



FIRST BARBEQUE:

May 19th

(subject to good weather!)

Welcome to the May 2018 Newsletter!

They arrived.. Dry, Sunny, longer, wind-free days... well a few at least and then it was back to winter, but a few of us have gotten a few flights in this month. I managed to get all four of the foamies (in the picture) in the back of my car and flew them all in one particularly nice day, thank heavens for a big boot!

While on holiday I was reading a recent RCM&E and one piece from the editor caught my eye and made a lot of sense. It was about not talking to people preparing their aeroplanes. The piece was just warning that in super friendly clubs like ours that sometimes a little piece of thinking time while setting up your aeroplane can prevent dangerous over-sights like not checking the wing screws are in, or the receiver isn't switch on... Just thought I would mention it as I as guilty as everyone else on this.

The Newsletter has a few more bits and pieces in it this month but it only happens with information from you, please send us anything that you think members would be interested in, if you don't feel particularly literary I can 'twiddle and fiddle' any text.

Russell and I have now booked our pitch for the Weston park model show in June which is something we look forward to and only just over a month away, just hoping for good weather.

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

Chris.





Committee News

Here's the latest from the committee room.

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!

BBQ

First 2018 Barbeque at the site (date dependent on weather) see further details later in Newsletter.

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 ...

September 8,9th
October 6, 7th

We have learnt that the motocross course has a limit of 16 days per year (8 weekends), other dates will be announced as they arise, potentially with short notice.



New 35Mhz frequency board !

The fairies have been up at the field again, although as I only fly on 2.4Ghz I am not sure what this thing is for... I do remember somebody telling me it was something to do with a time when we didn't have a windsock and used a piece of ribbon on the end of a shiny piece of metal to know where the wind was coming from? I Guess the pegs are to hold the ribbon on?

Or is it a pilots age board ?.... Thankfully I am still too young to go on it (just)!

Seriously though a really smart new 35Mhz frequency peg board thank you to Keith Warwick.



Club Clothing



If anybody fancies some new club clothing John Barker is looking for anybody who wants to help put together an order, he was thinking of ordering some with his name on together with the club logo.

Please ask a committee member, who will put you in touch with John who knows of a local embroidery firm.

I also have the revised logo that I created last year if anybody wants it sent to them / an embroidery company.

Hedge End Carnival

A couple of members (literally 2) have come forward to assist in the Hedge End Carnival display tent, it looks like Alan Shergold will be heading the team so please liaise with him if you too want to help / be there.

In previous years it has been a fairly casual event interacting with members of the public that show an interest in what we do. Just pray for good weather!!

The Carnival this year is on the 7th July.



Summer means Barbecue's

Barbeque date '19th May' - at the flying site (dependent on weather).

Normal flying times apply however BBQ will be lit from approx. 12pm.

Pete and Alan 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.

Partners welcome....

FUTURE CLUB NIGHTS - Advance notice

June, July, August ...More Barbecue's at the site (date dependent on weather).

Thank you to the Grass cutting team – it has started again !



Alan oversees the first flight of the hover mower..

**** Please liaise with a committee member
if you can help with a bit of occasional mowing ****



A Big 'Thank you' to Steve Newell and family

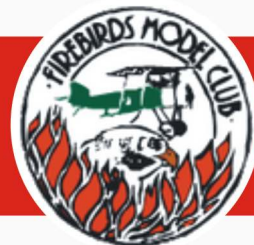
The now annual quiz night on the 19th April was 'Absolutely Fabulous' although a little embarrassing for one particular team. Steve Newell, his wife Toni and their son Dean put together a really interesting quiz and even provided biscuits and cakes (aviation style) and prizes for the winning teams.

Sections included anagrams, acronyms, 'which airline', 'aviation firsts', 'who reads the newsletter' and a 'who am I section'....



Above - The winning '3D printers' team with their gold medals and prizes.

So here's the embarrassing bit ... having scored very low on the 'who reads the newsletter' section your newsletter editor and Sam (notably one of the youngest club members) listens to the clues for the 'who am I' section.. clue one 12 points, clue two 11 points, clue three 10 points.... At this point all teams have given the correct answer. Sam and I listened embarrassed to the next 9 clues, when the last clue was read out everyone in the room couldn't believe that we didn't know this most famous of WWII pilots. And it gets worse, when I got home and told my wife what had happened and told her what clues I could remember she immediately said 'Bader'.. 'Douglas Bader'. We won the booby prize !!



Pat Parsons

Thought I were in for a real treat this month when Pat sent me an e-mail entitled 'photographs of half-naked model attached' disappointed on one count but pleased to see his new Halftone model progressing, the pictures and text are below. 😊



Now I have more time, I make a conscious note to tidy up the inside of my plane's wiring, it does make recognition of servo's etc. an awful lot easier. Plenty of room for a small animal, that's what the RCM&E review said so I might put a mouse in there!

