



# august

***New Flying site  
Announced!***

Dear Firebirds member

What a difference a month makes, I have now flown, both at PADMAC and now at OUR NEW FLYING SITE !!!, yes we have a new flying site.!!

The location for the new flying site was first suggested by Graham Barker back in January when he spoke to 2 farming brothers who said they may consider letting us fly on one of their fields. Russell contacted the Brothers and yes, they said "it might be possible" .... Then February came with constant rain (the fields were therefore too wet to even look at).. Then March came together with a COVID-19 lockdown. It took much perseverance by our committee (principally Russell) and some 7 months later we have a 3 month trial on our very own flying site. Getting a new site has been a really long haul, being on the South coast we can't go South because of the water and we can't go West because of the airport, but hopefully this new site will work out.

Remember last month I mentioned buying one of Terry Jacobson's Max Thrust Riot XLs from his son Kevin. Well Terry if you are still checking in on us, I prepared her for flight and got Geoff Griffiths to do the final tests and initial test flight and she flew beautifully. I even had a little go while she was 3 mistakes high. Thank you Terry, God bless.

And... even more exciting news, remember the 'little Midge' model I was building from a kit during lock-down (June Newsletter), my first ever balsa model aeroplane?... it actually flies... again Geoff did the initial flight for me and with very little trimming too. I am now officially an aeromodeller!



And... even more news ... again during lock-down (May Newsletter) I prepared a model that Pat Parsons gave me when he was clearing out his shed, and she too flew.. admittedly the prop I had installed didn't give it quite enough pull, but she flew beautifully and I have now installed a bigger propeller, I can't wait to give her another try. Thank you Pat.



It's been a while since I have said this, but see you down the flying field !!

Chris - the aeromodeller 😊



## **\*\* STOP PRESS \*\***

### **Cigarette smoking at the new site...**

It is probably not a good idea to smoke at our new flying site full stop, (with all the dry grass).

If you do need to smoke please be extremely careful, perhaps bring a metal tin to collect ash and butts and just like all rubbish, cigarette butts should be removed from the site not discarded on the field.

### **Heavy Landings and recovery...**

If you have a heavy landing think before you pick up your aircraft 'think where are all the bits?' please make sure you collect any (and all) small pieces, broken prop ends, elastic bands, splinters of balsa etc. the farmer will cut and bale his crop (grass) during the year for animal feed and animals don't like eating bits of model aeroplanes...

### **KIK ... !**

Again members are starting to use the KIK instant messaging app to let members know when they are going flying, details on how to join the group will have been sent in the e-mail with this newsletter.

### **NEW LOCK NOW FITTED**

**You have been provided with the code separately / during induction,**

**Note 1:** Please 'scramble' the lock number and lock the lock when on the field as well as when leaving the site so that the number does not fall into the wrong hands.

**Note 2:** There is a spacer piece for use with the new lock please make sure it is always in place, it will help protect the lock in case of attack.

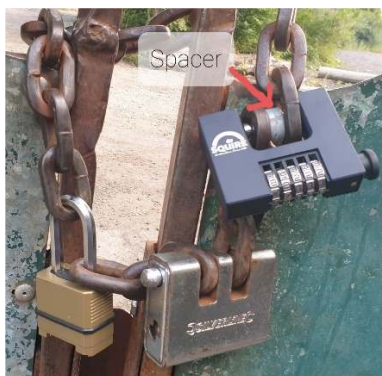


Image shows our new lock (top right). Remember, the gate should always be closed and the lock locked with number scrambled.



## It's good to see members flying again!

Photographs from our first full week at the new flying site.





## Kevin has a model for Sale.

A Never flown foam high wing trainer the model is an E-Flight Valiant, this model is sold without a receiver so ignore the AS3X logo on the wing, it is ready for your own receiver (and stabiliser if you choose). Also missing the wing bolts.. otherwise absolutely as new. Model also has fitted servos for flaps (see image). Currently selling in shops for £200, Kevin wants £75 ono.

Have a word with Kevin when you next see him, or ring him direct on – 07756 403119...

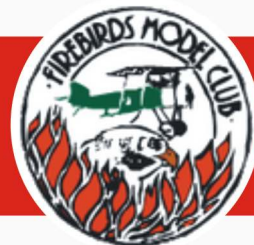


## Pete Clark buys a new Transmitter

Pete says it cost £100 (ish) including delivery plus a potential £35 import tax, he also managed to get his old Spektrum transmitter fixed (without sending it to Germany), ask him for details.

Here is the new Orange transmitter – a Tx10i Mode 2 10ch 2.4GHz DSM2/DSMX Compatible.





## IMPORTANT

Whilst the original Lock-down and first wave of Coronavirus has subsided we are still in the midst of a global pandemic. Please follow all relevant government advice and keep safe.

## IMPORTANT 2

With Brexit, the pandemic and our flying site search taking so many of our thoughts recently, some of us may have forgotten to adhere their registration number to some of their models, perhaps you?



