



## **March Club night:**

*"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.*

Welcome to March 2018's Newsletter!

I don't think I am unusual in my positive attitude towards Spring and the hope of longer warmer days, apparently the 1 March 2018 was the first day of meteorological spring and all I could see out of my window was snow! But now the snow has melted and perhaps the rain, temperature and wind speed will allow us plenty of flying days really soon.

Further good news the clocks change (go forward) on Sunday 25<sup>th</sup> March and although unlike at Poplars this doesn't affect the times we can fly it does mean lighter longer flying evenings, hurrah.

A personal thank you from me to Alan Shergold this month as my Riot decided not to fly very well see pictures later and Alan came to the rescue with a spare fuselage that he had in his loft, so the Riot is now back together and ready to fly again.

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

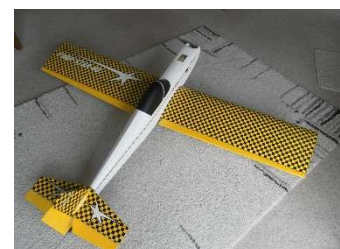
Chris.

## **FOR SALE** - *contact Tony Knight*

Sig 4star 40 electric aerobatic plane. 60" wingspan and built from a kit and is an excellent flier.



Fitted with an Overlander 3548 motor, 60 amp. ESC and standard servos. Requires 4s x 3900 mah battery and Rx unit. (I can supply a 35MHz Rx if wanted) This plane is uncrashed and in good condition. Offers around £65 considered. **Tel Tony on 01489 575876**





## Committee News

Here's the latest from the committee room.

## Thank you Alan Shergold

The February Club night was Alan Shergold's video record of the club's flying site activities in 2017. Alan put in many hours of work and this year and together with Roger added a commentary. A brilliant collection of clips showing our flying year, thank you Alan.



## March CLUB NIGHT

March 15<sup>th</sup> – will be a "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.

## Bank Holidays Flying Times Reminder ...

At our New flying site Bank holidays including Easter are normal flying times, "Happy days". However as there may be more horses, cyclists and walkers out please pay particular attention to the out of bounds areas. And as always consider safety first.

## MEMBERSHIP

Remember members must pay their 2018 subs before the 1st April otherwise they may need to re-apply as a new member. You cannot fly at our site unless you have renewed membership / paid subs.

This will be the last newsletter for those who haven't re-joined.

## CLUB FUEL Etc.

Russell Lewis still has a few bottles of Caster Oil based fuel from the club's stock at 50% off to clear, first come first served. Speak to Russell for details.



## **CHRISTMAS DRAW 2018**

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

## **Poorly club member**

Continuing thoughts and good wishes from the committee to all poorly members.

## **A & B Certificate's**

Don't forget to speak to Lee Fryer, Geoff Griffiths or James Graham if you are interested in doing your A / B certificates.

## **Peak Down Flying times.**

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

## **Advance notice - Known motocross dates (subject to change)**

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

March 24,25<sup>th</sup>  
September 8,9<sup>th</sup>  
October 6, 7<sup>th</sup>

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

## **Alan Shergold wants a friend!**

Alan Shergold is taking a trailer tent to Weston Park model show this year and wants to know if anybody fancies keeping him company and splitting the costs. The trailer tent has 2 separate double sleeping areas so it won't be too cosy, entrance to the show costs £65 for the weekend including camping fees and 2 people. And the fuel is likely to be approx.. £50-60 (it's about 170 miles each way).

Chris Fisher and Russell Lewis are also going to show this year.

The Show is on during Fathers day weekend, 15,16,17, June 2018 although Chris and Russell and perhaps Alan are going up on the Thursday (the 14<sup>th</sup>).



## Perhaps of interest

The great southern model auction is coming up at Mountbatten school Romsey, it is on Sunday 18th of March SO51 5SY - <http://hmfa.bmfa.org/auctions-sales>



Russell Lewis had been to this auction in the past, and there is no denying it see the handsome chap in the top left hand corner of the photo from a previous year!

## The old and the new !

Our old chairman and our new chairman drink a toast to the Firebirds. Yes, Russell drove all the way to Leicester just so he could drink some of Pat's whiskey.





## Pat Parsons

Weather is not good so the only thing that is sensible to get done is the Orion, glass of water with a little whisky works wonders. Pat

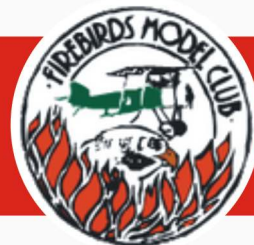


Matador partly clothed now....



Matador nearly there ....