I have put the half tone together (she is fully clothed now) and have run the motor, awful vibration and drumming noise, aha prop balance me thinks, so I checked it, a little bit out, so out with the abrasive paper, with prop replaced I checked for the noise, but still a drum like rumble. I started scratching my head and thoughts of car motor engines... they have flexible mounts! So, scratching head again I decided to make my own flexible mounts, instead of mounting motor on the original fire wall I fabricated another fire wall mounted the bottom with two servo screw's (Russ) got lots of em, then on top I put a piece of fuel tubing between the two firewalls and using two more screws through the tubing it made a lovely slightly flexible mount, ran motor and Voila, no drumming, mind you though having a box fuselage didn't help. But a



beneficial by-product has arisen, I can now adjust the side thrust by either slackening or tightening the screws. Of course the ARTF models have all this sorted, but it really does get the brain cells going, I will send more pics as soon as I get up the Man Cave.

The plants in the greenhouse are now sprouting, so man cave calls, re... my last anti vibration issue... after more head scratching, I looked in my servo spares box and there glaring at me were the above servo mounts from 10 million years ago!!! I have cut some in half and they do the job beautifully and look neater, the servo screws that Russ has fit perfectly, and they look tidier and more professional.

Also something to think about are the marks on the plans for C of G, or Balance points to make your model fly well.

Regards to all, again

Pat

DIY Prop balancer – Pat parsons.



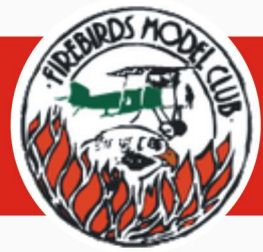
Not sure it will take off – Pat Parsons

Originally given to me for me by Pat parsons for the 'light hearted' section I felt that this design needed more recognition than that and perhaps a place in RCM&E? He wrote....

Hi Chris, gotta go careful here, it's one for your humour article, first of all get a small jar with a lid, go around your house catch a few fly's pop them in the jar, (you would have previously made the model), pop the jar with contents in the fridge, after about an hour the fly's would be a little dozy, get them out and with a drop of cyano stick them to the wing, when they fully recover the model will fly away... don't let the animal welfare crowd know.



Wingspan - 4ins Fuselage - 3ins Weight - minimal Propulsion - 2 flies



Anybody fancy ringing or e-mailing Pat Parsons ?

If any members are a bit bored and want to give Pat an e-mail or ring he would love to hear an update of what is going on 'down south'.

Is email address is ... patrickparsons.parsons3@googlemail.com

And his phone number is ... 07305 166108

An excerpt from the BMFA Members Handbook 2017

8. LEGAL CONTROLS OVER MODEL FLYING - The sport of model flying is subject to various legal controls which should be carefully considered at all times. You are personally responsible for any flights you make and knowledge of your legal responsibilities is important.

8.1 The Air Navigation Order (ANO) - The ANO is the legal framework which covers all flying activity in the UK. It is administered by the Civil Aviation Authority (CAA) and has been ratified by Act of Parliament. This means that the ANO is part of the body of law of the UK and, if you break it, you are liable to criminal prosecution. However, model flying has been exempted from most of the clauses of the ANO. The current ANO is CAP 393, 2016 No.765. The main clauses that still apply are 241, 240, 94 and 95. You will note that the clauses have been renumbered in this version. The old clause numbers are shown in parentheses below.

“A person must not recklessly or negligently cause or permit an aircraft to endanger any person or property”

Article 240 (137) IoM 73;

‘A person must not recklessly or negligently act in a manner likely to endanger an aircraft, or any person in an aircraft’

THESE APPLY TO ALL MODEL AIRCRAFT AT ALL TIMES, WHATEVER THEIR WEIGHT OR SIZE.

Article 94 (166) IoM 97, (Small Unmanned Aircraft)

(1) A person shall not cause or permit any article or animal (whether or not attached to a parachute) to be dropped from a small unmanned aircraft so as to endanger persons or property.

(2) The person in charge of a small unmanned aircraft may only fly the aircraft if reasonably satisfied that the flight can safely be made.

(3) The person in charge of a small unmanned aircraft must maintain direct, unaided visual contact with the aircraft sufficient to monitor its flight path in relation to other aircraft, persons, vehicles, vessels and structures for the purpose of avoiding collisions.

