



**April 20th - Club night:**

*Steve Newell's Quiz - Please come along and give your support.*

Welcome....

... to April's Newsletter and thank you for the recent submissions please don't stop!

Great submissions from members made last month's newsletter really interesting reading, I particularly enjoyed reading about Alan Shergold's past modelling experiences and of the new plane that Sam was building, his next instalments are contained within.

To keep things coming a couple of ideas for submissions...

First one.. born of yet another heavy landing with my Riot how about, 'ugliest plane' photos, who has the ugliest model? My Riot has now been fixed so many times, it equates to the RC equivalent of 'Triggers broom' (clip available on YouTube) but I am sure it still isn't the ugliest plane flying.

And, another thought.. how about a photo of your garage, shed or den, showing your collections, perhaps with a description of how and why you have certain models. I have only been in the hobby for a little while and I am already running out of space!

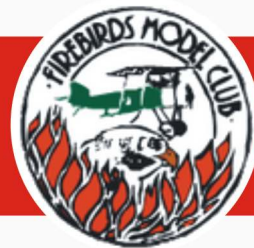
Please e-mail items for the Newsletter to [firebirdsmodelclub@outlook.com](mailto:firebirdsmodelclub@outlook.com).

In a bit of a change from normally flying things and I hope nobody minds me mentioning but for my day job I repair and give support to commercial and home user's PC computers, unfortunately I am getting an increasing number of calls where customers have been scammed (biggest one so far £16,000).

You may already know this but, if anybody rings you from your internet / telephone company wanting you to go to your computer screen, even if they know your details it is a scam. If you get a pop up message on your computer screen telling you to ring a telephone number (even if it claims to be a Microsoft operating system message) do not ring it, it is a scam. And as always do not open any e-mails that are in any way unusual, if you are not 100% sure then it is safest to delete.

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

Chris.



## Committee News

Here's the latest from the committee room.

## Poorly members

We have good news about Terry Jacobson. He is now much better after his heart operation in Australia and is expected back in the UK before the end of the month. However, Joe Humphries has also suffered heart trouble and has been fitted with a pacemaker. He's now back home so hopefully it won't be too long before we see him at the site. Graham Barker's treatment is progressing satisfactorily and he was able to visit us at the site earlier this month.

## IMPORTANT Safety Matter

An incident occurred earlier this month which involved a model crashing close to one of our landlord's sons when he was working towards the bottom of the field. Needless to say he was not happy and such incidents could cause us to lose our flying site. The message is that we must try at all costs to avoid flying close to people working on the farm or in the scout fields. If you are involved with an incident like this, whether you are at fault or not, you must apologise and also avoid getting involved in an argument. It is vital that as soon as possible you make sure a member of the committee is informed of the circumstances surrounding the incident.

## Please put posts back up

All members are reminded that if they are the last member flying that they should put the posts and ropes back up. Thank you.

## Grass cutting volunteers

If anybody has some spare time during the week Pat has asked for volunteers to mow the grass, full training will be given and a rota can be drawn up based on volunteer's availability please e-mail a committee member to register your interest.

## Club Clothing

In past years the club has organised clothing, t-shirts, sweatshirts caps etc. with the club logo embroidered / printed on them, if there is enough interest we are looking into this possibility again. If anybody is interested in some club logo embellished clothing, please let Russell Lewis know.

## Bank Holidays Flying Times Reminder ... **\*\* IMPORTANT \*\***

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 - Quiet Flight only **no I/C**.



## CHRISTMAS DRAW 2017

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

## April CLUB NIGHT

April 20th - Steve Newell's Quiz - Please come along and give your support. 7.30pm for 8

## FIREBIRD CONSTITUTION & RULES

A copy of the FIREBIRD CONSTITUTION & RULES is available on the 'About us' page on the club website, all members should have read and familiarise themselves with this document.

