



NEXT BARBEQUE:

Change of plan....

(read further on in newsletter)

Dear All

Welcome to the June 2018 Newsletter!

Shame about the Barbeque, it was a most beautiful day for flying but the wedding and the football got the better of too many of us. The following weekend would actually of been OK too if it wasn't for the meteorological office issuing a yellow warning for major rain (which missed us).

Pete / Alan and the committee have decided to do something a bit different for the next Barbeque more details later on in the newsletter.

My apologies for not clarifying the situation re. Bank Holiday flying times in the newsletter, I had to check with our chairman during the very pleasant late May bank holiday weekend and he has confirmed that Bank Holidays are the same as Sunday times i.e. 10am Start but 4pm finish (not until dusk).

The long grass around the take-off / landing strip has been an interesting challenge this month, but for me in a positive way. It has been great fun coming in low over the grass before landing knowing that the grass is fairly forgiving if you get it wrong...

Thanks to the mowing team that have kept the grass low on the strip and pits area. (Mainly Alan Shergold).

Just a thought, when I do the newsletter I keep seeing the same people appear in the pictures, so here's an appeal for some of the infrequent fliers to come down the field and let us see you flying.

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

Chris.



Committee News

Here's the latest from the committee room.

Sad loss of one of our members

The following was e-mailed to Roger ...

Dear Roger

Just a note to let you know the sad news that Iain died at the weekend.

He always enjoyed his trips to the flying field and was delighted that his SE5 will be cared for by Geoff Griffiths.

With best wishes

Sarah Niven



A picture of Iain as we would like to remember him.

Roger has replied to Sarah on behalf of the club, saying that he will be sorely missed.

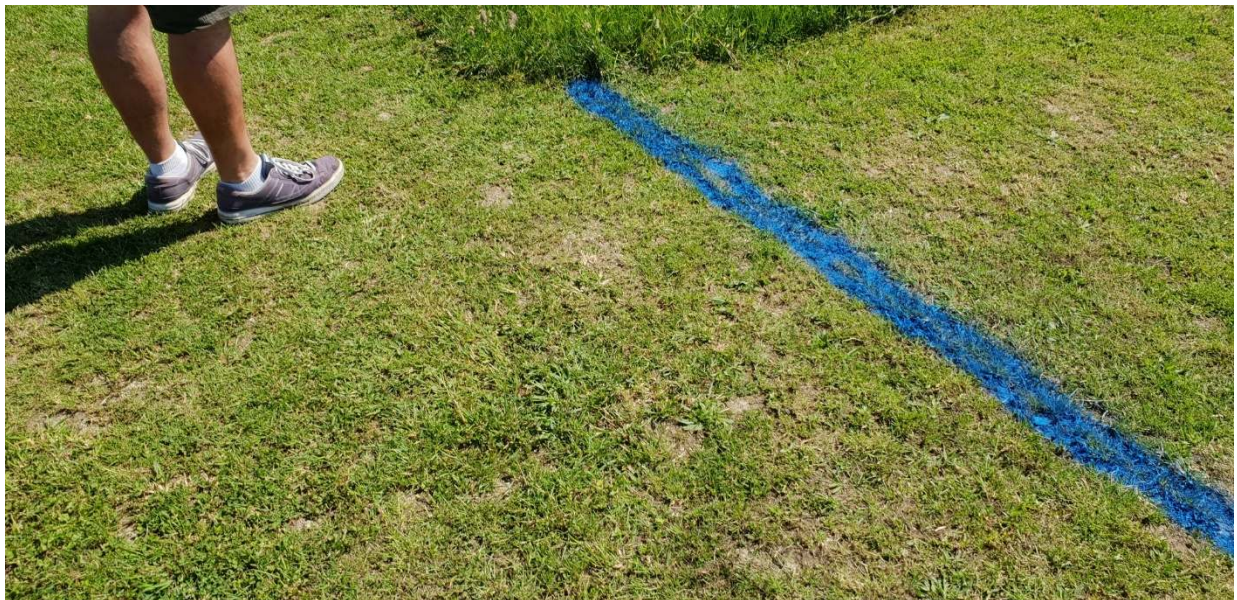
Our thoughts go out to his family at this difficult time.



