



Bring & Buy (Auction) Sale

19th October

Hamble Club 7.30pm*

****see further time information below***

Welcome to October's Newsletter!

Important Note: Clocks Change !! Sunday, 29 October

**** New flying site announced****

Strange to be mentioning the clocks changing and experiencing the shorter days and colder weather already, it seems like only yesterday when I was writing about the longer days and better weather!

Although the winter may bring less flying opportunities it does give plenty of time to lock yourself away and start building (or repairing) your models for next year's season. But even more importantly send in some words or photos for the Firebirds Newsletter, I can't keep filling it without your help.

The club bring and buy (Auction) Sale is on the 19th October and it would be lovely to see as many members as possible down at the Hamble club, if not selling or buying just come along for a chat and a drink. It is worth coming just to support poor Russell who will be running the auction.

Remember If you can't make the evening the committee doesn't mind members advertising their personal model / flight related items for sale in the Newsletter, please feel free to send me details of anything you want me to include.

And some great news this month, the club has managed to secure a fantastic new flying site (see details later), I have only had a look on Google maps and heard details from other members who have flown there before, but it looks and sounds like a really good site, can't wait!

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

Chris.



Committee News

Here's the latest from the committee room.

Club Night / Bring and Buy Auction *This Month* ☺

Thursday October 19th we will hold our annual Bring & Buy Sale from around 7.30pm.

The evening will be in an auction format so if you have anything to sell please register your items from 7pm, the auction will start at 8pm...

It may help sell your item if you make some notes in advance and stick it to the item.

You can put a reserve on your item - but remember historically this had been an event for items you really want to get rid of so don't make the reserves too high ☺

If your items sell, then you pay 10% of the total value of your items sold (rounded down to the nearest pound) as commission which goes towards the food at Christmas. There is no buyers premium.

NEW SITE SEARCH – GREAT NEWS !!

The committee was hopeful that we would get a new site in the Bishops Waltham Area owned by a friend of Mike Watts. This chap paid a visit to Poplars Farm on 28th Sep to get an idea of what we would need and things seemed quite hopeful. Unfortunately, after thinking about it for a few days he phoned to say he couldn't help. His main concern was that the increased traffic accessing the site he had in mind would cause complaints.

As a result, the Committee has gone full speed ahead to secure the site we've used before at Peak Down near Corehampton. We are indebted to Martin Hughes (of ME262 fame) for putting us in touch with the current leaseholder who is more than happy to let us move back in there.

Those who have been in the club for a few years will remember that we used Peak Down successfully for 9 years from 2003 to 2012 when the then owner died and the land was sold, we were then asked to leave. For those who haven't been there, it is a beautiful location and in many ways a better flying site than Poplars Farm. It is about 4 miles north of Bishops Waltham.

The current intention is to start flying at Peak Down from early November. Flying times will be from 10am to dusk Mon to Fri and 10am to 4.00 pm Sat & Sun. This is a considerable increase on the hours we have at Poplars, but the downside is that the field adjoins a Motocross track where 7 major weekend meetings are held during the year. It is the Motocross club that is



renting the field to us so clearly they have priority and we will not be able to fly on the Sat and Sun of those weekends. The dates will be promulgated as soon as we have them.

Before we move to Peak Down some work to prepare the site will be necessary and of course site rules etc. will need to be drawn up. You will be informed once everything is ready and we may hold a couple of familiarisation days with committee members on hand to show you the ropes and answer questions.

Finally, although we hope things will go well at Peak Down, we will continue the search for another site to give us additional security into next year at least.

POPLARS FARM, situation...

See above, flying likely to cease at the end of November, but to be advised / confirmed.

Clocks change – BST ends

Important Note: Clocks Change!! Sunday, 29 October so we will revert to our winter flying times. Note: This only affects our timings for our remaining time at the Poplars flying site. Flying times are listed at the bottom of the Newsletter.

The last Barbeque of the season

Thanks to Alan for presiding over the last Barbeque of the season another great success apparently the Burgers were especially good. (can't wait for the barbeque season to start at our new site). Ed.

Pat Parsons

Hi Pat, hopefully you are still reading our Newsletter how about sending us a few words about your new club for the Newsletter? Do you have a new den?

Safety reminder

There have been several reported cases of pilots flying over the pits area, please be reminded this area is strictly out of bounds.

Flying visitors to site

Please note any flying guests at our site must provide proof that they are BMFA members. They must also be checked for competency by a committee member and they shouldn't normally be invited more than a couple of times a year. Note: This does not apply to visitors who just come and watch.



CHRISTMAS DRAW 2017

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

CAN WE HAVE OUR TROPHIES BACK - Please

If you were lucky enough to have won a club trophy last year can we now have it back. You can of course keep the small trophy but the bigger ones need to be re-engraved for this year's presentation at our Christmas meeting. Please give them to any committee member.