(4) The person in charge of a small unmanned aircraft which has a mass of more than 7 kg excluding its fuel but including any articles or equipment installed or attached to the aircraft at the commencement of its flight, must not fly the aircraft:

(a) in Class A, C, D or E airspace unless the permission of the appropriate air traffic control unit has been obtained (effectively in any controlled airspace down to ground level – Ed BMFA); or



(b) within an aerodrome traffic zone during the notified hours of watch of the air traffic control unit (if any) at that aerodrome unless the permission of any such air traffic control unit has been obtained; or
(c) at a height of more than 400 ft above the surface unless it is flying in airspace described in sub-paras (a) or (b) and in accordance with the requirements for that airspace (i.e. in any uncontrolled airspace. A further point is that 'above the surface' means 'above the point of launch from the ground' and this has been clarified with the CAA on several occasions – Ed BMFA).
(5) The person in charge of a small unmanned aircraft must not fly the aircraft for the purposes of aerial work except in accordance with a permission granted by the CAA (This doesn't affect you unless you are flying your model commercially for 'valuable consideration' – Ed BMFA).

Words of Wisdom from the flight line

"They last longer if you don't fly them"

Safety Notice

Please remember to use the Pits area for starting IC aeroplanes not the car parking area and also aeroplanes must face hedge when being started.

GDPR - General Data Protection Regulation

Following a revamp of the data protection rules that come into force this month the firebirds model club will, need to have specific permission from all members to hold and process your data. We must conform to the new legislation and will shortly be sending a form to all members together with the club's policies re. your data.

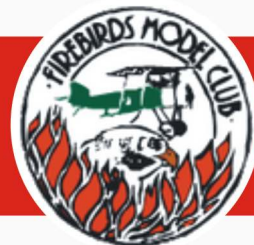
In summary without your permission the club will not be able to process your information including BMFA membership so completion of this forms will become a requirement of club membership.

Thank to Keith Warwick for assisting with our compliance.

Further details / forms / policy details to follow.

Notice the Newsletter is a bit empty, less interesting?

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



Sir Douglas Bader - (21 February 1910 – 5 September 1982)

Group Captain Sir Douglas Bader was a Royal Air Force flying ace during the Second World War. He was credited with 22 aerial victories, four shared victories, six probables, one shared probable and 11 enemy aircraft damaged.



Bader joined the RAF in 1928, and was commissioned in 1930. In December 1931, while attempting some aerobatics, he crashed and lost both his legs. Having been on the brink of death, he recovered, retook flight training, passed his check flights and then requested reactivation as a pilot. Although there were no regulations applicable to his situation, he was retired against his will on medical grounds. After the outbreak of the Second World War in 1939, however, Douglas Bader returned to the RAF and was accepted as a pilot. He scored his first victories over Dunkirk during the Battle of France in 1940. He then took part in the Battle of Britain and became a friend and supporter of Air Vice Marshal Trafford Leigh-Mallory and his "Big Wing" experiments.

In August 1941, Bader bailed out over German-occupied France and was captured. Soon afterward, he met and was befriended by Adolf Galland, a prominent German fighter ace. Despite his disability, Bader made a number of escape attempts and was eventually sent to the prisoner of war camp at Colditz Castle. He remained there until April 1945 when the camp was liberated by the First United States Army.

Bader left the RAF permanently in February 1946 and resumed his career in the oil industry.

During the 1950s, a book and a film, *Reach for the Sky*, chronicled his life and RAF career to the end of the Second World War. Bader campaigned for the disabled and in the Queen's Birthday Honours 1976 was appointed a Knight Bachelor "for services to disabled people".

He continued to fly until ill health forced him to stop in 1979. Bader died, aged 72, on 5 September 1982, after a heart attack.



Just in case you are ever in difficult quiz situation!! (ed.)



This month down at the field

Saturday the 14th greeted us with a warm(ish) sunny day with light winds, several pilots took the opportunity for some great flying. New on the scene was Geoff Griffiths 'Mini' wot 4 - a complete contrast to Mike Harvey's XL model brought along to our last club night meeting in Hamble. Look how tiny it is compared to the wonderful Majestic Major in the second photo.



I took advantage of the nice weather to fly my 'new' Riot (Half Alan Shergold's and half mine).



My Riot on the 17th February notice the undamaged red wings! Now on the 14th April, sporting the dual blue and red colouring of Alan's recycled fuselage and tail attached to my wings and running gear, she (they) fly again.

