

**Club Night - Thursday 15th**

**Barbeque**

*June 17th' - at the site - flying until 2pm*

*BBQ lit from approx. 12pm*

Welcome....

... to June's Newsletter !

Definitely less coming in from club members for the newsletter now, but then I guess we are all busy flying, tweaking and then flying some more, a little like me..... !

Two Christmases ago I won a Phoenix 2000 powered glider kit at the Firebirds Christmas draw but as a fairly new pilot / aero modeller I didn't really feel ready to build it, let alone fly it.

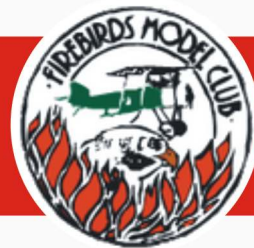
It's now 2 years later and feeling a bit braver I bought the motor, servos etc. and started to build. I managed to get it built with just a few bits of advice and a final check-over down at the field.



Russell did a perfect maiden flight on a rather gusty day and struggled to get the rather slippery design back on the ground, thankfully using the long grass the job was made a bit easier. Now having discussed the specific flight characteristics of this model with another club member and tweaked the CofG, the next flight should be a little easier ... the benefits of being in a good flying club!

Don't forget club night on the 15th and weather permitting the Barbeque on the 17<sup>th</sup>, now let's get on with the June 2017 edition of the Firebirds Newsletter.

Chris.



## Committee News

Here's the latest from the committee room.

## Safety reminder

For those that didn't get a chance to read their BMFA magazine this month Manny Williamson (BMFA Development Officer) published an account of an individual that came into contact with his aeroplanes propeller. The gentleman in question had taken all the correct precautions in the pits, but when carrying his model to the flight line dropped the transmitter, it put power on to full and .... well it just serves as a reminder.

Remember position aeroplanes facing away from you when you first plug in batteries and that once the battery is connected an electric propeller can go live at any time.

## Grass cutting volunteers

A few members have registered an interest in helping mow the grass, unfortunately with Pat moving away this is going to become even more important, if you are interested in helping then please speak to a committee member.



## CHRISTMAS DRAW 2017

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

## June CLUB NIGHT

Thursday June 15th - meet for a chat and a drink at the Hamble club 7.30pm onwards, flying for small indoor / micro aircraft should also be possible.

## An invitation

The Waltham Chase Aero Modellers have invited the Firebirds to a Fly-In and Barbeque on Sunday July 30th. The main themes will be electric powered gliders and control line (up to 3.5cc), but all types of model (except Gas Turbines) will be welcome. There will also be a competition for 100 inch gliders. For more details and to register an interest speak to Roger Stanton.



## Summer means Barbecue's

**Next Barbeque date 'June 17th'** - at the flying site (dependent on weather).

As this is a Saturday normal flying until 2pm with BBQ lit from approx. 12pm - some genuinely quiet flight may be possible in the early afternoon.

**\*\* NEW \*\* It has been suggested that rather than everybody bring their own food, Pete will purchase some basics, Sausages, burgers rolls and Sauces and anybody wanting to share can contribute £2. Anybody wanting something special please feel free to bring it along.**

Barbeque facility will be provided by the club. Please bring your own drinks.

Weather permitting, there will also be a briefing and flying demonstration by Geoff Griffiths and hopefully James Graham, two of our Club Examiners, who can give guidance to potential A & B Certificate candidates about what is required.

## The Week-ender continued.. by Sam

Part 3 - The fuselage

In my Week-Ender I used a 2.4GHz receiver, this is mainly because of the high speeds this can reach and quick response times will be needed, we all know how quickly things can go wrong!

I didn't manage to photograph the whole fuselage build as I was working at the time, but the most impressive thing I learnt from building the fuselage was an old technique used to make the push rods out of wood (see picture). Each push rod has small carbon rods attached to balsa wood with threads then glued it to position. These then attach to my HS-311 servos.

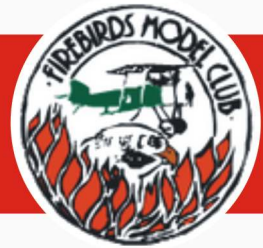


The Model uses 4 Cell batteries (14.8volts) 3000mAH, which should give 10-15 minutes flight times if using roughly 230watts (enough time for your fingers to get stiff or cold).

I'm currently waiting for something special for this aircraft which you will see here shortly.

Thanks for reading **Sam**





### THE FIRST ELECTRIC R/C MODEL by Roger Stanton

When I started flying R/C models in 1980, electric flight was definitely a minority interest. There were a few kits around such as the MFA Hummingbird which used a nicad battery pack and “buggy” motor, but the performance wasn’t good enough to convert many I/C engine enthusiasts. However, the development of LiPo batteries and powerful brushless motors has changed everything, and I suspect that electric R/C flying has become more popular than I/C. The progress has been such that in 1980, if you had told me that one day electric powered ducted fan jets would be a practical proposition, I wouldn’t have believed you. However, I also wouldn’t have believed you if you had told me that a 6 foot span electric powered R/C model weighing eight pounds had flown in 1957!



