



**Club Night - \*CANCELLED\***

**Barbeque**

*'July 22nd' - at the site - flying until 2pm*

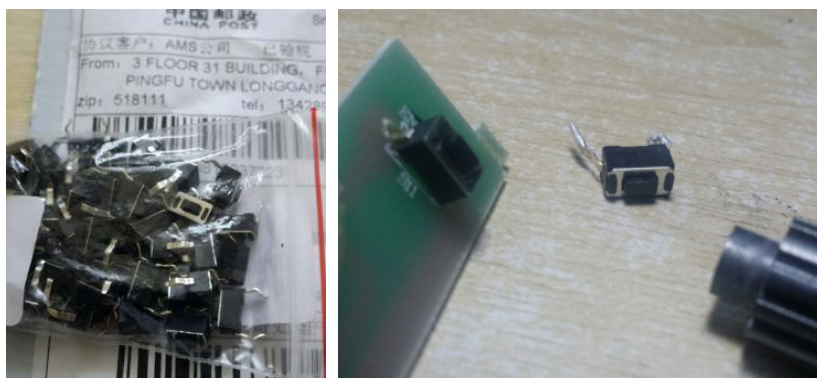
*BBQ lit from approx. 12pm*

Welcome....

... to July's Newsletter ! As said last month less stuff coming in from members, but as always thank you to those that have sent me some bits and pieces.

As each month passes I continue learning a little more about the wonderful world of model aeroplanes and all the associated things that go with it. This month my Spektrum DX6i scroll button 'click' became a bit temperamental, a rather helpful chap on YouTube shows how easy it is to fix, so not a major problem, but I swear the world has gone completely mad !!

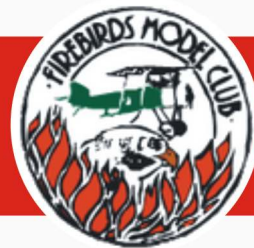
To complete the fix I needed a replacement micro-switch, I looked on eBay and found the correct sized switch in China and the mad bit... 50 micro switches including delivery from China sent in a Jiffy bag just 99p, a jiffy bag in the UK would cost 99p! ... and they arrived in just a few days.



.... if anybody has problems with their Spektrum micro-switch I can do you a great deal on a new micro-switch as I now have 49 spares 😊

Don't forget weather permitting the Barbeque is on the 22<sup>nd</sup>, now let's get on with the July 2017 edition of the Firebirds Newsletter.

Chris.



## Committee News

Here's the latest from the committee room.

## Safety reminder

See submission from club member Darrell Taylor under 'Words of Wisdom' from the flight line.

## CHRISTMAS DRAW 2017

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

## July CLUB NIGHT \* CANCELLED \*

This summer the club nights have been very poorly attended. Therefore, there will be no more club nights until October.

However, the weekend barbeques will continue, the next one being on Saturday July 22nd.

Keep an eye on your emails in case bad weather causes a change of date.

## An invitation \*This Month\*

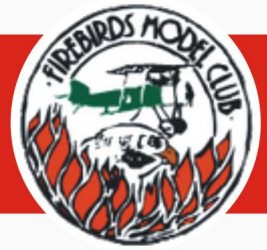
The Waltham Chase Aero Modellers have invited the Firebirds to a Fly-In and Barbeque on Sunday July 30th. The main themes will be electric powered gliders and control line (up to 3.5cc), but all types of model (except Gas Turbines) will be welcome. There will also be a competition for 100 inch gliders.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

## Rudgely's Copse Hit by a Hurricane!

On Sunday 2nd July Roger's Hurricane was "swallowed" by Rudgely's Copse after the engine stopped on take-off. The model was too high to recover using the the club ladder etc so Roger contacted the local tree surgeon who got it down for £50.

Considering the cost of a new OS 90 four stroke and radio gear, this was well worth paying. The Tree surgeon is Mathew Cross who lives on the right between the Poplars Farm entrance and the Cricketers inn. His numbers are 01489 799982 or 07788424756. On this occasion one of his team did the job and his name is James O'Connor. He can be contacted direct on 07495033561. Roger will leave some business cards in the caravan. (I have also added these details at the end of the Newsletter Ed.)