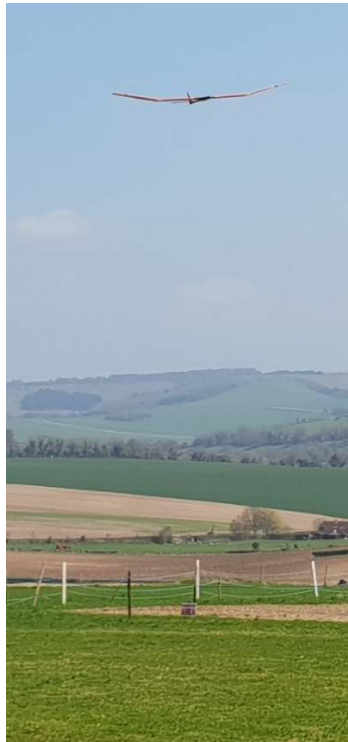


The Majestic Major – *always a joy to watch.*





A real Treat – Martin’s 16ft wingspan powered glider





The 21st April 2018 – 2 'maidens' in 20 minutes



Maiden flight no.1 - John Barker's boomerang – pre-flight checks and a successfully flight.



Maiden flight no.2 – Rogers's 'Gasser' – a little run, skip and a hop from Russell starts a successful flight.



Roger wrote after the event....

The Gasser was designed by Ken Willard in 1959. Ken was a famous designer of radio controlled models in the USA back then, and the Gasser was intended for pylon racing with .09 engines (1.5cc) and single channel radio. With a suitable escapement or servo it was possible to have limited elevator control as well as rudder so mild aerobatics could also be performed. I've fitted a bigger engine, a PAW 19 diesel, and of course I'm using modern proportional radio gear. However I've not fitted ailerons or throttle control as I wanted to stay true to the original design.

When it came to the test flight I was concerned that the lack of throttle control and the small rudder would make a take-off-ground too risky so I asked Russell to give it a hand launch. As you will see from the pictures this worked a treat and the model soon reached a safe height. I'd only part filled the tank so I kept it quite high on the first flight, but after the motor cut the dead stick landing was very smooth. A second flight with a full tank also went well and I tried a few loops, stall turns etc. These were ok, but I think I'll increase the elevator movement and move the CofG back a little to liven things up a bit next time.

Spring is definitely in the air – 'Yet another Maiden' (28 April)

From the same designer as Roger's 'Gasser' (above) Geoff Griffith's 'Top Dawg' is from a design first published in 1966. Geoff's 2018 build flew exactly as it should, although having forgotten to bring extra fuel his first flight was rather short.

FYI... Ken Willard the designer started modelling in 1916 and his biography can be found here

<https://www.modelaircraft.org/files/WillardKen.pdf>





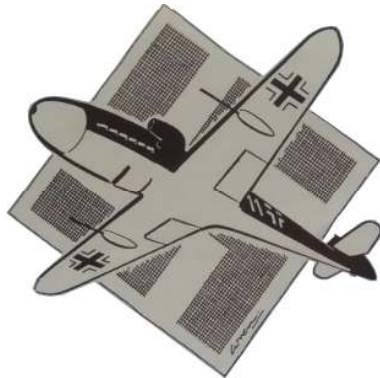
A light-hearted moment.



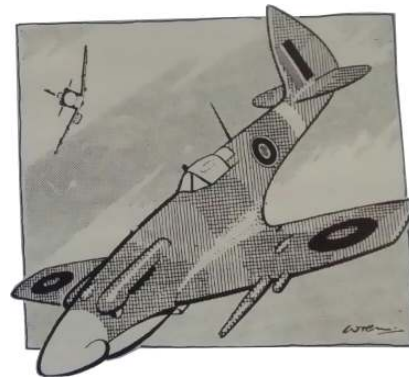


How well do you know your aircraft?

More 'Oddidentification' cartoons from world war II, do you recognise these aircraft from their cartoon image ... (answer on last page).



1.



2.

These will be the last 'Oddidentification' cartoons an idea provided by Alan Shergold many months ago, any ideas for future Newsletter fillers ?

This month's video!

It's amazing how far RC modelling and what we do with it have come!!

<https://youtu.be/5y-TXre7wFE>



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

Firebirds Model Club

News, Views & Information - May 2018



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!

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

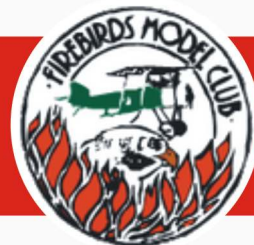
Please consider our neighbours at all times.

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	russell@pilot1.co.uk
Vice Chair	Dave Hoppe	07704 826343	davehoppehome@gmail.com
Treasurer	Alan Shergold	07973 221915	alanshergold@hotmail.co.uk
Secretary	Roger Stanton	01489 784152	roger-stanton@sky.com
PRO	Peter Clark	01489 692881	psclark911@hotmail.com
Flying Site Rep.	Keith Warwick	07887 486040	keithw11@hotmail.co.uk
Safety Officer	Geoff Griffiths	023 9265 5931	ggriffiths@hotmail.com
Membership Sec.	Roger Stanton	01489 784152	roger-stanton@sky.com

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 bf 109G

2. Supermarine Spitfire XII