The model was a Radio Queen, which was marketed by Electronic Developments, a famous model aircraft brand in those days. The company was best known for its range of diesel engines and radio control equipment, and the Radio Queen helped to show off its product range. The designer was a well known Southampton aero modeller called Peter Cock. Closely associated with ED was Colonel HJ Taplin, later known for his twin cylinder diesel engines. The Colonel had often dreamt about flying models from his tennis court and a quiet, electric powered radio model would be perfect for this. The problem was that 1950s technology didn’t appear ready for such an ambitious project! Nevertheless he did some calculations to determine the power required and purchased an Emerson 24 volt motor from a government surplus store. This weighed nearly 2 pounds, but it appeared to have adequate power when connected to two car batteries. The next problem was the battery choice. Lead-acid types would be too heavy and dry batteries not powerful enough. The answer was to use twenty 1.2 volt Venner silver-zinc cells, each weighing about 1 ounce. Together these cost about £30, perhaps four times the average wage at the time?

The Radio Queen weighed eight pounds with radio, motor and battery pack. However, it was decided to add another 5 cells that could be switched-in to give 30 volts for take off, with the motor drawing 8 amps at 8000 rpm. These days we would aim for 60 watts per pound for a “vintage” model, ie 480 watts in this case, whereas Colonel Taplin was only getting 240 watts. As it happens the model wouldn’t get off the ground on the day, so it was hand launched instead. It climbed to 40 feet and flew in wide circles under complete control for about 10 minutes. I think you will agree this was a marvellous achievement given that it’s taken another 50 years to make electric R/C flight such an accepted part of our sport.

December, 1949 AEROMODELLER 701

**ALL E.D. "THE PRETTIEST FLIGHT OF THE DAY!"**

The above is the remark that was made by the majority of the many thousands of people who attended the S.A.M.E. meeting at Fairlop on Sunday, September 25th, when witnessing the outstandingly beautiful performance put up by the "all E.D. Radio Queen Aircraft".

This aircraft, initially designed by Col. H. J. Taplin, then improved in construction by Ron Day, Products of Southampton, was made from a standard E.D. Radio Queen kit. The power unit is one of our latest models, namely the E.D. Radio IV, 240 cc. Diesel Engine and the E.D. Radio Control Unit (Transmitter, Receiver and Servo).

Mr. Leslie J. Marshall who flew this model at Fairlop, repeated the many flights with the same model which has been demonstrated in Holland and Sweden. These flights have resulted in large orders from these two countries, and we feel that the excellence of the Fairlop demonstration will result in the E.D. Complete Unit becoming the greatest in demand. We therefore advise radio control enthusiasts to place an early order with their nearest model shop.

We know the many witnesses of the Fairlop flight will join us in heartily congratulating Mr. Leslie J. Marshall on giving the "most beautiful Flight of the Day".

**ELECTRONIC DEVELOPMENTS (SURREY) LTD.**  
D E V E L O P M E N T S  
1223, 18, VILLIERS ROAD, KINGSTON-ON-THAMES, SURREY, ENGLAND.



## A light-hearted moment.

*Sorry, nothing to do with flying but still might make you smile.....*

Apparently Hospital regulations.... require a wheelchair for patients being discharged. However, while working as a student nurse, Sally found one elderly gentleman already dressed and sitting on the bed with a suitcase at his feet, who insisted he didn't need my help to leave the hospital.

After a chat about rules being rules, he reluctantly let her wheel him to the elevator.

On the way down she asked him if his wife was meeting him.

'I don't know,' he said. 'She's still upstairs in the bathroom changing out of her hospital gown.'

## Catastrophic !



\* Warning \* this video contains images that may upset sensitive aero modellers <https://youtu.be/jyOuhaXcJCo> watch this aircraft from 12.40, a most beautiful aircraft, lovingly built and flown impeccably, what could go wrong. Do you have an interesting video for next month? .. let me know.

## Hedge End Carnival



Hedge End Carnival is on the 1<sup>st</sup> July, the firebirds will again have a stand on Greta Park from approx. 11am until 5pm our aim will be to introduce members of the public to what we do and promote the club.

Volunteers are needed to help man the stand and/or provide static models for the display or why not just come along anyway, an ideal day out for anybody with young children or Grandchildren.

Please liaise with Russell Lewis.

Note: We have had a new sign made to use at the carnival (see right) this sign will also be available for future events. We have changed the logo slightly for the sign and hope you approve.

**FIREBIRDS MODEL CLUB**

**YOUR LOCAL MODEL FLYING CLUB**

- FIXED WING
- I/C & ELECTRIC
- LOCAL SITE
- SOCIAL EVENTS
- TRAINING

[firebirds.org.uk](http://firebirds.org.uk)

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



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

I am running out of Firebirds flying sites, but here goes for one more...

One of our sites was at Braxells farm, which is near the Mc Donalds hotel on the Botley to Fair Oak road, we were only there a short time as another better site turned up soon after.

