



FIREBIRDS AGM

18th January

Hamble Club 8pm

***** Remember it's 'your' club *****

Welcome to January 2018's Newsletter!

Firstly 'Happy New Year' everybody... Following on from last year's 'flying site' worries hopefully 2018 and our new site will bring improved stability for the club, I like many am looking forward to the summer at Peak Down.

Remember a few months ago I was talking about an orange brand stabilizer module I was experimenting with I just wanted to share the cause of a heavy landing that broke a propeller whist flying with the stabilizer turned on. When I was learning to fly my instructor told me to come into to land using the throttle to adjust my height rather than the elevator but here is my words of wisdom... Especially worth considering if teaching a new pilot with a stabilized model.

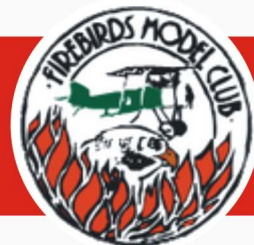
'when using a stabilizer, the throttle doesn't change the height of the model in the usual way because the stabilizer will counteract the change in attitude cause by the throttle increase / reduction and therefore altitude will not change - potentially causing a heavy landing.'

Did anybody receive and new models as Christmas Gifts ? ... don't forget to send in some photos for the Newsletter.

Also.. not sure if it is common knowledge or not but I run a computer repair business and during the month I had reason to look at Graham Barker's machine (a repeat customer from before I actually joined the Firebirds)... I only mention this as some members may know that Graham had been unwell recently and I just wanted to report that he looked really well and says he is hoping to be back flying soon. (His computer is also working much better now :-) see you soon Graham!

Now let's get on with the January 2018 edition of the Firebirds Newsletter.

Chris.



*** IMPORTANT ***

You must not fly until your 2018 subs payment has been paid.

Committee News

Here's the latest from the committee room.

Firebirds model club – AGM 2018

The Club's AGM will take place at 8.00pm on Thursday 18th January 2018 at the Hamble Club.

An Agenda and Minutes of the last AGM will be circulated by email before the meeting. The Agenda will include a vote to elect the 2018 Committee so if anyone is interested in standing, please contact the Secretary. Other items for the Agenda must have been forwarded in writing (an email will do) to the Secretary by 11th January 2018. Only items on the Agenda will be discussed at the meeting.

As reported in last month's newsletter in addition to the loss (from the committee) of Pat Parsons, another committee member also wishes to stand down.

STOP PRESS: We now have 2 new volunteers standing for election to the committee, any other interested volunteers are encouraged to contact Roger Stanton urgently.

2018 subs.

2018 Subscriptions

The BMFA Subscriptions for 2018 have gone up one pound for a senior this year to £34 and Junior stays the same at £17.

The committee made the following club fees recommendations (below) and a vote was taken at the Christmas Party.

The 2018 subscriptions will be as follows:

	Club		BMFA		Total
SENIOR	66	+	34	=	100
JUNIOR	13	+	17	=	30
FAMILY SENIOR	66	+	34	=	100
FAMILY PARTNER	66	+	23	=	89
FAMILY JUNIOR	13	+	13	=	26

Please remember that you must have paid before you fly for the first time in 2018!

Those who join the BMFA as Country Members, or via another club, must show proof of 2018 BMFA membership to the Secretary.



Confirmation of out-of-bounds / No-fly area

During the last month all member should have received an urgent reminder of the out-of-bounds / no fly area, this was brought about following a conversation with one of our new neighbours.

Basically, when we fly close to Hedge bordering the road near the small holding half way up the hill our aeroplanes upset their animals and in particular their chickens, which think we are birds of prey.

The good news is the land-owner has no problems with us flying where we do but has just asked that we avoid flying close to the Hedge.

I think many of us had wrongly considered the Hedge as the out of bounds when in fact it should be as in the following diagram. If we all fly to this plan we should avoid annoying this neighbour.





Paul Adams created the rather clever image below showing the out of bounds as if viewed from the flight line, picking out some useful markers.

These images and words should really help.



No Fly – Area above the large trees – See above

Avoid if possible – Area between large trees and the single tree/ bush which looks like a ‘Duck’ see larger image below (Paul admits he may have a vivid imagination with his seeing a duck).



Paul apologised for the quality of the image as the day was rather misty with poor light... personally Paul I cannot see a duck (Ed), I think it looks more like a tank or an armoured vehicle? but whatever each of us sees if we all keep to the right of ‘it’ we won’t upset our new neighbours.

Thank you Paul for the images....