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



## Summer means Barbecue's

**Next Barbeque date 'July 22nd'** - 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.

**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.



## I have run out of Firebirds History by Pat Parsons.

Although I have run out of Firebirds history, sites and the like, I thought some of you might find the following interesting, with just a 'hint' of aircraft.

After finishing school, I entered into an apprenticeship with the then Riley car specialist REX NEATE on the corner of Shamblehurst Lane and as part of my apprenticeship I attended both day release at Southampton Tech School and then Southampton Uni in the evenings. During this time National Service was deferred, but on finishing my Apprenticeship, on my 21st birthday what dropped on my doorstep... yep my call up papers!

To cut a long story short after 6 weeks square bashing, I was then posted to Borden on a Centurion tank repair course and coming second in my cohort I was given the rank of 'second class tracked vehicle mechanic' and a pay rise! I was told to report to the office to see my posting, and there it was posted on the board 'Cyrenaica', where on earth was that I thought.



I soon found out that Cyrenaica was an eastern coastal region of LYBIA and was flown out to EL ADEM, an airfield in the desert, then on to the 5th royal tank regiment stationed at Barce an ex Italian Army base. Well the 'hint' of aircraft now arises, the power unit of a Centurion tank is a Rolls Royce Meteor engine, basically a detuned Merlin engine but otherwise the same V12 27 Litre developing 650 BHP. As most of you know this unit was very good in our aircraft but in the Centurion it was buried right in the centre of the tank, with an exhaust system over the exhaust spark plugs, there are two sets of spark plugs the aforementioned and the inlet spark plugs. To get at the plugs was a real nightmare and it could take 6 hours to change a full set. The lubrication system was a 'dry sump', this means the Crank shaft is not thrashing around in oil decreasing the BHP, the same as in aircraft.



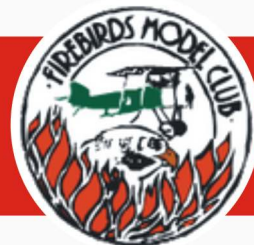
After being in the Army for about a year I got promotion, wowie I was now a Lance corporal... anyway back to the Meteor, the air filters were the size of a wheely bin and in desert conditions had to be cleaned regularly and if my memory serves me right the filters took about 5 gallons of oil and the fuel filters were the size of a 1 gallon oil container.



The fuel consumption was pretty remarkable too, the Centurion weighs in at a massive 52 tons so of course the fuel used is great, on a road the consumption was 2 gallons to the mile, but cross country in hard going it drops to 6 to 8 gallons per mile, I suppose comparing that to an aircraft it's not too bad.

Well boys and girls [Sharon] that's all for this month, sorry it's not that aircraft orientated.

Pat



## IS THIS THE OLDEST MODEL IN THE CLUB? by Roger Stanton

A few years ago one of our members, Leo Fox, emigrated to New Zealand. Before he left he asked me if I wanted an old airframe that had been in his loft since 1954! It was a Mercury Aeronca Sedan, a very popular kit in the 1950s and 60s. Leo had built it as a free-flight model, but he had only flown it few times before giving up our hobby because of family commitments. Leo warned me that it was in poor condition, but I couldn't resist taking on the challenge.



When I first set eyes on the beast I was surprised to see that structurally it was virtually undamaged apart from the red tissue covering. However, as I intended to install radio control, several modifications were required. Firstly, for free-flight, the tail surfaces and wing panels were



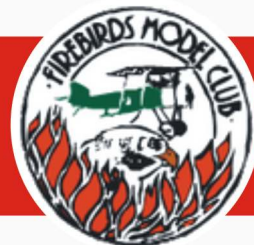
held on by thin rubber bands so that they would "knock off" in the event of a crash. Therefore, after incorporating elevators and a decent size rudder, I glued the tail surfaces in place and beefed up the wing mounting arrangements and struts. I also beefed up the undercarriage to allow for the extra weight of R/C gear etc. The receiver and servos were then located under a hatch aft of the wing. Fitting

them in the cabin was not an option as the wing centre section formed part of the main fuselage structure. I had decided to use electric power, which was easy to install in the large engine bay.

I assumed I'd be able to remove the damaged tissue with dope thinners and sand paper, but soon found that this was almost impossible. The solution was to remove all loose tissue, rub down the remainder and then apply a coat of Balsaloc so that I could use red Solarfilm. Letters and numbers were cut from white Fablon. I was very pleased with the result and even more so with the flying performance. With some toe-in on the undercarriage, take-offs were easy and low fly-bys a joy.

