



Club Night - * 17th August *

Barbeque

'Aug 19th' - at the site - flying until 2pm

BBQ lit from approx. 12pm

Welcome....

... to August's Newsletter! The weather was so variable this past month, baking Sun, torrential rain and flooding, no Wind then hurricanes, something for everyone but not always ideal for flying model aeroplanes! When I was learning to fly my instructor (Russell) always said to me if you don't learn to fly on windy days you will never fly in the UK and this has turned out to be very true.

Another thing that Russell told me and I didn't really understand was when he said that 'I/C was safer than electric', now with experience I think I understand what he meant. Twice this month whilst playing (naively) with settings on my transmitter I have induced full throttle accidentally. It certainly wakes you up!

Thankfully with good training the prop was always facing away from me and I now know why electric can be so dangerous, an I/C plane never starts by itself! Although I still feel safer carrying my aeroplane to the flight line without the propeller idling at several thousand rpm!

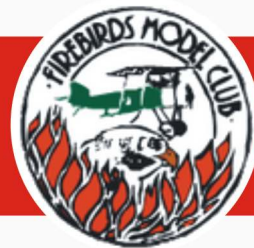
I also rebuilt my Slow stick this month replacing the central 2-piece central spar (originally supplied with a joiner that kept snapping) with a one piece 10mm x 800mm carbon fibre bar costing £13.50 inc. carriage off of eBay. Photo shows a completely naked slow 'stick'.... Which I guess you could just call a 'stick'.



Don't forget weather permitting the Barbeque is on the 19th, and a club night down at the club is back on for the 17th now let's get on with the July 2017 edition of the Firebirds Newsletter.

Chris.

P.S. Don't forget on those wet and windy days you could always write something for the newsletter. Please e-mail items for the Newsletter to firebirdsmodelclub@outlook.com.



Committee News

Here's the latest from the committee room.

August CLUB NIGHT * BACK ON THIS MONTH !! *

As the weather has forced us to cancel several barbeques, it has been decided we will have a club night this month on Thursday 17th Aug at the Hamble Club. This will be a chance to show off your latest model or to fly your indoor heli/drone etc.

If enough members attend we may have a question and answer session with a panel of "experts" ready to suggest solutions for all your aero-modelling problems!

IMPORTANT POPLARS FARM

Some of you will have heard the bad news that our Landlord, Pat Gamblin, wants us to vacate our flying site by Christmas. We believe this is because he, and his sons, want to maximise the area they can use for horse grazing. He has said this sort of thing before so there is a chance he will change his mind, but for the time being we have to assume this will happen. You can be assured that the committee is doing all it can to find a suitable alternative site, but if anyone has any farming contacts that might be interested in renting us a suitable field then let any member of the committee know. Points to take into account are:-

- We need about 1 acre for the pits and take off/landing area.
- We need a much bigger area in which to fly, but overflying animals or crops should not be a problem
- We need reasonably close parking.
- Ideally we don't want houses etc within 500 metres.
- We have £25M insurance that includes the Landlord.
- We can offer a four-figure sum in rent (currently £3000 at Poplars, but obviously we would start negotiating at less than this.
- Emphasise that we are not being kicked off Poplars Farm, we are leaving because the farm owner has other plans for the ground.

IMPORTANT 2 Caravanning Event at Poplars Farm – * NO FLYING *

There will be no flying on the weekend on of the 9,10,11th of September

Mushrooms

This item is included for completes however may have been superseded by the news above.

Pat Gamblin, our Landlord, has complained to Pat Parsons about what he sees as the theft of mushrooms from near our strip. Apparently 2 members, one of whom was a committee member, were spotted picking a few mushrooms last Sunday and this has incensed Mr Gambin to the extent that he was threatening to kick us off the site. Our Chairman was able to calm him down, but it is clear that Mr Gamblin is not happy. On the face of it this may seem a trivial issue, but clearly we will have to be very careful in future about our behaviour, and in particular not removing anything from Poplars Farm that that we haven't taken there ourselves.