Christmas Party, Draw and Trophy Awards

The Firebirds Christmas party was held on Thursday 14th December 2017 with a wonderful buffet supper. Before the buffet opened Roger officiated over the presentation of the 2017 trophies, ably assisted by John Barker's wife. Awards were as follows.



Meritorious Service - Alan Shergold



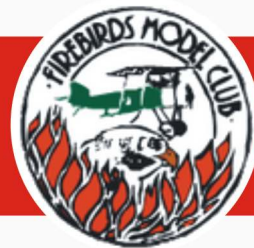
Most Improved Beginner - Martin Reeves



Most Supportive Member - Keith Warwick



Safety - Rob Exall (*archive photo*)



Christmas Party, Draw and Trophy Awards - cont.

2017 Christmas draw then took place officiated over by Dave and Paul, a fantastic selection of The prizes was available. Notably our absent life member and ex-chairman Pat Parsons won several prizes and club member Russell Lewis chose his prizes for him then posting them on.



Draw-masters Dave and Pete.



Nearly £1000 worth of prizes.

Poorly club member

The committee would like to wish Iain Niven a swift recovery and looks forward to seeing him back down the field soon.

A & B Certificate's

Lee Fryer says he has been asked by a few people about A & B certificates, if anybody would like to take this further have a word with him at the flying site. He says he will hold a few informal introductions into what is required but also says in preparation...

"Please... read your handbook, (can also be viewed online at BMFA website). Remember questions asked during certification can be taken from anywhere in the book and also the Firebirds club rules, pay specific attention to getting a helper, pre-flight checks, range check and fail safe settings..(to at least cut the throttle!)"



Christmas Party Karma

If ever there was such a thing as karma it certainly came alive at the Firebirds Christmas party. One of our cheeky members Rob Cope saw an unopened packet of snack biscuits / mini pretzels on the buffet table and for a bit of fun moved them on to the draw table, top prize he thought!

The draw took place and the many lucky winners chose their prizes first large boxed models went, then smaller models and finally the various smaller prizes, but nobody took the biscuits. I am sure Dave and Paul who bought the prizes must have been thinking where this prize had come from but didn't say anything and kept calling the numbers... So... the last item on the prize table was those biscuits.... And the last number was drawn.

Remember the draw was done using an electronic random number generator and nobody but Rob knew what he had done... then Dave announced the final number for that final prize and the winner is....

ROB COPE!! Now that's Karma !!

Rob then realised that there was one other person who knew what he had done as he was sat next to the Newsletter editor and that soon, all members would find out what he had done... Happy New Year Rob!

Peak Down Flying times.

Mon – Fri	1200 – Dusk
Sat – Sun	1000 – 1600.

A Peak Down Suggestion

As flying times are so much longer at Peak down it would be a real shame if the relationships between members was lost. So far many members have kept (loosely) to the old Poplars flying times (weather permitting) which has helped. However... Dave Hoppe has suggested that members who often fly together exchange phone numbers or e-mail addresses with each other and create groups, then when one is going they can message the others. Just a thought.

Advance notice - Known motocross dates (subject to change)

Peak down will not be available for Firebirds use due to motocross events on ...

February 24, 25th
September 8,9th
October 6, 7th

Other dates will be announced as they arise, potentially with short notice



Pat Parsons

Pat Parsons sent me this photo of the view from his window back in December, so... he may have a lovely new flying field up there in Leicestershire, but with all that snow he had better stay inside in the warm while we are still able to fly...

Thanks for the Photo Pat, hope you had a good Christmas and New Year and the wife is now feeling a bit better.



And while on the subject of Pat Parsons ...

Pat had his name put forward by the Southern Area BMFA to the national BMFA awards committee, in recognition of the work he has put in to the Firebirds club over the past 40 years.

Pat was duly granted a certificate of merit presented (apparently) in a shiny silver frame, but due to a mix up with his old address and the new one he missed the invite to the BMFA AGM where such awards are normally presented. (There was many photos of other presentations in the last BMFA magazine).

Now that he lives approximately 7 minutes away from BMFA head office it shouldn't be too long before the certificate is officially presented and hopefully we will get a photo to put in the Newsletter. Well done Pat well deserved...

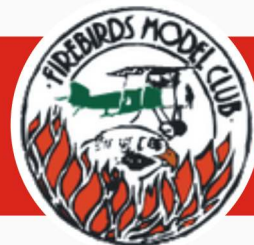
Last official flight at Poplars

Not that it was a competition but it is duly noted for prosperity that Rob Cope was the last person to fly at Poplars. Seizing the opportunity of the extended weekend Rob and a few others went along and then when everyone else went home.... Rob did one last flight !!

