



## SEPTEMBER

**Club Night - \*None this month\***

**Last Barbeque ☺**

*'Sept 23rd' - at the site - flying until 2pm*

*BBQ lit from approx. 12pm*

Welcome to September's Newsletter!

As I sit and write this I have just experienced the most unbelievable of weekends, a bank holiday weekend where the sun actually shone, no rain fell and even more amazing the winds were light enough to fly. Sadly judging by how few were at the flying field, many of the Firebirds members must have been on holiday, sorry to say you missed out on some great flying !! ☺

Remember last month in my wafflings at the beginning of the newsletter I mentioned how pleased I was that having had good club tuition I always keep the prop facing away from me... well another reminder happened this weekend. This time not just the prop, but half the motor came off too! An allen key was all it took to fix it, but just goes to show.

I also experimented with telemetry this month and was very pleased with the result, now one of my models tells me the



voltage of my flight battery every 60 seconds.. so cool and just needed a little bit of soldering to connect the 2 wires from the ESC to an already telemetry enabled Orange Receiver. Now I just need to upgrade all my other receivers !



Don't forget weather permitting the Barbeque is on the 23<sup>rd</sup>, there will **not** be a club night this month.

Now let's get on with the September 2017 edition of the Firebirds Newsletter.

Chris.



## Committee News

Here's the latest from the committee room.

## CLUB NIGHT

There will be NO club night this month

## POPLARS FARM, situation...

Thank you to all those that have already provided information and ideas for possible sites etc. information provided so far has been gratefully received, but we are still keeping options open so.... if you've any further ideas on suitable potential sites still let the committee know.

## Pat Parsons

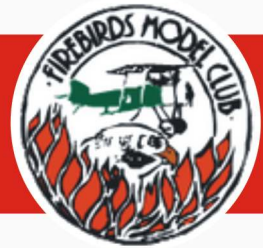
Although not mentioned specifically in the last newsletter it may now be more obvious why the August club night was back on. A presentation was made at that meeting to Pat in official recognition of all that he has done for the club and wishing him well in his new home in Leicestershire.



A short speech was made by Roger who then presented a t shirt with the club logo with the words 'chief mower pilot' underneath and a bottle of posh whiskey.

Pat has promised to come back for the Christmas party.

Good luck Pat !!



## Safety reminder

Although the future of the Poplars farm as a flying site is in jeopardy we must still respect and maintain a good relationship with our landlord please ensure you do not fly over, or near farm operatives, drive respectfully on farm tracks etc.

## CHRISTMAS DRAW 2017

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

## Summers Last Barbecue

**Barbeque date '23<sup>rd</sup> September'** - 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

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.



## Congratulations to committee member Russell Lewis!

On Sunday the 20<sup>th</sup> August committee member Russell Lewis tied the knot to his childhood sweetheart Sharon Veal. Russell and Sharon who knew each other from primary school were married at Victoria house in the grounds of the police training college in Netley surrounded by a few close friends and family.



I am pretty sure I did see him down the flying field.

Well done both of you.



## This month down at the field

A rather heavy 3 channel majestic major, which thankfully has a rather large engine jumps effortlessly into the sky and flies 'majestically' in lovely light winds!

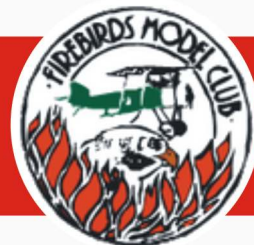


A couple of potential club members visited us at the end of August a father and son team who had purchased a couple of pre-owned models. The Son bought a Spitfire (stock photo) which the previous owner had built from a magazine kit. The father bought a lovely puppeteer? (see photo) needing a little bit of restoration (now done). Russell Lewis fired up the bi-plane and the engine ran sweetly, both father and son need to get some tuition in before they fly these scale war birds, thankfully they also bought a trainer.



Remember in the April Newsletter we said how Russell Lewis bought an AT-6 Texan Black Horse at the Romsey Auction, well now with Summer coming to an end it was time to give her a go. Unfortunately, the engine was on the day underperforming and she dropped a wing on take-off... perhaps next summer.





