



March 16th Club night:

"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



Welcome....

Now into the full swing of this Newsletter creation, thank you for the kind words of so many, only criticism received last month was that it took too long to read ! Please don't stop sending anything interesting to me, if it does get too long then my advice is 'don't read all of it' (Sharon) :-) .

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

My personal learning curve continued during the month necessitating a small repair..

I recently bought an orange 3 axis flight stabiliser and as an experiment installed it in my Slow-stick to see how it performed. I couldn't get the remote "switch off" facility to work, but it would be fine (I thought)... I dumbed down the responses and attempted my first stabilized take off, which it did. Unfortunately, I had got something wrong and soon realised that the ability to turn off the stabilization during flight was more important than I had a first thought.. luckily UHU POR is amazing stuff !

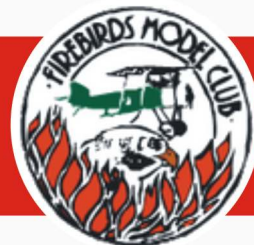
Following my heavy landing, apart from a tube of UHU POR, I also needed a new prop. A pack of 5 props from HobbyKing arrived in just a couple of days with very reasonable postage costs. The postage cost appears to jump up if you add a battery as they cannot deliver using the Post Office when Lipo batteries are part of the order.

While investigating why I couldn't get the stabilizer on-off to work I was shocked to find that you can now get a 3D stabilizer that will put your model into a prop hang situation automatically and hold it there, at the flick of a switch.

I have since made a successful stabilized flight, (much to the disgust of the traditional 'gentleman' flyers down at the field) and am now qualified to give advice if you are trying to get your stabiliser on-off switch to work off the Aux channel.

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

Chris.



Committee News

Here's the latest from the committee room.

Poorly members

Cards have been sent on behalf of all members to our 2 poorly members Graham Barker and Terry Jacobson, we all wish them a speedy recovery and look forward to seeing them back at the field.

Farm Dogs

Several instances it has been brought to the attention of the committee regarding the farmer's dogs on the flight line / strip. Whilst it is recognised that this creates potentially unsafe situations it is also a difficult one as ultimately the field does belong to the farmer.

Thankfully the dogs show little interest in the aeroplanes or us but please do not pet or feed them as this may encourage their increased attendance.

The committee will monitor the situation and discuss with the land owner as and when a suitable opportunity arises.

News Letter

Several members have mentioned that they did not receive their electronic copy of previous editions of this new letter, in most cases the newsletter has been subsequently found in 'spam'. Due to the nature of mass mailings, particularly if it has an attachment (i.e. a newsletter) then Spam filters can incorrectly filter e-mails such as ours.

Should you not receive your newsletter, (usually sent out on the 2nd Thursday of the month) please let us know so we can monitor it. A copy is also uploaded to the web-site under News-letters.

Bank Holidays Flying Times Reminder ...

Bank holiday Mondays including Easter - Saturday hours will apply i.e. 10am to 2pm.

Good Friday Bank holiday normal Friday hours i.e 1pm to 9pm (daylight only)

MEMBERSHIP

Remember members must pay their 2017 subs before the 1st April otherwise they may need to re-apply as a new member. You cannot fly at Poplars Farm unless you have renewed membership / paid subs.

This will be the last newsletter for those who haven't re-joined.



CHRISTMAS DRAW 2017

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

Thank you Mr Shergold

Thank you Alan for a very entertaining evening last month, obviously a huge amount of work went into taking and then editing the many hours of footage. Well done ! Pat Parsons sends his apologies for the 'cosy'ness of the room somehow the Hamble club double booked the main hall... never the less the evening was a great success...

First Aid kit

Don't forget that a first aid kit is kept in the caravan, if you are unaware of the procedure for gaining access to the caravan please ask a committee member who will advise.

March CLUB NIGHT

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.

Lipo Charger now in place.



Advance Notice

April 20th - Steve Newell's Quiz - Please come along and give your support.

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

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

Well here we go once more... another former flying site, probably known only by very few of our current members, was off Church Lane Botley. If you go down Church Lane until you get to a really sharp right hand bend, then turn Left down a concrete road, carrying on past a concrete Air Raid 'type' of shelter. Note: I know many of you wouldn't know about these shelters but they were used as a base for a small number of RAF boys who as I believe from local history used to light fires along the bank of the Botley river to make the Jerrys think they



had reached Southampton. They would then drop their rubbish on that area instead of on the City. [Ed. Firebirds model club – not just a flying club history lessons too !]