Christmas Gifts

Still one of the most regular contributors to our Newsletter even though he is now in Leicestershire, Pat Parsons sent this photograph of his Christmas gift from as he puts it 'them up there', with a rather interesting model name ... ! Are they trying to tell you something Pat ?

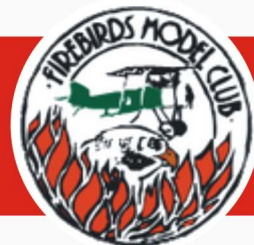




An excerpt from the BMFA Members Handbook 2017

18.1 General Safety

- (a) Models should be built to a standard such that they will not fail under normal circumstances, giving particular attention to control surfaces and connections.*
- (b) They should be thoroughly checked prior to each flying session and after any hard landing.*
- (c) It is recommended that rounded spinners or safety propeller nuts of the domed type are fitted to internal combustion and electric powered models and that gliders and pusher powered aircraft noses should also be rounded (no needle noses).*
- (d) Care should be taken by the operator that propellers are of suitable size and construction for their engine or motor's operating speed. All propellers should be carefully balanced. Cheap and efficient propeller balancers are available from your local model shop.*
- (e) Do not use propellers on i/c engines that are designed for use on electric motors.*
- (f) On internal combustion engines and electric motors, damaged propellers must not be used. Inspect your propellers regularly and replace any that are not in good condition*
- (g) Metal propellers must not be used.*
- (h) The use of locking prop nuts is recommended, especially for 4-stroke engines. A backfire or 'kick' can loosen a prop nut and locking nuts will prevent the propeller flying off. The safety factor of locking prop nuts on four-stroke engines is more important than the recommendation to use 'domed' safety nuts so, if you have to choose, go for the locking nuts.*
- (i) Heavy ballast, or any other heavy part, subject to jettisoning in flight is prohibited. Jettisonable ballast must be of a safe nature e.g. water.*
- (j) All R/C models are subject to in-flight vibration, landing knocks, transport damage etc. Be sure that receivers and batteries are well protected, servos are fixed securely, control linkages (pushrods, snakes, closed loop etc.) are robust enough for their purpose, are properly supported where necessary and are as slop free as possible and that all control surface hinges and horns are fitted correctly. Pushrod clevises should fit control horns cleanly with no sideways strain and they should be fitted with a plastic or silicon tube 'keeper' as a secondary closure.*
- (k) When starting an engine make sure that the model is restrained and cannot move forward. Restraint is best done by either a helper or by some mechanical means.*
- (l) Never put yourself in a position where your face is in line with a turning propeller. A broken propeller will fly out and forward so make all engine adjustments from the rear if possible. A broken propeller will also be a danger to anyone standing nearby so take care that no-one is in line with it when starting your engine.*



Mainly Trains and Planes



As reported in a separate e-mail one of our members visited Gosport's mainly trains and planes recently to find that their last day of trading was the 30th December.

On seeing this news one club member John Barker said he might fancy starting up a model shop if anybody else fancied joining him?

The note on Mainly Planes and Trains web-site is as follows....

IT IS WITH REGRET, AFTER MUCH CONSIDERATION, THIS SHOP WILL BE CLOSING AT THE END OF THE YEAR. WE WOULD LIKE TO THANK OUR CUSTOMERS OVER THE YEARS, 5 YEARS AT THIS SHOP AND AT THE PREVIOUS LOCATION FOR THEIR SUPPORT.

OUR LAST DAY OF TRADING WILL BE SATURDAY 30th DECEMBER.

ONLINE SALES WILL STILL BE AVAILABLE.

FUTURE CLUB NIGHTS - Advance notice

February - Allan Shergold's ever popular movie night.

March - "Show and Tell" night for your latest model, together with a Table Top Sale for any spare models/engines/tools etc. Indoor flying with small helis etc should also be possible.

April – Steve Newell and family's Quiz Night, was a really good evening last year please support.

May - First 2017 Barbeque at the site (date dependent on weather).





Captions competition

Looks like nobody else reads the firebirds newsletter ? so, by default I win the Captions competition. With "OK Viv we'll do our best, but I don't think we can save his legs".



Bit Sad that nobody else joined in, remember this is your club newsletter and without your input, it will get terribly boring. If you have something you want me to put in the news-letter e-mail it to me or give it to any committee member. Don't worry about grammar or spelling I can adjust any text sent in.

Words of Wisdom from the flight line

"If you're going to learn to fly them, you have to learn to fix them."