Unfortunately, after several months of enjoyable flying, I took a chance and tried a loop. Wrong choice! One wing panel came off and the rest of the model spiralled in. I was amazed to find that although the nose was demolished back to the cabin, there was little damage elsewhere so I picked up the bits and stowed them in the roof of my garage. Six years later, I've started repairing the old girl and she'll soon be ready to fly again 63 years after she first took to the air!





## A light-hearted moment.



## Hedge End Carnival

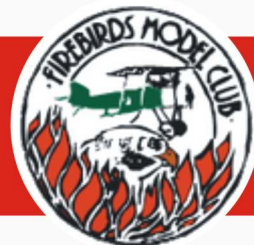


Hedge End Carnival was on the 1<sup>st</sup> July, and a collective of Firebirds club members' setup a 2 gazebo presentation stand dedicated to model flying on Greta Park. The weather was perfect, the new banners really set off the stand and there was even entertainment thrown in, a really wonderful day.

Pete brought along his 3D printer, printing some really impressive 3D items as people watched, a few even bought items as they were finished, particularly impressive was a fish skeleton with moveable joints.

In need of particular mention is Alan Shergold, Alan set up a flight simulator for people to have a go at model flying, many both young and old gave it a try and who knows he may have planted the seed for a future Ali Machinchy. Well done and thank you to everyone involved !!





## DC3 Build Project Part 5 by Alan Shergold

Below a photo just before final wing sheeting and shaping leading edges and wing tips.

Having now completed the wings and fuselage, with tail plane and fin fitted, its time to think about covering.

I've noticed that the balsa sheeting, being so thin, gives when being handled so would like to add strength with fibre glass matting. I did this for the first time when building my lank and did not find it too difficult. I used 18gsm matting with Ronsons water based varnish as a resin.



Now when I first tried this on my lank I was advised by a member that the water content of the varnish could warp the balsa planking. So I put grey cellulose filler primer on first, then the fibre glass matting after giving a good sanding. I did have some slight rippling on the under wings so this time I tried sealing with sanding sealer only to find it melts foam. So out with the light filler from "Wickes" to repair the damage.

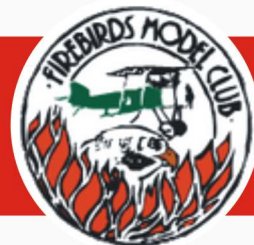
I found the best way to apply the glass matting was to put the varnish on first then lay the matting on the wet varnish and draw the varnish through the matting with a brush rather than place the matting on the model then varnish. This method uses a lot less varnish and is easier.

When dry I start the tedious sanding. filling and sanding again, a light spray of filler primer reveals a few more spots that require filling and finally it's ready to paint.

Now I have purchased an air brush kit complete with two air brushes. Read the instruction and watched the video. So ready to have my first attempt at "air brushing" as this was the base coat it was not important for a perfect finish. Using the new kit It took so long to cover a small area that it would take a day just to put a base coat on. So I went round to "Machine Mart" and bought a cheap gravity spray gun, about £15 then back to have another go. This time job done in no time. When dry back to sanding then another coat.

As I said before I like war planes and as the RAF had lots of DC3's around D day I have chosen a camouflage theme using olive green and burnt earth acrylic model paints. For the burnt earth I did use my air brush and was pleased with the results.

Next job fitting wiring and servos. Good job I remembered to put the draw strings in the wings. The length of wire from the ailerons through the wings to the RX is longer than the wire on the servos and to use an extension was not possible as (A) its not a straight run and (B) the lightening holes in the wing ribs are not big enough so a solder join in the cable the only answer. This enables me to make the



correct cable length and no surplus to lose around the TX. I have purchased spare plugs, sockets, cable and crimping tool, so no problem making Servo looms.

Next terminating at the TX end means I would have six 3 core cables to terminate Two Aileron, Two Landing gear and two ESC. As all these cables require connecting each time the model is prepared for flight the minimum connection the better. I opted to join the pairs by soldering and not using "Y" leads this the gives me three connectors and by using a multiplex green 6 pin connector for ailerons and ESC I'm now down to just two control connections each time.

Notes.