Anyway to get back to that flying site, an area about ten feet wide and three hundred long was our take-off and landing area, but WAIT, here is the best bit, and remember we never had a Safety Officer in those days, right above where we stood to fly there were overhead electric cables! Compounding matters even more, we had to park our cars under those cables, I know what you are thinking STUPID FELLOWS.

I guess you are now waiting to hear of any mishaps, well there were a few, at least one member did indeed manage to get his model TANGLED up in those wires and one particular member managed to cause a black out in a large portion of Botley! Ask LEE if you want any more information (sorry mate) we had a laugh or two after that one.

Another one of our stalwart members, Ron Anderson used to fly (or at least aim around the sky) a model of a Fokker Eindecker, (*see full size image*) one day it disappeared behind a hayrick down the bottom of the field near the pig sty, we were all shouting 'UP ELEVATOR', luckily it popped up above that hayrick, he just carried on as if nothing untoward had happened. I gather Ron was a decorated RAF pilot during WW 2, and did many trips to the US ferrying aircraft, and also did Ops over Germany.



Another thing about the Botley site was that because the area was so small the 'coming together' of models was sometimes a problem and I knew this only too well, ask John Graham, he managed to destroyed one of my models and he got away with just a dent on his leading edge.

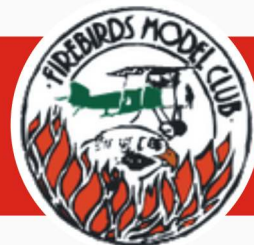


One of our visitors while at that site was Howard Metcalf designer of the moonraker (see picture) and many other classic British r/c kits, he let me have a go with a F16 of his design, what a lovely model I remember it had an Irvine 40 installed and was truly amazing.

If you do remember flying at the Botley flying site and were one of the ones that could take off and land consistently in once piece 'well done' you must have been pretty good.

More next newsletter,

Pat



The Week-ender 'a project' by Sam

Terry and I (Sam) started making a new model through January called a Week-ender. The original plans were created by David Hughes 'in black and white' back in 1966. The original Week-ender design was for a 31 inch wingspan but we have up-scaled it to a 48 inch wingspan!!! The whole project has cost roughly £70 before crafting tools and glue etc.

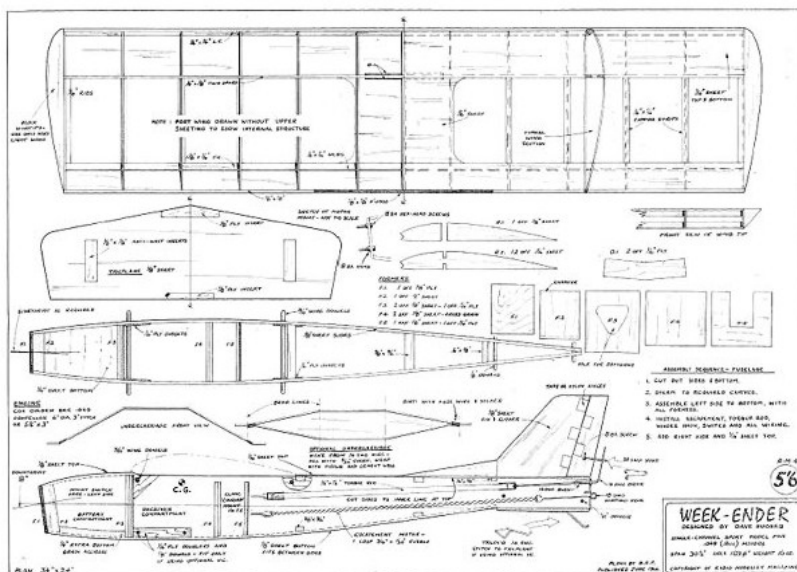


As we have been taking photographs throughout the project we will give Chris [Newsletter editor] instalments of each stage for the build process for forthcoming magazine editions.

However you may see me with it down the field with the end product beforehand.

Hope you enjoy.

Sam



Perhaps of interest

The great southern model auction is coming up at Mountbatten school Romsey, it is on the 19th of March SO51 5SY - <http://hmfa.bmfa.org/auctions-sales>



AERO MODELLER 50 YEARS AGO (continued) by Roger Stanton

These days I suspect that junior members are a rarity in most model aircraft clubs, but it was not always so. Fifty years ago lots of youngsters built and flew their own models and this was reflected in many Aero Modeller adverts. Some showed boys (never girls) with school ties looking at the latest kits to be released, but others were offering careers in the field of aviation. In March 1967, the College of Air Training at Hamble placed an advert looking for future airline pilots which showed a smart young man launching his Keil Kraft Ace. In the same magazine, the RAF was also looking for potential pilots, and unlike today when only graduates need apply, you could enter training at only 17½ with 5 "O" Levels.