The Thin Blue Line

Unlike the comedy series starring Rowan Atkinson, the new blue line at the flying field is there for 2 serious reasons...,

1. You shouldn't stand in front of it when flying and
2. Ideally keep this area clear for other pilots to walk through with / taxi their aircraft on to the strip. Standing behind the higher grassed areas can also give some protection should something go wrong.



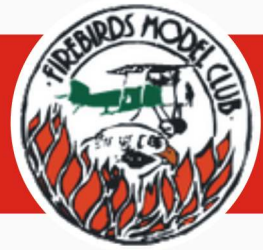
Please apply a little bit of thought during our honeymoon period.

Now that the summer months are here there are often more members up at the field at one time and bearing in mind that this is our first season back at Corehampton we don't want to upset our neighbours.

Please apply a little bit of thought If you are flying IC, perhaps refrain from excessive revving in the pits and if there are already a few IC planes in the air wait until one comes in before joining them. We don't want anybody complaining 😊.

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.



Membership news

The committee would like to announce that we currently have 46 members.

BBQ

As both our first and second 2018 Barbeques have been cancelled the committee in agreement with Alan and Pete (who normally do the barbeque) have decided to try and do something different.

Sooo... from now on we will not announce the Barbecue in the newsletter instead we will send out a special barbecue e-mail with just a few days notice when there is a good weekend coming up.

Other details will be included in that e-mail.

Poorly club member

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

Peak Down Flying times.

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

Bank Holidays - Sunday times

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.

Hedge End Carnival

Please liaise with Alan Shergold who will be heading the team / organising.

The Carnival this year is on the 7th July.

CHRISTMAS DRAW 2018

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



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.

FUTURE CLUB NIGHTS - Advance notice

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

Christmas Party evening has been confirmed as 13th December at the Hamble club, a buffet Will be provided.

Social area and pits

Please be careful that the social area doesn't encroach into the pits area, obviously this could become a safety hazard, committee members will encourage this when on-site and your understanding is appreciated.

Don't forget this Newsletter is Sponsored!

If you are considering purchasing a van, why not give them a try.

AW Used Vans are based in Romsey and Founded in 2012 by Shane Fryer (Lee Fryer's Son, a club member)

Telephone - 01794 332288 or

e-mail contact@awusedvans.co.uk



AW Used Vans



Pat Parsons

Pat wrote me the following earlier in the month and I thought long and hard about whether to include it or not, he wrote... draw your own conclusions.

Hi all, it's been a while since I sent you a message.

I have had a meeting with the members of the committee of Leicester Model Club and I have decided that am going to join them.

They are the owners of the field they use, it was given to them by the farmer who owned it as he was a member, it is brilliant, it is cut twice a week by a club member, it has a dedicated control line area, the take-off and landing area is double the size of Curdridge, it has a club house and toilets, 3 tractors, a kitchen workshop and garage also there is hot and cold water.

On joining everyone pays a fee and you become a shareholder, as the whole lot is owned by members. So flying is 9am to 9pm 365 days.

Jealous yet.... Photos to follow

Love to all Pat

Please address and send any thoughts to 'smug git', c/o the Leicester model flying club.

He emailed me a bit later on saying how he had to take a test with the club instructor before he could go solo..., he said "it'll be a bit of a downer if I fail".

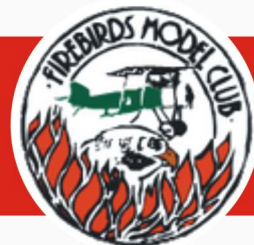
He won't be so smug if he fails !! (Ed) 😊

Watch Out 'Beadles about' AKA Alan Shergold.

Back in the 1980s Jeremy Beadle's programme attempted to capture the public doing daft things, Alan is keeping up tradition by trying to capture club members doing well.... daft things !!