FUTURE CLUB NIGHTS - Advance notice

Friday 3rd (**Date Changed**) 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.

Southern Area of the BMFA



A reminder to all members that the Southern Area BMFA web-site is a very useful resource for what's going on in our area. <http://www.sabmfa.org.uk/>



Does anyone remember – Nigel Argall ?

Well, if you do, he got in touch with Roger this month and wrote...

Greetings from Cornwall!

I hope you are well. I occasionally check in to the Firebirds website to catch up on the newsletters and see how you are all doing - I do miss you guys and hope if the worst comes to the worst, you get a new flying field - feels like the old days!

Roger, I was interested to see you are building a Vertigo and assume that it will all appear in 'Nostalgia Notebook'? You are probably well aware of this, so apologies if I am insulting your knowledge but there is a great website around the revival of old aerobatic models from the 60s. 70s and 80s see: <http://www.ukcaa.org.uk> . The resources section has some great articles and also access to plans - many either downloadable or from 'outerzone'. Anyway, apologies if this is 'old hat' to you!

I'm still building and flying - either powered models at the local club or slope soaring at St Agnes head - a mate shot a video of the second flight of my most recent glider - a quarter scale Pilatus B4 see:

<https://scalesoaring.co.uk/phpBB3/viewtopic.php?f=9&t=1751>

Give my best wishes to all - great to see my old neighbour Alan Shergold so involved!

Best wishes

Nigel



St. Agnes point Cornwall



Peak Down...

As said in committee news the new flying site at Peak down is confirmed, these pictures provided by Roger of when we last used the field, show what we have got to look forward to. Stunning views of the South downs national park!





This month down at the field

Down at the field, making the most of the last few warm days.



That 3 channel majestic major was down the field again, what a giant it is when seen next to the piper cub!



These pair of 3D foamies are owned by brothers Bob and Les Exall and although it's always good to have a bit of sibling rivalry, as they both fly really well, I guess it doesn't really matter!





A beautiful scale replica, perfect flight, wheels down and a beautiful approach

..... and a hand-stand to finish, real style !!!



Some last minute tinkering.



Alan prepares to launch his newly fuselage'd Max Thrust Riot.





Paul Mason is often credited for his great photographs, but for a change somebody else had a camera and here is Paul doing some great flying... Previous flights with this Pitts special have been dogged with problems including an earlier flight the same day when the canopy had blown off, thankfully no damage was caused and the canopy was recovered.



Big Smiles - Alan Goes Solo





The Pat Parsons legacy lives on

This model now sporting the rather fetching 'Pickering's Plant' livery was left with Russell when Pat moved to Leicestershire, but it was immediately evident why Pat didn't take it with him, as the tail had become badly twisted during storage and needed replacing. Now with the tail from a donor aircraft this 'cut and shut' model now flies really beautifully.



Tuesday 3rd October - Paul shows us how to do a perfect under-arm launch....





Dave does last minute adjustments to his P38 Lightning

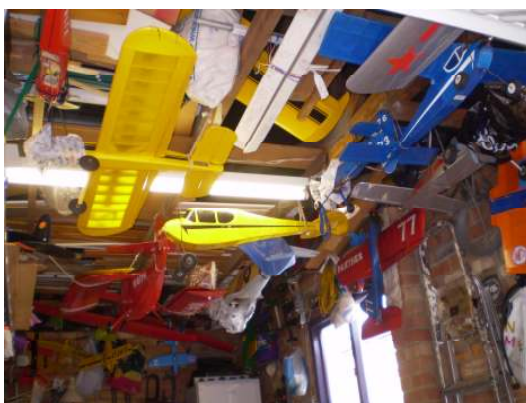
.... even with planning his first flight of the day nearly ended in disaster when the aeroplane failed to accelerate and it was only with Dave's experience that the aircraft remained in the air, replacing the 3 cell battery for a 4 cell battery the plane flew much better on it's second flight.



Alan Shergold shows off his completed Lancaster (follow up).

Remember last month under the above title Alan Shergold let slip (and I reported) that the model had, cost him in the region of £1000 in parts and I said that...."I already checked with Alan and his wife didn't read the Newsletter". Well apparently, unusually last month she did and what a woman, Alan is still married and still allowed to go flying! Well done Alan's wife 😊

What's in my Shed / Den / Workshop / Garage.... A photo from Roger Stanton





DC3 Build Project Part 8 by Alan Shergold

So finally my DC3 is finished, but as it is now painted in military colours I now need to call it a C47 as the DC3 is it's civilian name!

I do hope you enjoyed my adventure on building this model, I learnt a lot and just maybe if you are or intend to be a, "balsa basher" you did too.



My now renamed 'C47' made its maiden flight in August flown by Geoff. It flew well but unfortunately the under carriage collapsed on landing so it's back to the drawing board on that one.