## A few more words from Pat

Firstly, my thanks to you all re. the kind words, but as I have said before the Chairman is only as good as his committee and I had the best committee any chairman could wish for, so.... my utmost thanks go to, Russ, Roger, Dave, Pete, our brilliant treasurer Paul and our wonderful safety officer Geoff, thank you and all our members who made the Club the best.

### **“That certificate belongs to ALL of you !”**

Well back to news from here, I guess it will stop snowing one day!! Last night it snowed again, and it's the first of March and as you will gather Russell turned up to see me and he only had a very small whisky, yep I still had some of the Special whisky the club presented to me.

Well let's get back to my build projects, the Matador is all finished, and the Orion is nearly finished too, but I was a bit disappointed with some of the wood, the fuselage sides were VERY soft, so I added some doublers where stress was likely to be excessive. I also did a test on the dihedral braces and they BOTH failed with just a little pressure, so I made a pair from a better quality ply, I later read on the Internet that the wings have been known to clap.. not with praise though!



You will see by the photo that I added some 1/16 balsa by the outer wing panels, this wasn't to strengthen the joint but to make a base to adhere the covering, also I have decided to use an Outrunner rather than the 400 can motor, that took a bit of modification of the nose area, but it turned out OK. I also used Snakes for the control surfaces, and found that if I crossed them halfway down the fuselage I could have the servo arms facing outwards which then made the snakes run straight, and as we all know friction is the biggest waster of power, so next time try it.

I had quite a lot of odd bits of Solarfilm left over from previous builds, so the Orion is now multi coloured, see Pic, I think from my early days, when I was a choir boy at Botley church, there was something I read in the Bible, “Soloman in all his glory was not arrayed like one of these, you just wait and see”, [I was a nice little boy once].

Well that's all for now, my regards to ALL Firebirds , and especially the not so well members,



Pat



## An excerpt from the BMFA Members Handbook 2017

### **8.2 Large Model Aircraft (Over 20 kg)**

All large model aircraft having a mass of more than 20 kg (mass of model and equipment, but excluding fuel) require an exemption to fly. A large model aircraft can only be operated under the terms of an Exemption issued by the CAA. Such models are subject to airframe and build inspection before an 'exemption to test' certificate can be issued by the CAA. This is valid for one year only and it allows the model to be flown in private by the named pilot to prove the airworthiness and safe operating criteria for the model.

If the model is satisfactory over a set number of logged flights, the issue of a full exemption certificate will be recommended to the CAA. If this is agreed, the model may then be flown in public. Exemptions are valid for one year but may be re-issued by the CAA on application provided that no changes or significant repairs have been made to the model. If any changes or significant repairs have been made, the model must be re-examined and a fresh 'exemption to test' certificate applied for, with the model going through the full test schedule before the issue of a new full exemption certificate.

It is unlikely that an exemption will be issued without the condition that the model must be flown within the 'control' of a recognised model association and at a suitable site.

Note carefully that the only person legally allowed to fly the model is the person named on the exemption certificate. There are some exceptions to this rule but these have to be agreed directly with the CAA.

The maximum mass for a model aircraft to be treated under the guidelines of CAP 658 is 150 kg.

Above this mass full airworthiness regulations may apply. Builders contemplating the construction of a model having a mass of more than 150 kg should contact the CAA prior to commencing construction.

### **BMFA Notes on Models Over 20 kg**

These are considered by the CAA to be aircraft, not model aircraft and, as such, they are treated in a different manner to models under 20 kg. The exemption certificate does exactly what it says, it exempts the model from most of the clauses of the ANO, but the model is then subject to whatever conditions the CAA might apply to the model and these are detailed on the certificate itself.

Most of the conditions are usually based on those for models between 7 and 20 kg, set out in Article 95 of the ANO above, but the CAA reserves the right to include other conditions if it thinks fit.



## **FUTURE CLUB NIGHTS - Advance notice**

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).

## **Words of Wisdom from the flight line**

When testing flight surface movement and direction don't just waggle the sticks.... TEST !

## **Keeping in touch.**

There has been no input from members reference a method for keeping in touch any thoughts?

Previous suggestions have been WhatsApp or Messenger, please let us know your choice / alternative option / express your interest.

## **Remember when .... Eastleigh Airport provided by Alan Shergold**







## SLOTS – ARE THEY WORTH THE BOTHER? By Roger Stanton

In 1992 I decided to design the perfect sport model for flying at a typical club site. It needed to cope with the rough and tumble of a grass strip, have a reasonable aerobatic performance and look like a real aeroplane. Additionally it needed to fit in a normal car with the wings removed. To get the performance I wanted I decided to make it a low winger, and the engine I chose was an OS70 four stroke. To add a bit of interest and to help with landings I chose to fit flaps. As the design progressed I also decided to try wing-tip slots. These would add to the desired realism, but I wasn't sure whether they would actually do anything.