As this is a two motor model one ESC red cable is left unconnected.

While I'm on the wiring I put the power cables for the ESC through the wings.

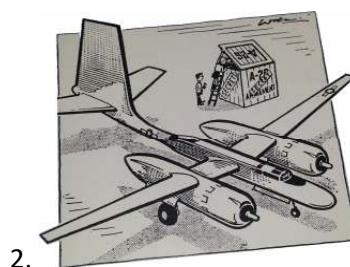
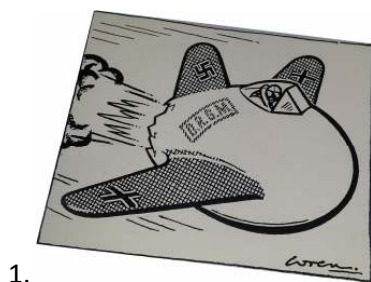
My next job is to make the retracts from scratch and fit motors and ESC.

At time of writing the wind has not stopped blowing so getting really frustrated with so little stick time Hope its got better by the time you read this.

Alan

## How well do you know your aircraft?

More 'Oddidentification' cartoons from world war II, do you recognise these aircraft from their cartoon image ... (answer on last page).



## Something a bit special !



If you feel the need to watch a video twice then surely it is something special, as I watched this video 3 times <https://youtu.be/3GBNNghuR6Y> I thought it must be extra good and thought I would share it with club members. See what you think, I just loved the sound of the wind through the wings when it was being flown dead stick towards the end of the video. Notice the full size commercial aircraft in the background, can you

imagine us getting permission to fly in a quiet corner of Eastleigh airport! Do you have an interesting video for next month? .. let me know.





## This month Down at the Field

On a particularly blustery day, (see those moody clouds) only the 'tough' managed to fly although I think Dave's wing was at a definite disadvantage when it came to weight against wind.

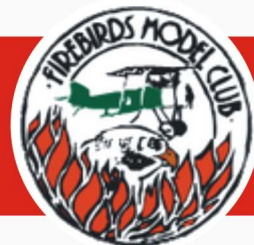


On that same day it was also brought to the attention of the committee's newly appointment 'Decency and standards officer' that some pilots were not dressing appropriately and that this level of undress could cause other pilot's to loose concentration. The Pilot in question has had a severe dressing down!



## Some Great Archive pictures - courtesy of Paul Mason





## Weston Park – Weston Under Lizard

Several members attended the International Weston Park Air show in June, the organisers were blessed by one of the warmest, driest weekends ever recorded in June so the show became very busy. Luckily Chris Fisher and Russell Lewis camped on-site, so a short walk to and from the flight line was a real bonus.



The show certainly had an international flavour with pilots from across the world, just a selection of pilots flying .... Including Martin Pickering, Mark Hinton, The Dutch pulse Jet team, Reds Duo Steve and Matt Bishop, Mario Muller, Arron Stephens, Steve Holland, Andy Johnson, Red Bull Glider Display team and Andy Rigby.

A particular star of the show was a certain 17 year old 'Jase "THE ACE" Dussia' <https://youtu.be/B-5HxRjgo9g>, he flew many flights during the weekend including several after dark, apparently he hadn't flown the plane seen in the video before arriving at the show on Thursday from America !!

We were also treated to a few full size displays and an amazing finale and fireworks display after dark where model aeroplanes became part of a pyrotechnic extravaganza.



## 'Words of Wisdom' from the flight line. Thanks to Darrell Taylor.

Very often a model is set-up and the trims changed etc. meaning the model could be at full throttle when it goes into failsafe!

Electric planes should have a throttle kill switch set-up as an additional precaution.

Autonomous should have the re-bind failsafe to Return to home.

Check check and re-check the failsafe!



## 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!

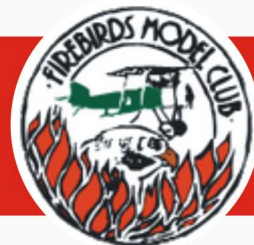
## Firebirds Model Club Committee

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>

## Local Tree Surgeon

Mathew Cross 01489 799982 or 0778 842 4756. Or one of his team members James. 0749 5033 561.



## 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) \* **Starts Sunday 29 October\***

	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. Messerschmitt Me 163 Komet 2. Douglas A-26 Invader – *more next month*