Safety reminder

Please do not overfly the pits area.

CHRISTMAS DRAW 2017

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

FOR SALE

Roger received the following e-mail this month, anybody interested?

Hi Roger,

I visited Steve Warren's home today to collect some books and was shown by his widow, Maggie, a magnificent, fully rigged 1/4 scale Piper Super Cub, fully equipped with motor and servos, beautifully built, covered with Cub Yellow Solartex. The tail plane is rigged with stiffening wires and the wings with lifting struts. It looks hardly flown and is equipped with flaps.

If any of your members are interested, contact Maggie Warren on 01329 832343 or email maggie.cornercottage@gmail.com

I can vouch that it is a really magnificent large model (see pictures), available at a most reasonable price, to be decided between the buyer and vendor.

*Kind regards,
Pete Sanders*



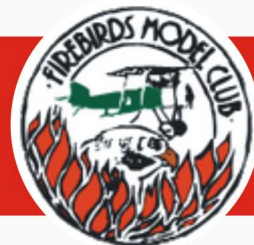
Summer means Barbecue's

Next Barbeque date '19th August' - 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.



FUTURE CLUB NIGHTS - Advance notice

September barbeque (weather permitting) 23rd.

On Thursday October 19th we will hold our annual Bring & Buy Sale.

Friday 10 November the BMFA Southern Area Balsa Brain quiz will take place at the Hamble Club starting at 19.30 for 20.00hrs.

The November club night will be a First Aid lecture and demonstration given by Dave Dewey who is a volunteer with the ambulance service. We have had several serious accidents at the site, one requiring the Air Ambulance, and the age profile of our membership also suggests that a knowledge of what to do with someone who has a heart attack or stroke etc could be vital. In fact it could come in useful any situation whether at the flying field or not so please put the date in your diary so that we have a good turnout.

The final 2017 event will be the Christmas party on Thursday 14th December (ie a week earlier than the normal Club Night date). As usual there will be a free buffet supper and of course the 2017 Christmas Draw will take place after the 2017 trophies have been awarded.

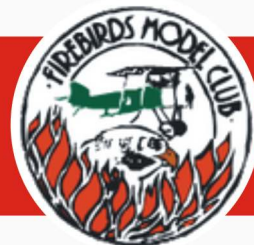
John Barker Goes Solo!

Congratulations to John Barker, already a PPL holder John is now signed of as solo on slightly smaller (but obviously much harder to fly) R/C model aeroplanes ☺

Lost model comes home

Having lost his model in the middle of a bramble patch this pilot decided that recovery was simply impossible, however a few days later a neighbouring farmer came striding across the field in his hand was the plane, now repatriated with it's wings we look forward to seeing her back in the air!





DC3 Build Project Part 5 by Alan Shergold

It's now time to work on the plastic mouldings that came with the kit i.e. nacelles, engine cowl and nose cone and they all came with an awful lot of surplus plastic.

Nacelle – noun – plural: nacelles. A streamlined casing on the outside of an aircraft or motor vehicle, especially one housing an aircraft engine. (Ed).

I leave the nose cone to later.

My first method attempted was to cut as close as you dare with strong scissors or as I did with a good pair of gilbows. Then rub on a full size sheet of wet and dry on a flat board. Time consuming and very boring.

So the next method I tried was using a sharp knife and scored around the finish line. I again then cut off the surplus to within about 10mm then with my gilbows I cut every 10mm up to the score line (closer spacing on bends).

It was then just a matter of two or three bends and each piece and they easily snapped off on the score line, 'hey presto' job done in minutes.

Just a final rub on the flat wet and dry and ready for the next stage.

The engine cowl also required a large hole to be cut for the prop shaft and to give sufficient air flow to cool the motor.

The top half nacelle requires very little work but the bottom half is another story. It has to be cut out for the retract and this can only be done when the gear is fitted. So first I have to build the landing gear and that's a first for me...

...I will show you how I got on next time.

