@outlook.com

In addition to a few really good flying days down at the field and for me that means no wind! I also learnt a few new things this month.

Firstly, I was confused why a three cell battery was denoted as a 3s battery, when obviously 'cell' is spelt with a 'c'. I was put straight by a helpful club member who pointed out that whilst we say 3 cell battery it is actually a 3 cells in 'series' battery and this is where the 's' comes from. Easy when you know !!

And I also learned of a new battery connection type, my aircraft have previously only had 'Deans' or 'XT60'... My new aeroplane came with something called an 'EC3'... see images below.



So that's enough of me lets get on with the February 2017 edition of the Firebirds Newsletter.

Chris.



Committee News

Here's the latest from the committee room.

A & B CERTIFICATES

The club is fortunate to have three BMFA Achievement Scheme Examiners (Geoff Griffiths, James Graham, Lee Fryer) and they are always happy to help those interested in gaining an A or B Certificate. The Committee is keen to encourage more members to take these tests and therefore sessions will be organised over the spring and summer when one or more Examiners will be present at the flying site to offer guidance and to conduct tests. If you are not sure what the tests involve, please look at your BMFA Handbook.

CLUB FUEL Etc.

Unfortunately Terry Jacobson has had to undergo open heart surgery during his stay in Australia, so it will be some time before he is allowed to fly home. Therefore, as mentioned in the last Newsletter, anyone wanting club fuel, glues, props etc should contact Kevin Jacobson on 02380 618484. In the meantime I'm sure you will all join the committee in wishing Terry a speedy recovery.

MEMBERSHIP

Fifty members have already re-joined the club for 2017, which is good going at this early stage of the year. However, as spring approaches with hopefully the prospect of better flying weather, please remember that if you haven't re-joined you can't fly at Poplars Farm until you do. Unless you have renewed your BMFA membership via another club (or as a Country Member) you are not insured to fly anywhere else either.

CHRISTMAS DRAW 2017

From the end of the month Pete Clark will be selling Christmas Draw tickets so don't forget to bring some money to the site!

SITE DUTIES

Don't forget that if you are the last person to leave the Flying Site you must replace the posts and rope around the strip. This is an important reminder to other users of the farm to keep off our hallowed turf!

February CLUB NIGHT

February 16th - Alan Shergold will be presenting his video record of events at the site throughout 2016. This was very successful last year so please give maximum support.





New 12v on-site power supply at Poplars Farm

Thanks to Richard scrivener a 12 volt supply for either 4mm plugs or crocodile clips is available on the container for members to attach a field battery charger for charging batteries on site.

There is also now a 12 volt supply to the caravan for its lights etc.

In the near future a 'club' charger will be available in a separate box which will have an adapter to charge both Deans and XT60.

Please remember to disconnect after use and close the lids.

'Nick' Knowles and 'Billy' Byrne from DIY SOS inspect the new charging Station



Advance Notice

March 16th - "Show and Tell" night for your latest model, together with a Table Top Sale for any spare models/engines/tools etc. Indoor flying with small helis etc should also be possible.

April 20th - Quiz Night details to be confirmed.

May 18th - First 2017 Barbeque at the site (date dependent on weather).

The history of the Firebirds Model Club - Continued by Pat Parsons

Continuing my look back on our past sites... well many moons ago we had a site at Chapel Lane in Curdridge, the farm was owned by a Gamblin (sounds familiar) but then, the Gamblins own a large proportion of Curdridge!

To get to the site we had to drive through the farm yard up to a small field then through a gate, talk about rough, 'badgers rear end' comes to mind and the size, well we get a few complaints about our current sites size, but this one really was the size of postage stamp.

We had to park under a line of trees, there is a photo around somewhere of our vehicles under that line of trees and of course Lee is sat there on his chair, I think Alan Hardingham and John White is in the photo too. The rest of the field was surrounded by a tall thorn hedge, and to get a landing in the field you had to be either good or really lucky.



I remember my model, (in those days I think we all had just the one model) it was a parasol wing model with a OS 40 FS and of course 3 channel radio gear (HORIZON TRIO). I can't remember what Lee flew but I do remember in those far off days we actually made our models, no ARTF in those days, the glue used was mostly balsa cement. Because of the difficult landing approach, coming in high over those hedges, then at the last moment doing a Sarajevo throw at the ground many models didn't survive, I remember doing many mods and repairs to the undercart!