## Alan Shergold shows off his completed Lancaster.

Alan Shergold brought his wonderful Lancaster along to the field over the bank holiday weekend, a wonderful model with 4 electric engines and operational retracts, the model even has a working bomb bay...

Alan let slip (and it is my duty to report!) that the model had, in addition to taking a year to complete cost him in the region of £1000 in parts, the landing gear alone costing £240.

*The 2 chaps in the background are potential new club members, 1 hopefully quite soon and the other in perhaps in 10 years !!*

Note: I already checked with Alan his wife doesn't read the Newsletter so his secret is safe with us.



## DC3 Build Project Part 7 by Alan Shergold

I like to have retracts on my models when appropriate but a search on the internet came up with nothing suitable I could purchase off-the-shelf.

I did find some videos showing how to make scale retracts but these were far beyond my capabilities and there was also a drawing on the plans describing a retract system made from piano wire and plastic tubing but I didn't like it so....

...I took the plunge and designed a pair myself.

Remember I have no engineering experience, so it was all new to me.

A search on "eBay" came up with two retract servos capable of 4kg loading. Some 3mm brass stud bar from "RS", 10mm ali flat bar and 3mm int ali tube from "Wickes" along with some brass 3mm nuts and blind chrome nuts. Two balloon type wheels I had in stock completed my shopping list.

After a couple of days I had made the first prototype. It worked but did not fit into the model due to a wing strut being in the way.

I had spent a lot of time making it so gave up and left it alone for a week then I took another fresh look only to discover I had had the wing upside down. Doh !



And to make things worse, the original prototype was no longer usable as, during the first attempt I had made many modifications to try and make it fit.

So back to the bench and his time make two the same using the few metal working tools I have, a heavy duty piano wire bender, Pillar drill, Files, square, a model makers gas torch for soldering oh and a hammer! See the photo of (A) the individual parts I made and(B) an assembled unit having been sprayed with metal finish paint. It also shows the two part nacelles and engine cowl along with the ESC all to fit in and around the gear bay.



One thing I am concerned about is no springing and the tyres are not that forgiving but then there was none on the original plans either. So hopefully no heavy landings.

Now having fitted and tested the under carriage and found room for the ESC's , nacelle's, motor, engine cowls and decals its time to start on the finishing touches .

The nose cone came as a pre-formed unit just requiring trimming, windows to cut out and glaze and some form of fixing.

As I chose to make the nose removable for battery access a simple two pin locating system with strong magnets to hold in place was adopted. A long battery tray will enable me to move the batteries back and forth to obtain correct C of G.

A couple of Pilots and construction finished.

Next check C of G, the side way balance, weight, 7.5lb's with batteries and set up the TX and then ready for test flight.

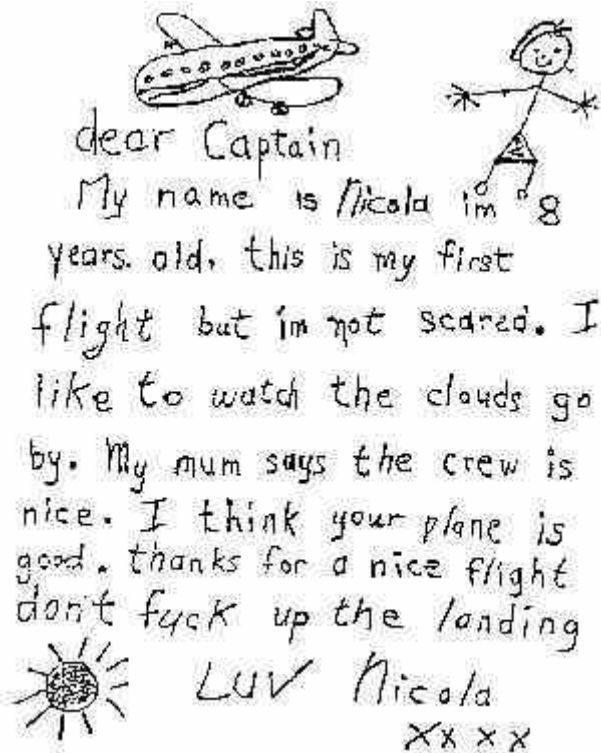
Will wait for a calm day.