I called the model Cossack and if I remember correctly the wing span was 60 inches. The structure was all balsa, which I covered in Solartex sprayed with car wheel silver paint. The red trim, including stars, letters etc was cut from Fablon sticky backed plastic. The cowling was made from sheet aluminium, but the top decking was made from paper



backed silver foil I got from a craft shop. The model flew extremely well, achieving the performance I wanted except that it wouldn't spin, which I put down to the aerodynamic effects of the slots. I think they also kept the ailerons working during the incredibly slow fly pasts I was able to do with the flaps down. The flaps also made landing a joy as I could do very steep, slow approaches. I guess the slots helped here as well because the ailerons maintained authority at these slow speeds. Cossack was so successful that I offered the design to Radio Modeller magazine and it was published in January 1993. Several years later I needed to make room for new projects and sold Cossack at one of our Bring & Buy sales. A relatively new member bought it and I've never seen him or the Cossack since!

Ten years later I designed a larger high wing model that looked a bit like a De Havilland Beaver. For some reason I chose a similar colour scheme to Cossack and again I fitted it with flaps and slots. I named it Ruska and test flew it at Peak Down. Unfortunately its performance didn't match the Cossack. The flaps worked fine but the slots were a disaster. When coming into land at slow speed, as soon as I brought the nose up to flare out the approach the model would simply drop out of the sky from about 4 feet altitude! I came to the conclusion that the outer part of each wing in way of the wing slots simply lost all lift at this point, hence the heavy "arrival". To test this theory I glued thin ply over the gaps between the wing and the slots and high presto Ruska stopped misbehaving. A few years later Ruska was sold at another Bring & Buy sale and guess what – I've never seen it since!



*Added by editor: A leading edge **slot** is a fixed aerodynamic feature of the **wing** of some aircraft to reduce the stall speed and promote good low-speed handling qualities. A leading edge **slot** is a spanwise gap in each **wing**, allowing air to flow from below the **wing** to its upper surface.*



## This month down at the field

**17 February** – Another one bites the dust!



Another case of “if it doesn’t feel right, don’t take off !”

**18 February** – Roger Stanton with his 1967 Vertigo and it’s Maiden flight!

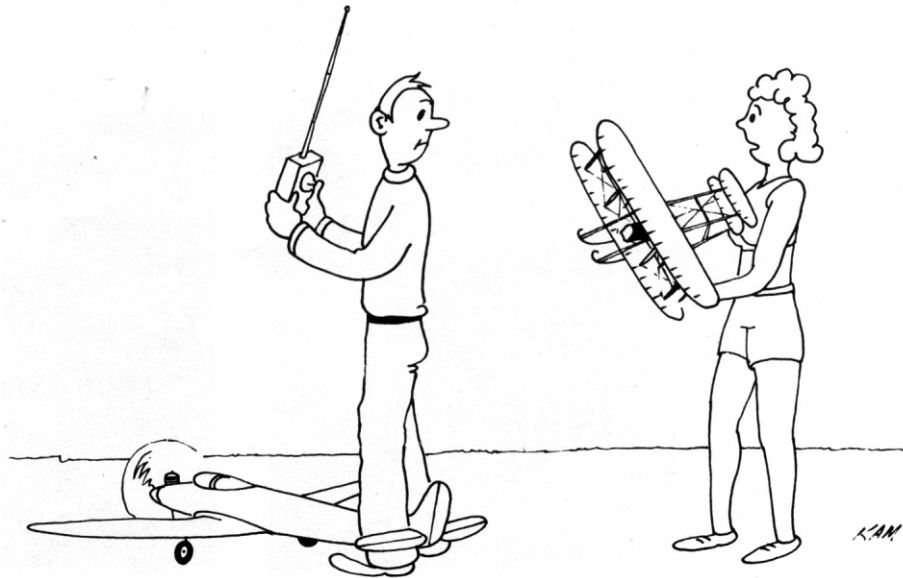


Something to look forward to (Pete and Dave). (Strati the first 3D printed car!)