## Advance Notice

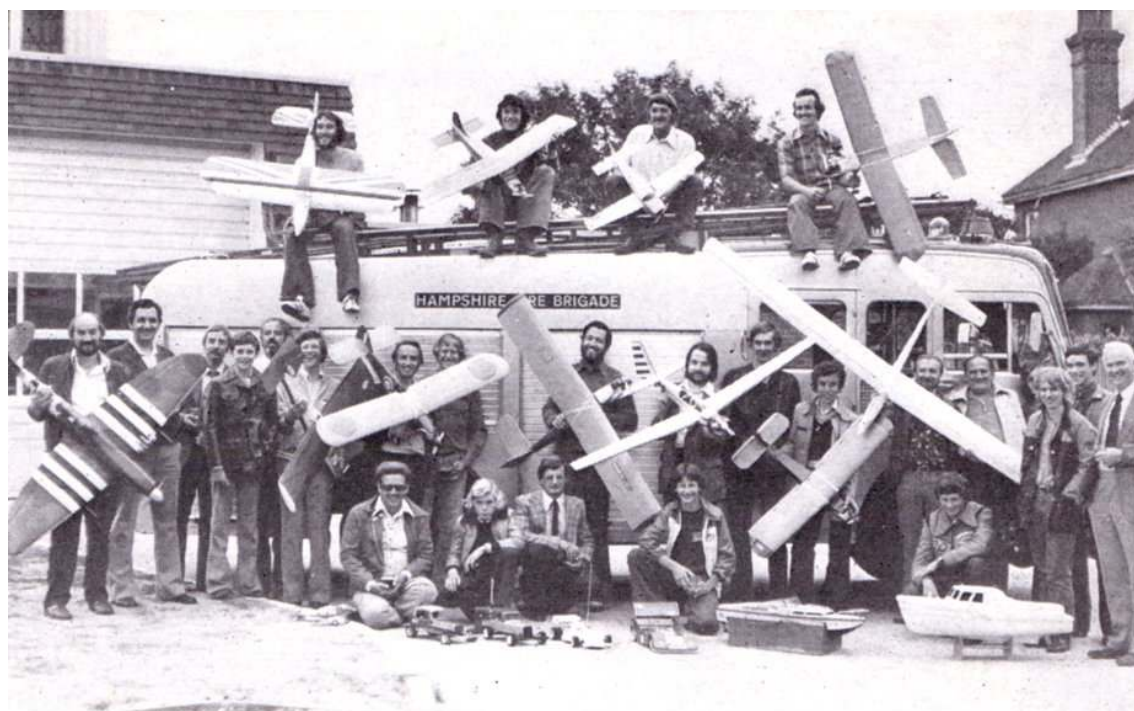
**Revised first Barbeque date 'May 20th'** - at the site (date dependent on weather).

A this is a Saturday normal flying until 2pm BBQ lit from approx. 12pm with Some genuinely quiet flight possible in the afternoon.

Please bring your own food and drink. Barbeque facility will be provided.

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

Our chairman was involved in a bit of a car accident this month and because of this hasn't had time to complete his next instalment, so here instead is a most wonderful picture from the club's past. Although shaken Pat is OK, but the car has been written off.



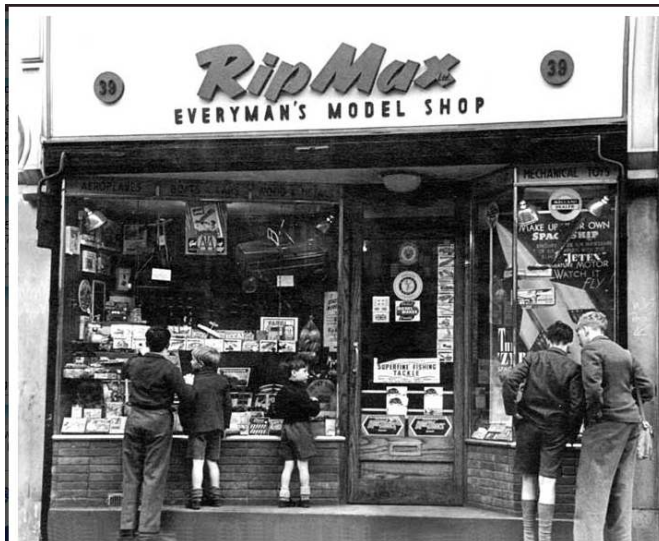


## Ripmax

In Roger's submission last month one of the adverts (see right) referred to a retailer of the 1950's 'Ripmax', being an inquisitive type I searched google and found the company's history from their current web-site which I found interesting... see below.