Hope to see you down at the field

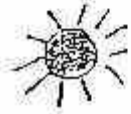
**Alan**



## A light-hearted moment.



dear Captain  
My name is Nicola im 8  
years old. this is my first  
flight but im not scared. I  
like to watch the clouds go  
by. My mum says the crew is  
nice. I think your plane is  
good. thanks for a nice flight  
dont fuck up the landing



LUV Nicola  
X X X X



"Flying can be fun, if you can put up with the ups and downs!"





## My next building project - by Roger Stanton

For my next building project I've chosen a Vertigo II. This featured in Radio Modeller magazine 50 years ago and was designed by Frank Van Den Bergh, one of the top aerobatic pilots in those days. It's not a beautiful model, being functional rather than curvaceous. However, as its name implies, it should be fast with a great climbing performance. What interests me is that it was one of the first aerobatic models in this country to be designed for proportional radio. By that I mean radio as we know it today, with control surface deflections proportional to the movement of the transmitter sticks. Previously "reed" sets had been used, which had switches that had to be manually pulsed to give the desired deflections. This did not help smooth, accurate flying! The Vertigo 1 had been designed for reeds and was slightly larger at 60 inches span, which slowed the model to make it manageable with the more primitive control system. The Vertigo II was smaller at only 55 inches span, but had the same Merco .61 engine to give the vertical performance Frank wanted. The British made Merco was probably the best R/C engine in its day, giving about the same power as a modern 40, but with more torque to drive a bigger prop.



Frank's radio was a four-function Kraft set which cost £236! Cheaper British sets were available, including the RCS Digi-Five. This only cost £198, still a whopping sum in those days when you could get a decent second hand car for that money! It's also sobering to consider the size and weight of this equipment. Integrated circuits had not been invented so dozens of discreet components and a forest of wires had to be soldered to the circuit boards. In the case of the Digi-Five, this resulted in a receiver measuring 7.5cm x5.5cm x4cm and weighing 6 ounces! The cost of proportional radio put it out of reach for most modellers, but a few brave souls built their own sets from kits such as the REMCON VERSAPLEX. This was priced at only £70 for the receiver, transmitter and 3 servos. The batteries, charger and a fourth servo were extra. Reading Frank's comments in the Radio Modeller article I was surprised to see that there were many die-hard reed fliers who claimed it was a better system than proportional. Frank thought otherwise, but recognised that the reliability of the more complex proportional equipment was an issue. As he put it "no one who has got used to flying proportional (ie has proportional gear that actually works) wants to go back to reeds"!

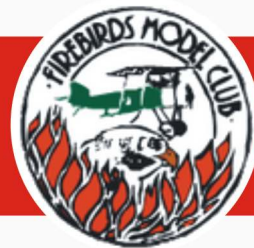
Finally this month, in the same magazine as the Vertigo article, I found a photo of another 1960s aerobatics expert who represented Great Britain at World Championships level and later became a Firebirds member. This was Dennis Hammant

who was experimenting with flaps to slow his model down on landing.

## **FLAPS**

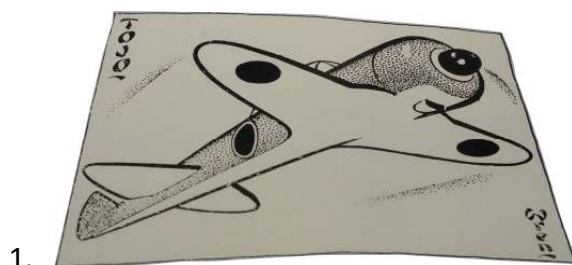
*will be  
all the rage  
next season!*





## 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).



## Not a video this month but an actual TV programme !

easyJet: Inside The Cockpit

Catch up on the ITV Hub

Documentary with unprecedented access to the easyJet pilot training scheme observing the future flyers of one of Britain's largest airlines as they are trained up and take on the challenges of the modern-day commercial pilot.