Well next time I will really have to put my thinking cap on to make my contribution interesting, see you all soon P P

Aero Modeller Fifty Years Ago by Roger Stanton

Many of you will have seen Terry Balm's yellow Mini Super (see picture) at the site and wondered about the origins of the design. Well, the original Keil Kraft kit appeared in May 1965 and the model was basically a scaled down version of the Super 60, which itself was a descendant of the Junior 60 that Keil Kraft had been selling since about 1946. Fifty years ago in February 1967 the Mini Super



was a popular choice for beginners to radio control, although of course most modellers built it for single-channel flying as multi channel gear was very expensive. By that date early proportional radios that we would recognise were available, but only for the relatively wealthy as they were very expensive. For example, a complete Logictrol four-function outfit would have set you back £270 – a lot of money in 1967! Even if you could afford a set it would have been a tight squeeze in Mini Super as the receiver and servos were huge. In fact the weight of four servos, receiver and battery was nearly 1½ pounds! By comparison, a complete transistorised single channel set could be bought for less than £20 and weighed next to nothing. Of course the drawback was the limited control it provided.

Although with a little ingenuity it was possible to achieve some control of the elevator and throttle, most fliers were content to fly rudder only, and it was amazing what could be achieved.

An advertisement for the Keil Kraft Mini Super model airplane. It features a black and white photograph of the model airplane. The text reads: 'KEILKRAFT OFFERS... for the NEWCOMER'. Below the photo, it says 'KeilKraft MINI SUPER'. To the right of the photo, it lists specifications: 'Wingspan 48". For 1.5 to 2.5 cc. engines. Single channel or intermediate R/C. £4. 18. 0'. At the bottom, there is a small paragraph: 'Keilkraft's popular radio control model. A real pleasure to build and fly. Kit contents include—all parts pre-cut, metal clunk tank, preformed undercarriage, three sponge rubber wheels, pre-shaped leading edge section, full size plan and building and flying instructions.'

Believe it or not, loops were possible with such models. However, you needed a lot of skill to fly with any precision, so I was amazed to read in the same issue of Aero Modeller a story about someone launching and landing his single channel model in his back garden! It was by David Boddington, a name that will be familiar to many older members. The model was a 32 inch span Graupner Topsy, the engine a 0.5cc DC

Dart diesel, and the lawn in David's parent's garden was about 20mx7m. David and his brother had



been considering such a flight for a long time, with a vision of flying models whilst sitting in deck chairs in the garden on a summer's evening. They were determined to achieve their goal so despite a few doubts the Topsy was launched over the fence and was soon circling steadily at a reasonable height. Eventually the engine stopped (no throttle remember) and the model started to descend. For some reason the lawn suddenly seemed a lot smaller, and to add to the fun the approach involved circling around the back of two other houses. During this time the model was out of sight, but fortunately it reappeared and after passing under the neighbour's washing line the model touched down safely in the boy's garden as planned. David admitted that it was such a hair raising experience that the boys never repeated it, recognising that it was a lot easier on the nerves to fly from a neighbouring field!

A light-hearted moment.



The following Cartoons courtesy of Terry Paget, Thanks Terry.





An Article from John Hoddinott

I've been looking to stock up on large LiPos and thought I'd share some information regarding their availability due to the new ICAO regulations for transporting Lithium batteries on aircraft. Apologies if this is old news to you all, but I didn't realise the implications until I tried to buy some batteries this week.

The ICAO regs now prohibit transportation of batteries with a power density exceeding 100Whr. Power density is calculated by multiplying the battery capacity (in Ah) by the nominal voltage (in Volts). Therefore a 6s 5000mAh pack has a power density of 111Whr (5Ah x 22.2V) and is prohibited from air freight. The problem is that a lot of couriers use the ICAO regs to dictate what items they will carry (as they may use airfreight to transport, even within the U.K.). Parcelforce/Royal Mail now prohibit carriage of any lithium battery over the 100Whr figure.