Until the mid 1960s small models were tissue covered, with silk and nylon used on larger airframes. All these coverings needed several coats of smelly cellulose dope which was guaranteed to wind up your parents or spouse. For decoration, coloured dopes or enamels were used. Therefore, you can imagine the excitement when Ripmax started importing Monokote iron-on covering from the USA. This was pretty expensive at £1.25 a yard, so I waited for a well-healed friend to try some before I took the plunge. I remember "helping" him to apply the stuff using his mothers iron as specialised irons and heat guns were not available at the time. However, it turned out to be a complete disaster as we ended up with holes all over the place and lots of molten covering stuck to the iron! Fortunately we were able to scrape the worst off and then remove the rest with good old dope thinners, but it was a long time before we experimented with iron-on coverings again!



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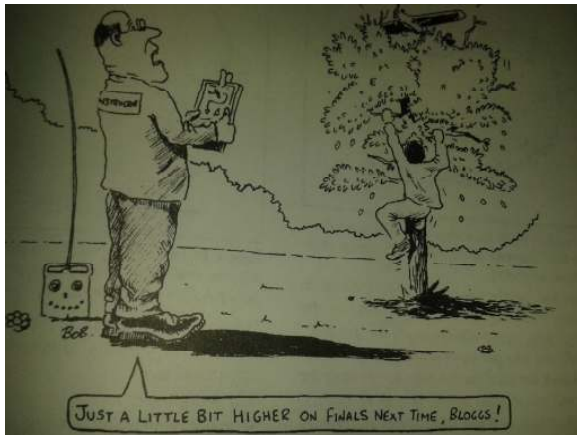
In sheets 36" x 26" price 25/- per sheet

AT YOUR LOCAL MODEL SHOP!
In case of difficulty write RIPMAX, 80 Highgate Road, London NW 5



A light-hearted moment.

Some more cartoons courtesy of Terry Paget, Thanks again Terry.



Weston Park Model Show

For the past 2 years club members Russell Lewis and Chris Fisher have visited the Weston Park Model show, it's just a bit north of Birmingham so a fairly long drive, but camping is available on-site from Thursday to Monday so ideal for anybody with a caravan or tent.

It is a large show with a long flight line, many stalls, a 'bring and buy' sale and entertainment on the Saturday night. If the weather is good then a thoroughly good weekend is expected.

If all goes to plan Russell and Chris will be going again this year so perhaps see some more firebird members up there? The same organisers also do a show in August we haven't been but would imagine it to be equally good.





Russell Lewis's Christmas present takes to the skies.

Name: Decathlon ARF 120 by Seagull - **Price:** unknown (a present) - **Wingspan:** 78.5 in (2000mm) - **Length:** 53.0 in (1344mm) - **Flying Weight:** 10.0 - 11.5 lb (4.5 - 5.2 kg) - **Engine:** 120 OS - **Prop:** 16x6



Storm Doris causes major havoc across the UK

It was reported on BBC news earlier this month that at least 10 people were injured as Storm Doris battered the UK, thankfully the only damage at the Firebirds site was to a rather elderly plastic table and the loss of our wind-sock... We may need a bigger tube of UHU POR !





This month Down at the Field

February brought warmer days with very little fog and with the sun starting to get a little higher in the sky there has been some excellent flying opportunities.



Latest Project update the 18th February

Following on from last month's newsletter.. Dave Hoppe flew his modified slope soarer and she flew beautifully. Her maiden 'powered' flight from a gentle hand launch finished with a textbook landing.... So no need to visit Butser after all.



Bob Farr's model was having 'one of those days' it just didn't want to fly !

Our Chairman carries out some running repairs to his Riot (February) and later on the 4th of March completes the ritual of first cut of the year.





A beautiful spring day, 7th March arguably the best flying day of the year so far. Just Look at that sky!

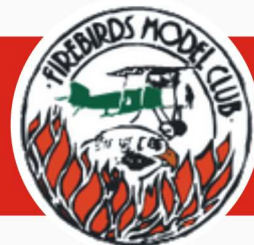


Still on the 7th March an impromptu visit from the Chris Foss appreciation society.