To finished this series here is a short history of this aeroplane type.

The first version DC1 was built in 1932 and was one of the first aircraft to be built specifically as a passenger aircraft then seating just 14 passengers, seven down either side. The DC1 was was soon superseded by the DC2 which had a lengthened body seating twenty-one passengers. Then in 1939 the body was widened to accommodate even more passengers and the DC3 was born or as we called it, 'the Dakota' although the Americans called it the "Cooney Bird".

Some 10,000 plus DC3's were built and although construction finished in 1946 there were still some 1500 flying in 1985 and many are still flying today. Many airlines were started with DC3's, one of it's biggest assets was being able to convert it for freight use in just 3-4 hrs.

The DC3 was 'the' aircraft on the D day landings carrying thousands of Parachutist and also towing gliders full of more troops which were delivered directly to the front line.

The Berlin airlift again saw the DC3 come into its own with many thousands of tons of freight delivered, from coal to medical supplies. If they could fit it through the doors they took it!

If you are interested there is an interesting ½hr BBC documentary on YouTube.

DC3 the facts...

- Wing span 29mtrs (Model 72")
- Range 2400klm
- Cruising speed 333klm/hr
- Two Prat and Whitney 14 cylinder radial engines

I hope you have enjoyed following my build as much as I have building this model.

See you down the field

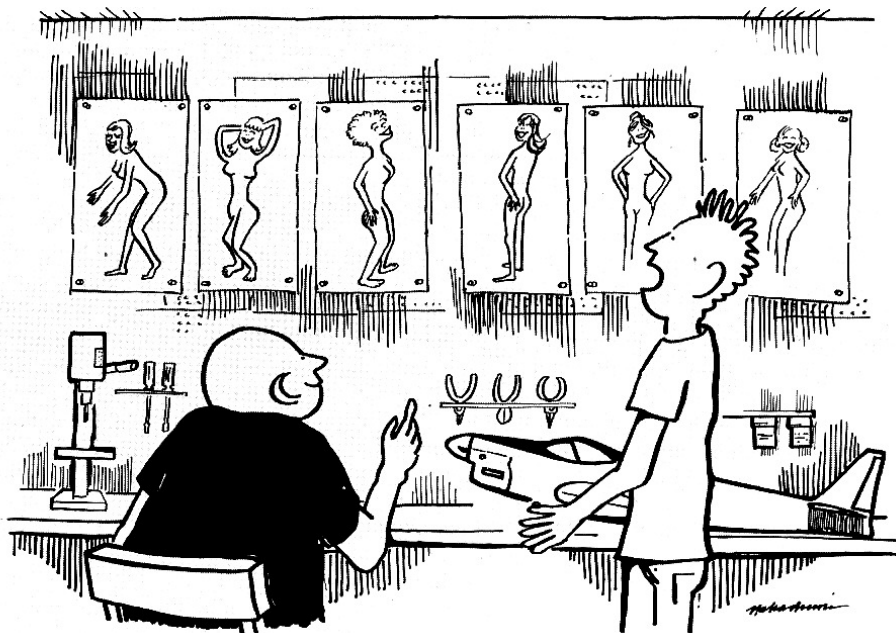
Alan



A light-hearted moment.



Look at you - folding laundry. And last night it was doing the dishes. Just exactly what part of, "No you're not buying another kit" don't you understand?

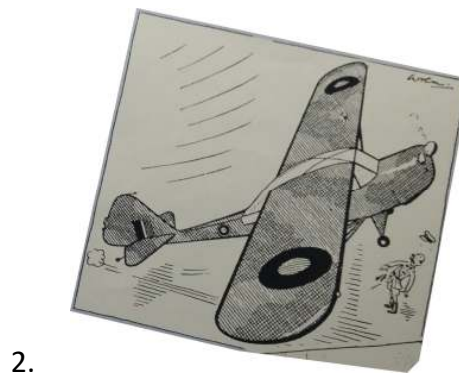


"I always knew you built slowly.... but before today.....I never knew why."



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).



This month's video!

I found this nostalgic look back at the early days of model flying. <https://youtu.be/m7gyGm5-nr0>



Notice the Newsletter is a bit empty, less interesting ?

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

Firebirds Model Club

News, Views & Information - October 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

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!

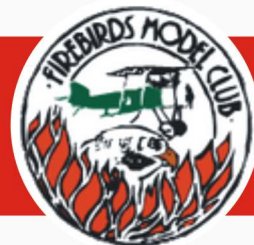
Firebirds Model Club Committee

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	russell@pilot1.co.uk
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	gcgriffiths@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) * **Finishes Saturday 28 October***

	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. "Jack" and "Jill" – Mitsubishi J2M Raiden & Nakajima B6N Tenzan
2. Auster IV – *more next month*