I guess we will have something to look forward to this winter when we can watch our antics back during a club evening at the Hamble club.





ENDEAVOUR – Roger Stanton

Back in the 1930s most models were rubber powered as engines were few and far between. Apart from a few powered by compressed air, they were all petrol engines as the glow plug hadn't been invented and model diesel engines didn't come along until the 1940s. They were also far too expensive for most enthusiasts. One of them was Captain CE Bowden who in later years lived in Corf Castle and was famous for his Lagonda sports car. Most fliers designed their own models and one of the Captain's most successful designs was the Blue Dragon. This was powered by an Atom Minor petrol engine of about 15cc. I've attached a photo of a recently built Blue Dragon with a typical petrol engine up front. Although there were not many petrol models around, there were regular competitions, the most famous venue being Fairey's Great West Aerodrome near London. The annual Sir John Shelley Cup for petrol models took place there each year, which was a duration competition. The winner was the model that stayed in the air longest before landing, crashing or disappearing out of sight. There was no limit on fuel tank size, but bearing in mind its cost nobody wanted to lose their precious model!

These competitions had quite a following and were reported on in Flight, the main full-size aircraft magazine. Looking back through my archives I've found a Flight report on the Sir John Shelley Cup which took place at Faireys on 26 August 1934. The winner was Captain Bowden's Blue Dragon and flight reported that...



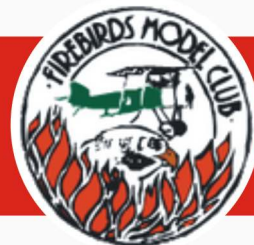
"The great thrill of the meeting came when, with a healthy roar of its Atom Minor engine, Capt.C E Bowden's "Blue Dragon" took the air. This machine, a highly tapered high-wing monoplane of 8 feet span, left the ground in about 4 yards, climbed rapidly in small circles and was soon at an altitude of about 4000 feet. After 12 mins 48 sec the model was declared "out of sight".

This was the winning flight and fortunately the Blue Dragon was found undamaged on a farm just beyond Staines. Third place was taken by J W Bishop's "Endeavour" biplane which had a 25cc engine and achieved 3 min 25 sec. Flight recorded that...

"The machine made for Heston but turned and came overhead about 60 feet up, subsequently making a perfect landing outside the aerodrome".

I hope you like the wonderful photo taken that day of JW Bishop towing his Endeavour biplane. It must have been a magnificent sight in the air.





An excerpt from the BMFA Members Handbook 2017

15.2 Aerials

(a) The aerial on your transmitter is an integral part of the set that is certified/tested by the manufacturer in order to qualify for the CE mark. If you are replacing a telescopic aerial on a 35 MHz set you should try to obtain the manufacturer's spare part. If you can't do this then the aerial you fit should be of the same specification (length, screw fixing etc) as the original.

If you wish to fit a base loaded or 'rubber duck' aerial, you should be aware that you may only use one of these aerials if the manufacturer has cleared your particular transmitter for such an aerial. If this is the case, then you should be able to buy the manufacturer's authorised spare.

If your particular 35 MHz transmitter is cleared to use such an aerial by the manufacturer but you can't get the original manufacturer's spare then any replacement aerial you buy must meet the same specification as the manufacturer's item. Note that, with this type of aerial, the specifications are more complex than simply matching the length.

You should be aware that fitting an aerial that does not meet the transmitter manufacturer's specifications will result in you being considered to have introduced into use a new variant of the transmitter which will not be covered by the manufacturer's testing/certification and CE mark.

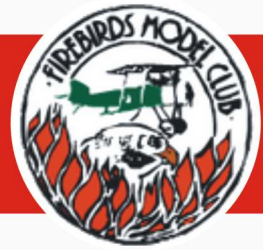
If you wish to fit an aftermarket aerial you should first contact the manufacturer/importer of your transmitter for further information. You might also find information on the Ofcom website at www.ofcom.org.uk

(b) A dirty or oily telescopic transmitter aerial will degrade the range of your transmitter, sometimes quite severely, and may even affect the output frequency. Clean it every two or three months with methylated spirit or similar and never lubricate it.