*"In 1949 Ripmax first opened its doors as a Toy & Model Shop based in Camden Town. Focusing on the popularity of Radio control, the co-founder, Max Coote, decided to concentrate on design and sale of exclusive lines of modelling goods, primarily accessories for model boats.*



The original Ripmax model shop in 1949 in Camden, London.

*'Everyman's Model Shop' as it was known soon became recognised as the 'Radio Control Specialist', and it wasn't long before Max was looking at manufacturing and supplying to the model trade direct.*

*Constantly meeting the public demand, Ripmax grew from strength to strength through the 50s, 60s, 70s, 80s and 90s, acquiring warehousing and employing more than 70 full time members of staff along the way.*

*Since the merge of two great companies in 2003, Ripmax Plc and Irvine Ltd; Ripmax Ltd have continued to expand their product range and services, giving you, the customer, all the benefits you expect from the UK's Number 1 supplier of R/C."*

Again referring to both Roger's and Alan's pieces from last month it is interesting to see the ages of the customers peering in through the shop window, as a guess the youngsters look perhaps 6 to 14 years of age. Life was so much easier before the iPad !!

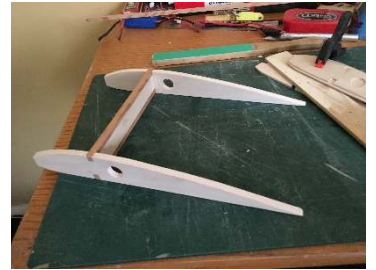
Hope you found this interesting too.

**Chris Fisher**

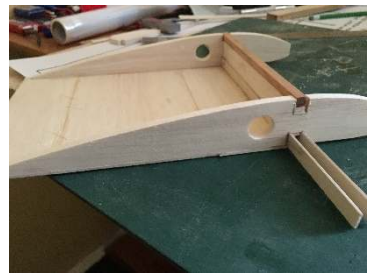


## The Week-ender continued by Sam

The first main step in this build was the wings. Being new to model flying I need a big wing, wing big enough that I can see it but also small enough to fit in my car. We decided on a 48" wingspan with 12 Ribs "yum", starting to think I might have bought the wrong car for this hobby!



The wing itself was built in 3 Sections, we started from the middle then worked our way out (Picture 1). We then needed to reinforce the middle as that will be taking the most stress from the elastic bands compressing on the wood. We then completed the wing structure, putting the ribs and struts together for the port and starboard side of the wing.



We added a servo holding box either side of the wing for the port and starboard ailerons control.



We wanted to keep it a bright so finally added some yellow solarfilm (Terry's favourite part).

More will be explained in future newsletters

## Sam





## Romsey Auction

Several club members attended the great southern model auction at Mountbatten school Romsey, last month and rumour has it that some also bought a few new airframes. I am sure we will see them down the field soon.



## Russell Lewis's New acquisition - AT-6 Texan Black Horse

Bought at the Romsey Auction (see above) this model failed to make it's reserve, cheekily Russell had a chat with the owner after the auction and slapped hands on a deal - wingspan 72.05 ins (1.83M) - Length 49.21ins (1.25m) - Weight 8.36lbs (3.79kg) - Servos 8 - Pneumatic undercarriage - OS FS-91 Four stroke fitted < 1hr.



## Elder 40 Maiden Flight.

The 9<sup>th</sup> April saw the maiden flight of Alan Shergold's beautiful Elder 40, the brave pilot was Geoff Griffiths and the photographer Russell Lewis.