The way this site was situated (on a hill) meant there was a lot of lift all around us, we learned a lot from that. I remember once there was just three of us flying with one of us flying a powered glider, just as the motor ran out of fuel the glider hit a big thermal and just would not come down! Pete and I kept telling the pilot to use gentle down but that simply didn't work, eventually after a lot of twiddling of sticks we did manage to get it down between us.

Also [a bit of history again] on this hill during the war was a 'ROC' bunker, (ROC stands for 'The Royal Observer Corps') where a couple of men were stationed with 'bins', a compass and recognition papers, when planes came over fighter command was alerted of the type, number, and height of aircraft, us kids spent many hours of our time up there giving help!!!

Also... more history when I was serving in the fire brigade in Botley we had a call to an Aircraft crash on the road, near the Pear Tree pub, and when we arrived, sure enough neatly parked on the road was an airplane, the serial number was G-OILS. It was a Cessna with 'The' Gary Newman on board, if you look up plane crashes on the internet you will find it, he had run out of fuel. Twit !!



<https://aviation-safety.net/wikibase/wiki.php?id=166739>

I have nearly finished another model to my inventory a Ghost Rider... I blame Richard S for this, he came down the site a little while ago with a plan and write up from RCME, as this was one of my early models and I remembered it well, we will see what happens when its flown.

Happy landings,



Pat (with his Ghost Rider)





## Firebird's First Barbeque of the year – and a BIG THANK YOU !!

Although the weather was less than perfect, a dozen or so members made it to the flying site for our first barbeque of 2017.

Thank you Pete for doing the cooking, sausages cooked to perfection.



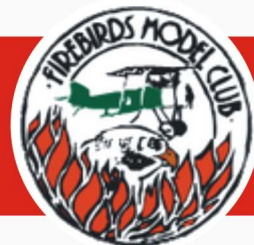
It has been suggested that for future Barbeques that rather than everybody bring their own food, Pete will purchase some basics, Sausages, burgers rolls and Sauces and anybody wanting to share can contribute £2. Obviously anybody wanting something special please feel free to bring it along.

## Watch out Alan Shergold is about !!

If being watched by Google from above wasn't bad enough, be aware that Alan Shergold is out and about with his movie camera again this year.

We all look forward to our 'movie' night later in the year.





## DC3 Build Project Part 4 by Alan Shergold

Having stuck the two halves of the fuselage together with the servo's and snake tubes fitted I have to complete the wing roots. This involved curving the balsa sheet two ways at once, Follow the curve of the fuselage then flair out. Soaking the balsa sheet in water solved this problem so just the trailing edge to shape.

This I did with pink foam glued with UHU POR and sanding to shape - Job done.

*Next job, Centre section of the wings.*

This can be done on the building board in the conventional way as it is flat and does not take long before it is ready for sheeting. Again no problems. Sheet the top while on the board using my supper glue. Turn over and sheet the bottom. But I can not use my supper glue. So I smear the

ribs and spars with PVA place the sheeting on and holding in place with clamps until dry.

Next build and fit the two engine mounts taking care that they fit correctly, do not want "up thrust" on one and "down thrust" on the other

*Next build the two outer wings.*

The ailerons are built in the wing to be cut out later. Again no problems just build in the normal way on the board using my super glue for ribs spars and top sheeting, PVA and clamps on the lower side remembering to put a draw wire through for the servo's cable first. I leave sheeting next to the joins for access when gluing middle, left and right wings together.

When it comes to joining the outer wings to the centre section this is where my split building comes in handy. Set up the angle as per the drawing, place centre section on board the fit outer wing.

When glue is dry turn round on board and fit second outer wing. This dose require a lot of room on the bench as the wing is now the full 72 inches

Well that's it for this month, hope to see you down at the field weather permitting **Alan**







## This month Down at the Field

This Tiger Moth, was rescued by Dave Hoppe.



A few odd images taken during the month ...



This one taken much earlier in the year, I put it in to remind us how much better the weather is now!

When this picture was taken visibility was so poor that the only way this pilot could keep his model in sight was to prop hang!





## It's a Bank Holiday Weekend.

Note: Dave's shirt matches Alan's brand brand-new Seagull trainer how's that for commitment!



## 'Words of Wisdom' from the flight line. Does anybody have one for next month ?

"When deploying flaps, programme transmitter for a little bit of down elevator at the same time"

## Something New - How well do you know your aircraft

This Newsletter idea was submitted by Club Member Alan Shergold.

During world war II, artist E.A. "Chris" Wren enlivened the practice of aircraft recognition with his inimitable 'Oddidentification' cartoons do you recognise these aircraft from their cartoon image ...  
(answer on last page).



1.



2.





## 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



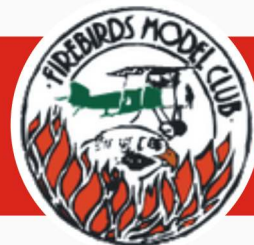
The Club requires each member to sign in at every arrival using the book usually kept at the bar. There is a way round this and that is to join the club. This is not expensive, particularly for OAPs who pay £8.00 for the first year, and if you live locally it provides a cheap night out!

## 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.

'Oddidentification' answer 1. Grumman Wildcat 2. North American P-51 Mustang – *more next month*