(c) Take care to route your receiver aerial well away from any carbon fibre in your aircraft. Carbon fibre is electrically conductive and is a good aerial itself. Large quantities of it can blanket your receiver aerial completely and even a few strands used for strength can cause glitching in flight if they are close to the aerial and can affect the signal reaching it.

It has also been reported that some metallic covering films and certainly some metal clad airframes have also been seen to suffer from degraded range and glitching and the siting of receiver aerials in these types of model can be quite critical.

(d) A point that is often overlooked, even by experienced flyers, is that the placement of 2.4 GHz receiver aerials is much more critical than for 35 MHz equipment. You must read the



manufacturer's installation instructions very carefully and take note of the information they give you. If you don't do this you may find yourself flying with equipment that is low on airborne range simply because the aerial configuration you have set up is inefficient.

If you do not have the original instructions, visit the manufacturer's website and download the information from there.

Words of Wisdom from the flight line – provided by Rob Cope

"It's easy to 'talk about' a Cuban 8"

What is a Cuban Eight.... (courtesy of Wikipedia)

A Cuban Eight or Cuban 8 is a figure eight aerobatic manoeuvre for both full-scale and radio-controlled fixed-wing aircraft.

Variations include the Half Cuban Eight and Reverse Half Cuban Eight, intended as directional changes and which are listed below. Both the basic manoeuvre and its name are said to have been invented by Len Povey, an American pilot who had served with the Cuban Air Force. Somewhat by accident he performed it in 1936 at the All American Air Race Meeting, which was held in Miami. Povey had intended to perform snap rolls at the top of a loop but was going too fast, so elected to continue over the top of the loop and on a whim, did a half-roll on the way down and did a symmetrical figure in the other direction.

When asked later what manoeuvre it was, Povey responded, "Just a Cuban Eight"

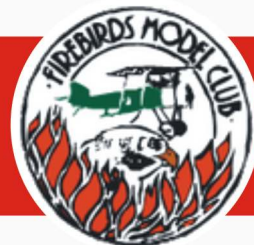
According to the 'Aresti Catalog', a Cuban Eight is performed thus:

5/8s of a loop to the 45 degree line, 1/2 roll, 6/8s of a loop to the 45 degree line, 1/2 roll, 1/8s of a loop to level flight (half of the Cuban Eight is called a "half Cuban Eight", and the figure can be flown backwards, known as a "Reverse Cuban Eight").

What is a 'Aresti Catalog'.... (courtesy of British Aerobatic Association)

A 'must have' for any serious aerobatic pilot who aspires to success from Standard level upwards, this is the book that provides the complete rule-base for the Aresti aerobatic notation system together with the complete and up-to-date set of manoeuvres that can be used either in isolation or where necessary in combination to construct known, unknown and free sequences for contest flights at every level.

There are separate volumes for power and glider pilots, the glider set of manoeuvres being similar but often different in detail and K-factor - and of course many power catalogue manoeuvres have significant power requirements that make them unachievable by gliders and hence are not in their catalogue.



Safety Notice

Please stand behind and clear of the blue line when flying your aircraft, when the blue line has faded and disappeared. Please remember where the blue line was and stand behind and clear in it's memory.

A little more from Pat and a serious reminder

Well it's been a bit hectic here, not much flying although, I did go to a local park to hone my 'skills' for my test that I previously mentioned.. The hectic bit is my daughter Fiona has a dog, a buchon frise or summinck like that, anyway it's just had pups [not Sopwith] and it's all go go go for the dog now, 'get this dad' 'get that dad' is all I hear now. It won't last long, I hope!

Anyway to escape I went up my 'cage' to do some tidying up but ended up watching YouTube videos of model plane crashes, and the thing that hit me was the number of crashes just after take-off, the planes took off OK generally straight, but some had a slight deviation, and of course aileron was applied, then bang they hit the ground and from the pit area came 'aileron reversed!'. Well the planes were plastic bag jobs and they must have cost a lot of money, so may I put it to you to pop into your newsletter.....