## AERO MODELLER 60 YEARS AGO by Roger Stanton

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For this third article about Aero Modeller Magazine I've moved back another 10 years to 1957. Back then I was in my last year at Junior School, but I'd already caught the aero-modelling bug thanks to the emergence of plastic model kits. Previously, apart from some very expensive celluloid kits from Frog, all the non-flying models available were called "solids". This was because the parts were blocks of wood which had to be carved to the final shape. From the mid 1950s, thanks to companies like Airfix, a vast range of polystyrene kits offered much greater detail and realism at a lower price. I think my first one was a 1/72 scale Spitfire that cost 10p in today's money.

It wasn't long before I hankered after models that actually flew, and I built a 20 inch span Auster from the Keil Kraft rubber powered Flying Scale series. As many other youngsters discovered, these were not beginner's models and all I could get out of my Auster was an extended glide. A couple of older cousins then introduced me to control line flying. After scraping together the 57p necessary to purchase a Keil Kraft Joker kit, my parents spent £2.59p to buy me a DC Merlin diesel engine for Christmas. It was ages before I could start the darn thing consistently, but with the help of my cousins I soon learnt how to fly "bricks on strings".

As you will know I still like such models today, so for my BMFA News Nostalgia Notebook column I built another KK Auster and Joker in 2005. They both flew well and the Joker is powered by a DC Merlin, but not the one I used nearly 60 years ago!





## A light-hearted moment.

Whilst looking for something aeronautically humorous, I found these one-liners, although some of them are possibly better contenders for the 'words of wisdom' section.

- Take-offs are optional, landings are mandatory.
- The only time you have too much fuel is when you are on fire.
- Speed is life, altitude is insurance.
- Any attempt to stretch fuel is guaranteed to increase the number of people saying "on the strip".
- A smooth landing in a simulator is about as exciting as kissing your sister.

I believe the Firebirds may be doing a stall at the Hedge End Carnival again this year, anybody fancy walking in the carnival procession?



## Weston Park Model Show

Anyone going ?







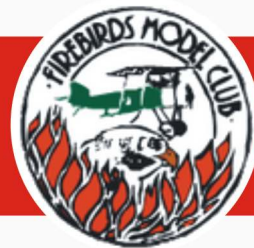
## Last Month's Meeting

The March 16th Club night: was a "Show and Tell" night for your latest model, together with a Table Top Sale for any spare models/engines/tools etc. Plus indoor flying with small helis etc.

A few members were clearing out their workshops so some real bargains were there to be had. Only Roger and I (Ed) remembered our indoor aircraft Russell expertly captured the 2 of us trying to miss the ceiling fans and each other! (see images below)

Roger also brought his latest project along to show us, a rather large control line model. The evening was well attended and everybody appeared to take something home from the evening if only a belly full of beer.





## DC3 Build project Part 2 by Alan Shergold

So now having committed myself and assuming I have at least one reader, this is the next instalment of how I have constructed a DC3 from a Tony Nijhuis kit.

*Remember: I don't claim to be an expert in any way, but have over the last few years learnt an awful lot and whilst I enjoy passing my knowledge and experience on, I would gratefully accept (having read this article) that members may have information they think I should have. 😊*

So as I said in my first instalment, I have built a number of models to date so already have building boards, in fact I have built three. The first one sits on top of my bench and is constructed of a frame with 3/8" ply board inset then topped with fibre insulation board often used for notice boards, it is approx. 18" X 48". The second is again made from a frame and ply board, but the working surface is made from a notice board with a blue felt type finish. This is topped with a jig kit sent free with my first issue of REM&e. see below photo of jig being used for the fuselage of my Lancaster.

The third board is split about a quarter way along and has a piano hinge fitted. This board is for building dihedral wings. This board is handy for when wings have a "flat" centre section as the DC3 has. You can set the correct angle fit one wing half. When glue has set turn the wing round and fit second half wing. This makes sure both outer wing parts have the same dihedral.