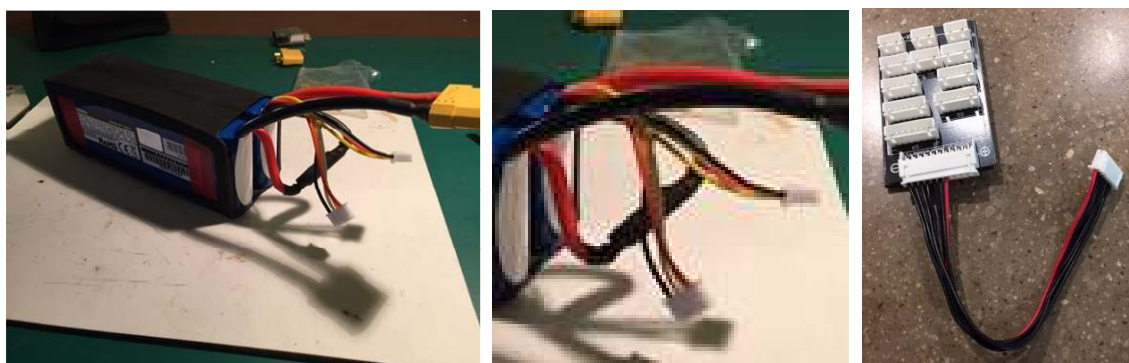
What this means is that many shops have stopped stocking larger LiPos due to the difficulty/expense of getting them from the supplier and posting them. I used to be able to buy 20c 6s 5000mAh batteries for around £25. These are now very difficult to find anywhere. Some manufactures are getting around the issue by supply batteries as split packs. A split 6s pack is essentially two 3s packs that can be connected together in series via a link wire. The problem with these is that they tend to be from the high end manufacturers and therefore are very expensive. A 6s 5000mAh split pack from Optipower is £129 for instance.

My solution to getting a cheap 6s 5000mAh pack was to make my own split pack. Turnigy 3s 20c 5000mAh packs are £14 in Hobbyking at the moment. Being only 55Whr (5Ah x 11.1V), they can be sent in the mail, so P&P was cheap.

I assembled a pack as shown in the picture, using a bullet connector pair to link two 3s batteries together in series to create one 6s pack. Hobbyking are selling silicon covers (for £0.01, seriously!) so I can neatly pack the two batteries together.

The only other thing needed is a series balance board, to allow me to charge the split pack as if it was one 6s pack.

There are a number of advantages of this setup in that you can always split the pack (by disconnecting the bullet connector) to allow transport on an aircraft if I ever want to take a model away with me. If a cell goes down, I can also just replace half the pack rather than losing a whole 6s pack.





This month Down at the Field

On a freezing cold Day in January Terry Balm holds a red electric powered 3 channel aeroplane. One of the younger members takes a rest and admires his rather excellent electric powered Discovery. Stern words are given to a smaller plane by a bloke in a warm hat. Russell Lewis shows his support for Angela Merkel and Roger flies a kite.



This white model below a Veron Cherokee saw it's first flight on the 28 January 2017, built from plans the proud owner Allan quoted "if it flies well then I will finish it" looks like you had better finish it then, this picture was taken after that perfect first flight.

And the second photo taken on the same day is a bit of a cheat.. the pilot Paul Adams although flying beautifully didn't get close enough for a photo on my mobile phone so I moved it a bit closer with photoshop hence two aeroplanes in the same picture ! The model is a Chris Foss Acrowat with a four stroke engine and bags of power.



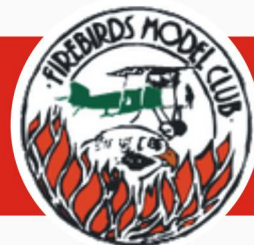
STOP PRESS additional photos Received from Allan....

I have now given the Veron Cherokee a coat of paint and I think it looks a little better than when you (Chris) took a picture last week. when it was all in plain white. I only hope it still fly's!



'Words of Wisdom' from the flight line. Russell Lewis

"A nose heavy aeroplane may not fly well, but a tail heavy aeroplane will only fly once."



Latest Project from Dave Hoppe



Question:- What do you do if you buy a slope soarer at the bring and buy and then decide your knees are too knackered to walk around on Butser?

Answer:- Easy, print a mounting bracket and bolt an edf on top of the wing.... Then wait for light winds down the field to try it out!

External Events

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

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.

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.

Discounted 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.

Temporary Contact for Fuel etc: Terry's Son Kevin on 02380 618484

Usual 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!

Flying Times

(Summer BST)

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
QF ONLY	13.00 - 18.00 hrs				13.00 - 21.00 hrs		
ALL	18.00 - 21.00 hrs	13.00 - 18.00 hrs		13.00 - 18.00 hrs		10.00 - 14.00 hrs	10.00 - 13.00 hrs

Flying Times (Winter GMT)

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
QF ONLY	12.00 - 18.00 hrs				13.00 - 21.00 hrs		
ALL	18.00 - 21.00 hrs	12.00 - 18.00 hrs		12.00 - 18.00 hrs		10.00 - 14.00 hrs	10.00 - 13.00 hrs

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.



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	Pat Parsons	023 8056 2611	patrickparsons.parsons3@gmail.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	ggriffiths@hotmail.com
Membership Sec.	Roger Stanton	01489 784152	roger-stanton@sky.com