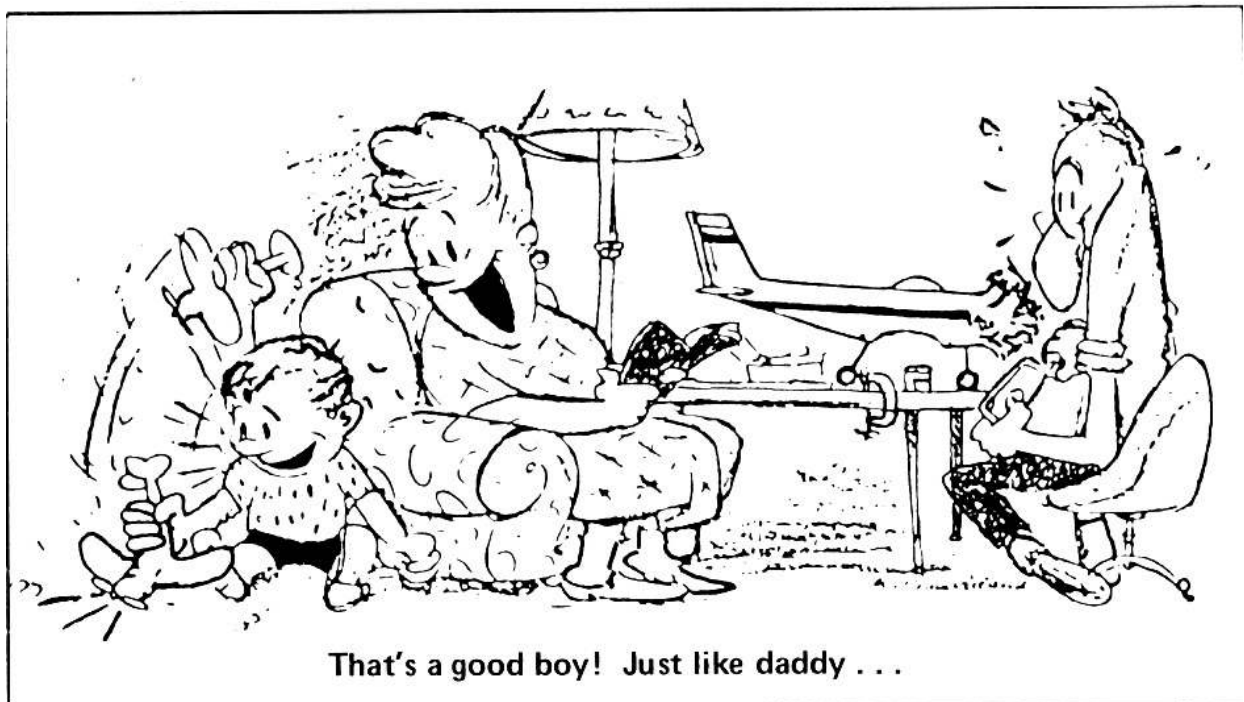
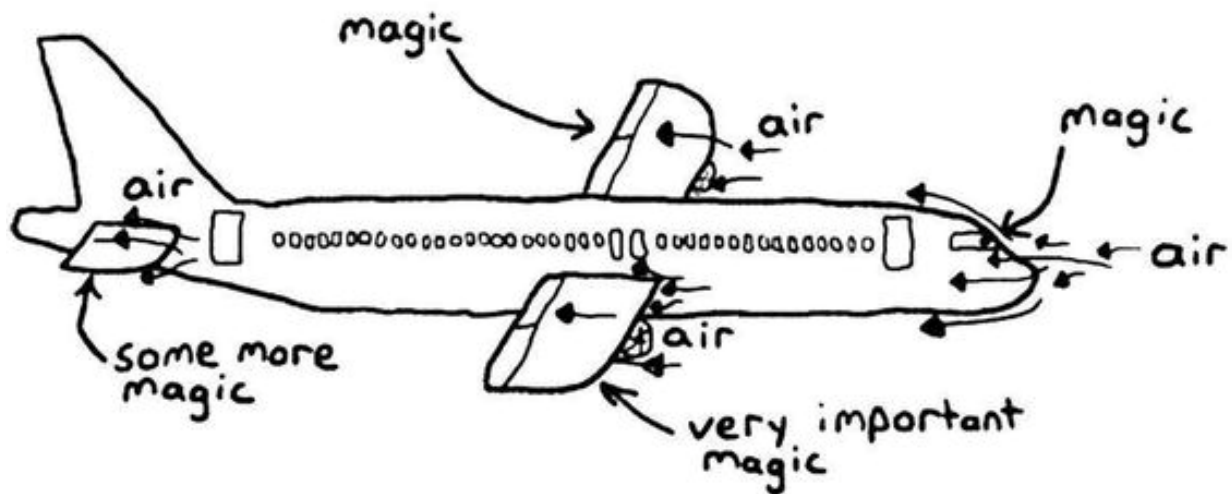
This month down at the field



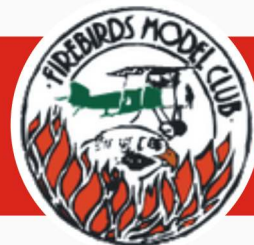


A light-hearted moment.

how planes fly



That's a good boy! Just like daddy . . .