<https://www.itv.com/hub/easyjet-inside-the-cockpit/>

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Notice the Newsletter is a bit smaller this month ?

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

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## My experience in Depron - by Tony Knight

I've often wanted to build a plane from Depron and many times in the past there have been freebee plans in magazines of profile planes with flat plate wings, but I was after one with a built up wing format.

Eventually I saw a suitable plan was available in the RC MODEL WORLD. This was a flying wing and although having no experience of flying a wing I decided to have a go. It seemed simple to construct, basically the pattern of wing upper and lower surfaces are drawn out as one piece with leading edge as the centre line. The outer surface was sealed with water based varnish before being covered with self adhesive vinyl sheet. (Wilkinsons or B & Q). The wing is then scored along the inside leading edge centre line and folded over. The trailing edge is chamfered on one edge and a Depron spar hot glued in place. With hot glue or UHU POR added to the trailing edge and upper surface of spar, fold down and secure. (voila one wing done !) Refer to the YouTube video below for all the info.

For the fuselage do patterns of side, top, and bottom surfaces. (cut 2 of each from 5/6 mm Depron. Each surface is then laminated together with spray mount glue. (impact type) the top and bottom are glued to one side & dried . (I used UHU POR again) Add the 5mm ply motor mount and Depron battery tray before glueing the other side on.



When dry pull the tapers at front and back, glue with UHU POR and secure with masking tape wrapped round. When dry sand down to shape. The wing supports go through the fuselage and are hot glued in position. They are made from 5mm ply and 25mm wide and cut to length so they enter through the wing root rib for some distance. Depron is added to upper and lower surfaces of these ply strips and sanded to fit inside the wing shape.

Glue wings on when happy with fit. (I used polyurethane glue on the inside and epoxy on the root rib. The fuselage was covered with brown paper and pva and when dry it was sanded and painted in emulsion paint. Finally a coat of water based varnish was applied. I actually covered the wings with Oracover over the top of the vinyl covering. Ailerons were in shaped balsa with material hinges. Likewise, the fin and rudder.

The wing thing (Graham Dorschells E-Shark) was test flown by an experienced pilot and flew so well after adjusting the reflex. (up elevon) I am now getting used to flying it but it will take a bit of time as it is quite fast for me but it does look nice in the sky !



Some details which may be of use :-

**Designer:-** Graham Dorschell **Plane:-** E-SHARK 40" wingspan flying wing **All up Weight:-** 40 oz  
**Motor:-** 1500kv Overlander outrunner **ESC:-** 60 amp **Propeller:-** 8x6 APC-E **Battery:-** 3s lipo Overlander  
**Servos:-** 9 grms

For method of wing build :- [www.youtube.com/watch?v=vYM-T4XPM-o](http://www.youtube.com/watch?v=vYM-T4XPM-o)

# Firebirds Model Club

News, Views & Information - September 2017



## Club Information

This section gives a summary of club services and contact details.

## Discounted Glow Fuel

Fuel is available through the club and supplies are held by the club. All grades of fuel are available to order. Russell holds many other useful items: glo-plugs, propellers, glue, fuel tubing, wing bolts etc.

Russell Lewis

023 8056 1397

[russell@pilot1.co.uk](mailto:russell@pilot1.co.uk)

## 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!

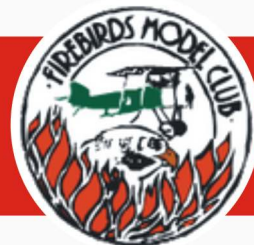
## Firebirds Model Club Committee

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.

Stand in Chairman	Russell Lewis	023 8056 1397	<a href="mailto:russell@pilot1.co.uk">russell@pilot1.co.uk</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:gcgriffiths@hotmail.com">gcgriffiths@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. Nakajima Ki-44 Shoki 2. CAC Boomerang – *more next month*