***"When the ailerons flight checks are carried out, PUSH STICK TO RIGHT
RIGHT AILERON REAR RISES just like at school all the Rs reading
righting rithmetic [yep I know its spelt incorrectly] but you remember it"***

When I go to take my 'FLYING TEST' I will take some photos of the club house workshop garage and 3 tractors grass cutters and safety area.

Regarding ailerons reversed yes it has happened at FIREBIRDS.. Regards to all of you down South, yes ladies as well, enjoy your read Sharon, yes someone close to you knows about reversed ailerons

Pat

GDPR - General Data Protection Regulation

Most members have returned their GDPR form, if you haven't please complete and return ASAP.

Notice the Newsletter is a bit empty, less interesting?

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



This month down at the field

Saturday the 5th could have made it into last month's Newsletter but with so much going on there simply wasn't room.. by the time you read this you may have forgotten the warmest early May bank holiday weekend on history so here are some photos to remind you.



Russell flies his AcroWot Foamy that he won in the Christmas draw many years ago.



Dave Shows off his 3D printed model – ably launched by fellow 3D enthusiast Pete.





Allan Hardingham – another perfect flight.



We also had a few heavy landings.





Rob Cope and his amazing 20/20 vision



Pete had a scary moment when his attention was taken by Rob practicing his ground handling. Having lost sight of his glider everyone scanned the sky looking for his lost aeroplane. We all looked north, south, east and west but worryingly nobody could see the tiny glider. We all presumed the worst and that the model had flown out of sight and was lost. But Rob Cope noticed something on the ground in the distance and was convinced it was the lost model... off he went and to everyone's disbelief he returned 20 minutes later with Pete's model. Well done Rob 20/20 vision!





Never make promises you can't keep !

In an attempt to bring more families to the club on Barbeque day, our chairman promised his nephew that he could come down the field and watch Uncle Russell fly, but with the Barbeque being cancelled he didn't break his promise and choose Bank holiday Monday instead.

His dad Scott (seen in in the picture) had a go on a buddy lead and his Nephew (the smallest one) managed a dead stick landing in the long grass (or at least he though he had) © .. future members?



Allan Hardingham's twin engine Dakota... Nice !





Yet another perfect flying day – 3rd June 2018.

Regular at the field John Graham stands proudly next to his son James, James who is without doubt an excellent pilot was flying an aeroplane that John had flown many times in his younger days... but unfortunately James got a bit cocky and ended up in the long grass. Don't worry James your Dad still loves you despite the embarrassment! 😊



Graham McGregor who was once the clubs treasurer has re-joined after many years away from the 'sticks' and following a quick 'buddy lead' flight check with Roger went solo.... Again !





Russell flies his rather large Seagull Decathlon, which on it's first flight decided to go 'dead stick' thankfully Russell got the plane down safely and flew a few more successful flights.

Flying weight - 7-8lb (3.2-3.6 kg), Length - 50ins (127cm), Wingspan - 67.7ins (172cm)



P.S. It's easier to get a good fly past photo when the model is this big!

Remember last month there was photos of 2 models that both did their Maiden flights in May and were from the same designer Ken Willard? Well here they are together Roger's 'Gasser' and Geoff's 'Top Dawg'





A light-hearted moment.

I did say I was running out !!

Over to you club members... send us something funny !!

Pete creates a new game idea.

The name of the game is 'can you name this plane'?



This month's video!

Full size – Air Show - Dead stick landing... , make that 'NO' stick landing!!

https://youtu.be/zl5TIR1_ciQ



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



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.

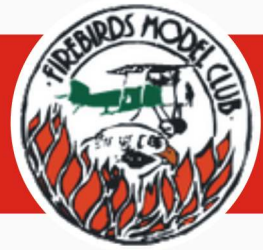
Flying Times Peak down

Please consider our neighbours at all times.

Mon – Fri 1200 – Dusk

Sat – Sun 1000 – 1600.

Bank Holidays - Sunday times



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.