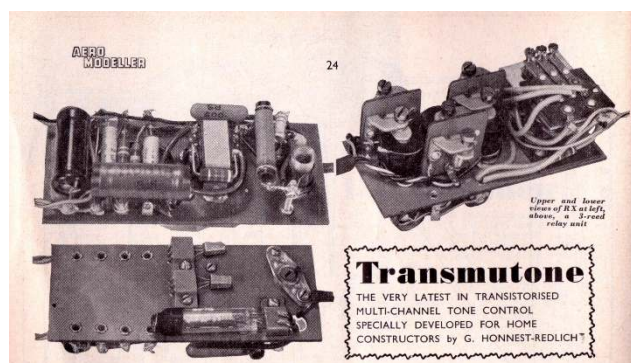


Sixty Years Ago – by Roger Stanton

I'm lucky to have a vast collection of old model aircraft magazines and books and at the start of a new year I'm often tempted to look back to see what was happening in January perhaps 30, 40 or 50 years ago. This year I looked even further back to January 1958. The first thing I noticed in Aero Modeller magazine was the prices. The magazine itself was only 7½p in today's money and a decent kit such as the Mercury Aeronca Sedan (examples of which Terry Balm and I are flying regularly today) was only £3.50. Back then a suitable engine for that model such as the ED racer would have cost £3.60. The Aeronca kit included parts and instructions on how to install radio control and a single channel set would have cost about £20, a lot of money in those days. According to the Royal Navy advert on page 3 of the magazine, a Fleet Air Arm pilot would take home £1500 a year, so it would be nearly a week's wages even for him and most people earned a lot less.



Our relatively affluent pilot may have been tempted by multi channel radio, but this was much more expensive. For example, an ED 3-channel receiver would cost about £20 (including £2 purchase tax). However, for those skilled with a soldering iron, there was always the option of making your own radio equipment. This Aero Modeller issue included an article by George Honnest-Redlich on how to build his "Transmutone" 3-channel receiver kit, which only cost £4. This was quite advanced for that time as it included three transistors. These were in addition to a small hearing aid valve. Building such equipment wasn't too difficult, but particular care needed to be taken with the expensive transistors, which had to be installed using special "holders" as the



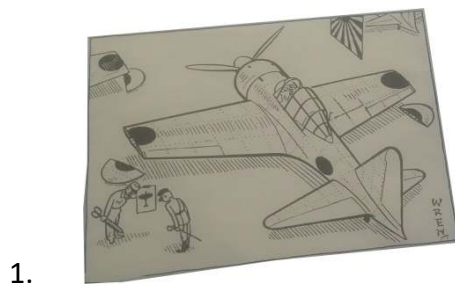
heat of soldering would ruin them. In addition to the receiver itself, a Reed-Relay unit had to be built. This had three reeds in a "reed-bank" and three relays. The reeds would vibrate in response to the radio signal, energising the appropriate relay for the control required. The relays were effectively switches that allowed power from a battery (usually 3 or 4 volts) to operate the "escapements" or servos.

When the receiver was completed, it had to be tuned to the transmitter. The batteries had to be connected first, these being one 22½V "high tension" and one 1½V "low tension". With the radio switched on the "tuning slug" on the receiver had to be turned slowly until the "rushing noise" in a set of earphones ceased. It then had to be turned backwards and forwards until the centre of the "silent spot" was found. I guess binding modern 2.4GHz receivers and transmitters is somewhat easier!



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!

Not many electric models in the video... <https://youtu.be/xZ2iWmgTFbc>



Do you have a suggested video for next month's Newsletter ?

Notice the Newsletter is a bit empty, less interesting?

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



If anybody fancies a Canary Island holiday this year you could do a lot worse than this villa click ... <http://www.corralejovilla.co.uk/>

Out of season return flights from Gatwick to Fuerteventura start from just £60 per person Speak to Chris Fisher if interested.



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	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 Peak down

Please consider our neighbours at all times.

Mon – Fri 1200 – Dusk

Sat – Sun 1000 – 1600.

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. "Hamp" – Mitsubishi A6M3

2. Bell P-63 Kingcobra