Hope to see you down at the field if I do then perhaps I can get

some stick time in.

Happy Landings

Alan





A light-hearted moment.

"A pilot who doesn't have any fear probably isn't flying his plane to its maximum."

"If you're faced with a forced landing, fly the thing as far into the crash as possible."



Take your child to work day !!

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).



1.



2.

A Firebirds club members personal video !

Our very own John Barkers flight in a Tiger Moth [<click here>](#)



Notice the Newsletter is a bit smaller this month ?

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



Some Great Archive pictures - courtesy of Paul Mason





Apprentice mower operator – Well done Alan Only 40,000 daisies to go!



A Sad Loss – photos courtesy of Paul Mason

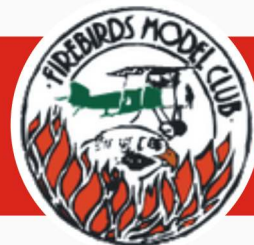
This month saw the sad loss of Geoff Griffiths's very special Spitfire, undoubtedly one of the finest models every seen at the firebirds model club. This model was beautifully accurate and took over 2 years to build. Bravely Geoff has described what went wrong in 'Words of wisdom' see next page.



Another Sad Loss...

Another sad loss, this month.... the pilot's entry in 'Words of wisdom' says it all.





'Words of Wisdom 1' from the flight line. Geoff Griffiths.

Having had a chance to analyse what went wrong there were three serious errors of judgement on my part that led up to the inevitable. Maybe others can learn from my mistakes!

1) I'd had so much trouble trying to get the engine running sweetly (cooling problems) that when it was finally ok I'd given next to no thought about a "flight plan". I know that sounds daft with a model, but its things like "how much swing is likely on take-off?" "which direction would be best for the first circuit? Left or right?" and in particular, in this case "what will be the maximum climb rate, and what is plan B if it's not as expected?" Being 100% scale, (including the tailplane area) I knew this wasn't going to be a particularly easy model to get on and off of the ground, but I really didn't think much about it when the time came.

2) The CG on a tail dragger is critical. Too far forward and it will trip up, too far back and it will be unstable in the air. I'd balanced with the wheels down. On a Spitfire the wheels rotate upwards and backwards, moving the CG back as they go up. Always balance with wheels UP! (Thanks Alan, for pointing this out!!)

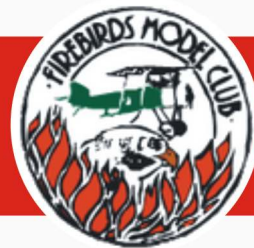
3) The flight was all wrong from the start (because of 1). The plane swung violently to the left as the throttle was opened fully and full right rudder would not hold it. At this point I should have chopped the throttle, but instead and with the edge of the strip rapidly approaching I carried on and hauled the thing off the ground at much too low airspeed, clipping the rough grass as it took off. The climb out was too slow, but I managed to reach the tree height ok. At this point a gentle left turn might have been safe, but may well have put the flight path over the pits, so the first turn (downwind!) was a bit tighter than comfortable. At this point all common sense left me and I flicked the retract switch. Not only did this put the CG back, but the lack of drag would have cause the nose to rise and the airspeed drop even further.

The left wing dropped gently during the turn, and that was it. I'm very tempted to build another, but it might have to wait for a year or so.

'Words of Wisdom 2' from the flight line. Russell Lewis.

Check, Check and Check again and then, when you are sure everything is correct.....

... get someone else to check it! (especially the direction of the ailerons.) ☺



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!

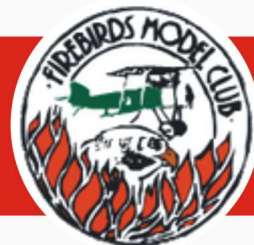
Firebirds Model Club Committee

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	ggriffiths@hotmail.com
Membership Sec.	Roger Stanton	01489 784152	roger-stanton@sky.com

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. Focke-Wulf FW 190 2. Heinkel HE 219 – *more next month*