Below some really excellent shots as Pete launches one of his many Jets – *Photos by Paul Mason*





My Flying history to date by Alan Shergold

I first became interested in airplanes early in my life looking out of my bedroom window where I could view the flight path to Eastleigh airport. Being born during the latter end of the war, the planes were mainly DC3s, Bristol freighters going on to Heralds, Viscounts etc.

Like most boys the few toys I had were taken apart to find out how they worked but my favourite toy was Meccano as you could use your imagination to make all sorts of things and as soon as I was able I started making model aircraft kits purchased from Claspers toy shop in Woolston.

I do not remember a single model actually flying (well), as I didn't have the necessary knowledge to make them actually fly, C of G etc., though I could always make a decent job of building them. As the only place to build planes was the kitchen table - mum was not too pleased with the mess and the stink when it came to doping.

Peartree green was my flying site and over the back there was a decent hill for gliders but try as I might I still couldn't get them to fly! Progressing to rubber powered flight I still had no great luck and often over-wound the rubber band with the all too often catastrophic result where the tail met the nose... back to the building board.

Back then I didn't get pocket money so had to find a job after school to finance my hobby. Savages grocery shop in Woolston provided an income of one shilling and six pence an hour, seven and a half pence in today's money, so working after school each day and all day Saturdays it was not long before I had the funds for each next project.

Leaving school and starting work gave me more income but I began to show an interest in girls so no time and money for model airplanes. And that was that until.... I was coming up for retirement and decided to go back to my childhood and start building again.

I had no idea how much the hobby had changed and I must admit that I couldn't make up my mind which way to go. When I finally decided to become a 'war bird' pilot Mainly Planes and Trains, then in Chandlers Ford, provided me with a Flair Pup kit *(stock photo)* complete with an OS engine and a Futaba radio.



But this time I wanted to do it properly so joined the Firebird model club, nobody had pre-warned me that warbirds are the most difficult to build and fly and that you need be a real balsa basher so having since purchased a number of RTFs the war-birds are still in their boxes' un-flown.

The welcome I have received from the Firebirds has been great and the help in the way of information is second to none, although members often have their own preferences which is sometimes confusing, still leaving choices in which directions to take sometimes.

I must admit I am taking my time in getting my A license but I hope to get it this year so as I can fly the numerous models I have but flying for me is just half the fun the other half is the building and I have many projects for the future. To date have built a Cub, Lancaster, Puppeteer, and an Elder 40.



My next build project is a DC3, so I may need a to ask for a bit more help from more experience club members and I hope to write a monthly piece on my progress for the newsletter.

Again, many thanks to all the members that have and continue to help me, I know I still have a long way to go !

I hope you enjoy following the build as much as I will enjoy building it.

Many thanks – and happy landings,

Alan Shergold.

Follow up

I chose a kit from Tony Nijhuis Designs which was a project in RCM&E a few years ago and the kit has now arrived. Got the plans and the wood but no instructions so went over to the RCM&E web site and downloaded the original which on reading are not much of a help ! So taking a long hard look at the plans and mentally building it.

Better tidy the workshop first!



'Words of Wisdom' from the flight line.

"A rechargeable battery pack in your transmitter has just 2 connections to fail, 4 x AA batteries has 8 ."

Sorry I cannot remember who told me this one - does anybody have one for next month ?

IMPORTANT - FLYING TIMES (BST)

Daylight saving time 2017 'BST' will start at 01:00 on Sunday 26 March.

Please note revised flying times – i.e. 1 hour later start on weekday afternoons.

STOP PRESS



If anyone fancies a career change the business Mainly Trains and Planes in Gosport is currently up for sale details available at <http://www.adamsandco.com>



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

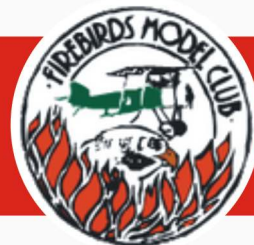


The Club requires each member to sign in at every arrival using the book usually kept at the bar. There is a way round this and that is to join the club. This is not expensive, particularly for OAPs who pay £8.00 for the first year, and if you live locally it provides a cheap night out!

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@googlemail.com
Vice Chair	Russell Lewis	023 8056 1397	russell@pilot1.co.uk
Treasurer	Paul Adams	023 8069 2729	paul.adams.at.home@gmail.com
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	gccgriffiths@hotmail.com
Membership Sec.	Roger Stanton	01489 784152	roger-stanton@sky.com



Flying Times

(Summer BST) * **Starting Sunday 26 March***

	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.

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.