So, having cleared my worktop it is now time to sort out the parts for the fuselage and as the kit does not mark any parts I lay them out on the drawing and mark them myself.

Now having a nice flat building board, the necessary drawing is laid flat and covered with a plastic film so as I build it doesn't stick to the drawing. Problem with this build is that it does not have a single flat surface, it's all compound curves. The design solves this problem by splitting the fuselage down the middle like a clam shell so you have a flat surface to build up from. Tony Nijhuis designs give you one side as a line drawing the opposite half is a dotted line drawing amongst other parts.

I start by laying out top and bottom spines and pinning to the board and it's not long before I have all the half fuselage formers in place, set with a set square and glued with my favourite glue "Deluxe Rocket Hot", it is super fast, super strong and sets with a puff of smoke! If you have made a mistake, tuff you can't get it apart though it is not so fast on ply and hardwoods.

I made a mistake of letting a little drop fall on my thigh one day and I can tell you it is really hot, I then needed the "Deluxe Glue Buster" to unstick my trousers from my skin. If you decide to try this glue for yourself get the micro tube kit as it's a must.

It's now time to Plank the half fuselage and this gives a few more problems as I will explain next time.

Happy Landings

Alan



## This month Down at the Field

I had a strange early part of the month, I visited the field 5 times and was the only one flying on each occasion and it must have been pretty good flying weather because if it isn't I don't fly... So I took a 'my model selfie'. This is the cub that I won in the Christmas draw last year.



Note: Draw tickets are now sale for this years Christmas draw (see Pete Clarke). The draw puts all the money collected back into prizes, so the odds of winning something are really good.

## "Lovely Lady"

Roger has now finished the 40 year old "Lovely Lady" kit he purchased at the Bring & Buy in October and showed us part finished at the March Meeting.

The model is a 53 inch span control line stunter and flies beautifully on 60 foot lines. The engine is an OS35FP.





## 7<sup>th</sup> April 2017 – Light winds and sunshine the perfect flying day



### 'Words of Wisdom' from the flight line.

Always remember - "when flying inverted 'down is up' and 'up is down' "

*Provided by Dave Hoppe - does anybody have one for next month?*



## IMPORTANT - FLYING TIMES (BST)

We are now on 'BST' will Please note revised flying times. Weekday flying now starts at 1pm not 12.

## 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

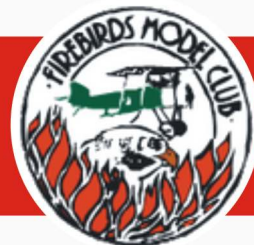


The Club requires each member to sign in at every arrival using the book usually kept at the bar. There is a way round this and that is to join the club. This is not expensive, particularly for OAPs who pay £8.00 for the first year, and if you live locally it provides a cheap night out!

## 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	<a href="mailto:patrickparsons.parsons3@googlemail.com">patrickparsons.parsons3@googlemail.com</a>
Vice Chair	Russell Lewis	023 8056 1397	<a href="mailto:russell@pilot1.co.uk">russell@pilot1.co.uk</a>
Treasurer	Paul Adams	023 8069 2729	<a href="mailto:paul.adams.at.home@gmail.com">paul.adams.at.home@gmail.com</a>
Secretary	Roger Stanton	01489 784152	<a href="mailto:roger-stanton@sky.com">roger-stanton@sky.com</a>
PRO	Peter Clark	01489 692881	<a href="mailto:psclark911@hotmail.com">psclark911@hotmail.com</a>
Flying Site Rep.	Dave Hoppe	07704 826343	<a href="mailto:davehoppehome@gmail.com">davehoppehome@gmail.com</a>
Safety Officer	Geoff Griffiths	023 9265 5931	<a href="mailto:ggriffiths@hotmail.com">ggriffiths@hotmail.com</a>
Membership Sec.	Roger Stanton	01489 784152	<a href="mailto:roger-stanton@sky.com">roger-stanton@sky.com</a>



## Flying Times

(Summer BST) \* **Started 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.