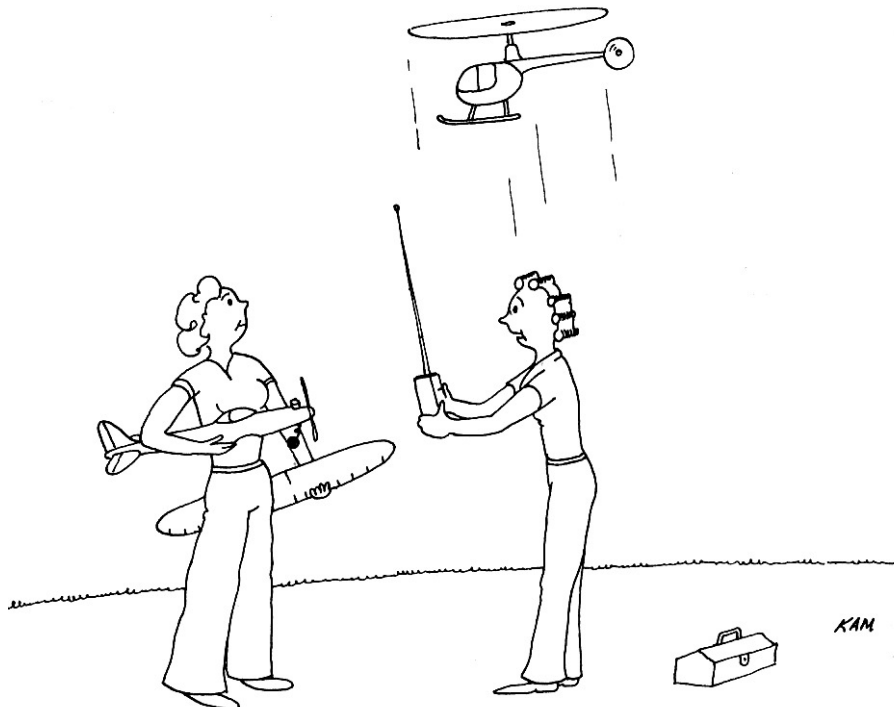




A light-hearted moment.



"WELL, YOU TOLD ME TO START AT THE BEGINNING, DIDN'T YOU?"

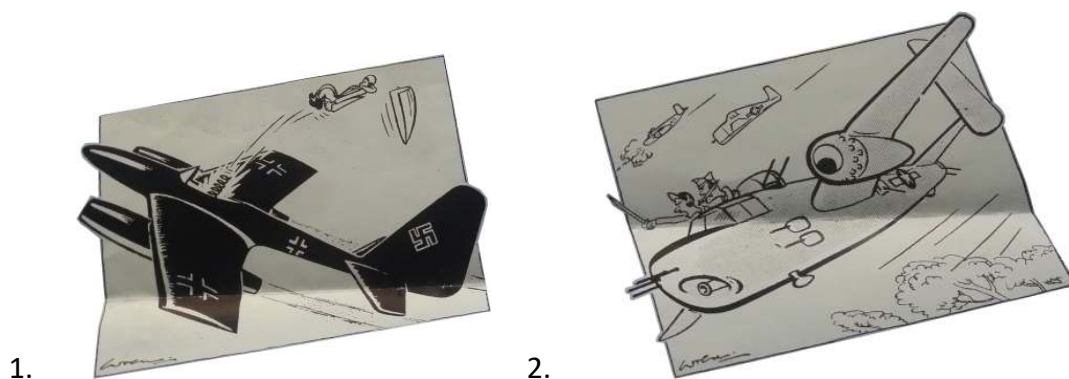


"I'LL BE WITH YOU JUST AS SOON AS I DRY MY HAIR."



## 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!

Russell Lewis sent this one in .. <https://youtu.be/9kdsK2kBZyY>

Ayrton Senna Aero modeller 1960 – 1994



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

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Notice the Newsletter is a bit empty, less interesting?

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

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## 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!

## 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>.



## 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	Russell Lewis	023 8056 1397	<a href="mailto:russell@pilot1.co.uk">russell@pilot1.co.uk</a>
Vice Chair	Dave Hoppe	07704 826343	<a href="mailto:davehoppehome@gmail.com">davehoppehome@gmail.com</a>
Treasurer	Alan Shergold	07973 221915	<a href="mailto:alanshergold@hotmail.co.uk">alanshergold@hotmail.co.uk</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.	Keith Warwick	07887 486040	<a href="mailto:keithw11@hotmail.co.uk">keithw11@hotmail.co.uk</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>

## 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.

## Firebirds Constitution and Rules.

The Firebirds constitution and rules document can be found at the bottom of the 'about us' section on the web-site or by clicking the following link.

<http://firebirds.org.uk/onewebmedia/FIREBIRD%20CONSTITUTION%20%26%20RULES.pdf>.

**Remember... Safe flying is no accident.**

## 'Oddidentification' answer

1. Messerschmitt Me 262

2. North American B-25 Mitchell