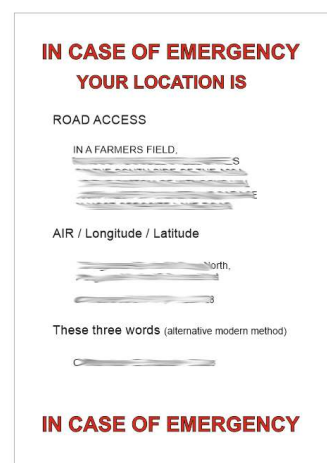
### Where am I ? (in case of an emergency)

The club have installed 2 'in case of emergency' posters like the one on the right at the new flying site. Please familiarise yourselves with their location.

One is on the floor at the base of the telegraph pole by the flying strip and the other is fixed to the lawn-mower store.

It shows your exact location for each of the 2 points, if you are unfamiliar with 'These three words' look up 'what three words' on the internet, a very clever and simple idea..

Click ... <https://what3words.com/dose.bends.vies>



**THE COMMITTEE RECOMMENDS THAT MEMBERS CARRY A FIRST AID KIT**



## Slightly more light hearted



### Any ideas?

Does anybody recognise this current club member ? and for an extra point know what 1960's TV show the hat comes from?

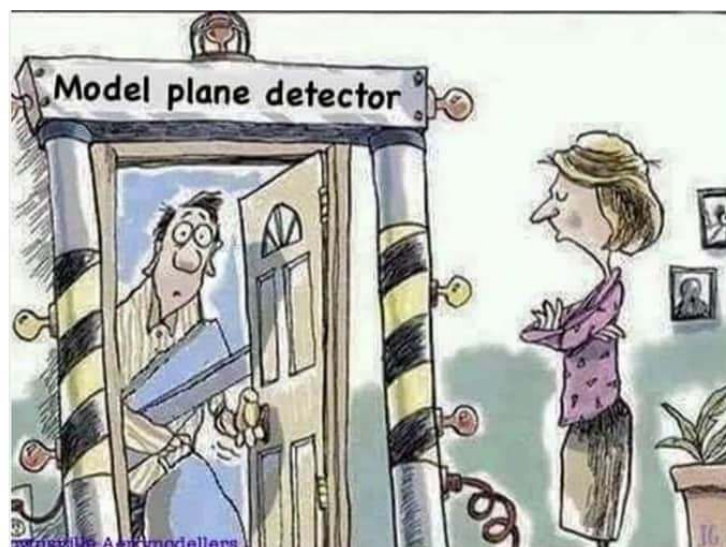
### Pat Parsons is OK everybody!

A few members had mentioned that we hadn't had anything in the Newsletter from Pat Parsons lately. But we are pleased to say he is OK, he has just been busy in the garden!

He sent us a recent selfie entitled... Libya 1956, just about to go back to England



## Is this inside your front door ?





## BASED ON A RECENT EXPERIENCE



DON'T LEAVE LIPOS IN YOUR CAR, This can of coke was sat in my car (Ed.) during one of our hot summer days and exploded due to the heat, glad I wasn't in the car when it happened, or that it wasn't a li-po battery that I had left in there!!

## Break in at flying new field

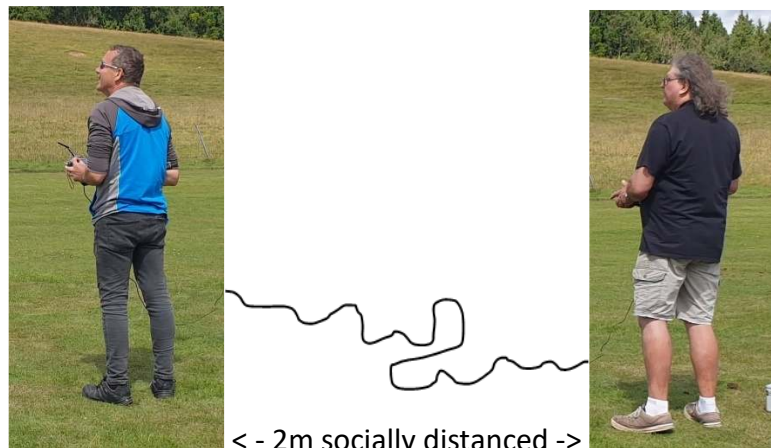
We had only been at our new flying site for a week when somebody cut our lock-off to gain access to the farmers yard... There are some horrible people about!! Please be vigilant and make sure we always lock the gate properly... this was the old lock (not a cheap one) new lock is even tougher !!

*Update: Farmer says only some scrap was stolen.*



## Watch out for this man, he may be a 'HUSTLER' from another club!!

Last month we welcomed Paul Brown and his Max Thrust Riot to the club, all was going well in his training, when....



.... unfortunately his Riot took a sudden turn in the wrong direction (mainly downwards) and before Russell (his instructor) could rescue it, it landed rather heavily.

Now, this is why you need to watch out for this man... although he claims to be new to model aircraft he may be a bit a 'Hustler' as. he has just pulled off one of the best 'foamy' repairs most people have ever seen...

More experienced modellers even said that it would never fly again...



## BEFORE



## DURING

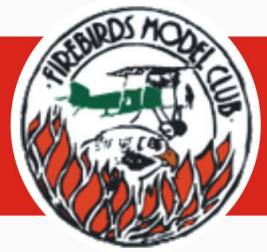


## AFTER



Good as NEW ! He also added spring loaded landing gear and it flies perfectly.





## NEW FLYING SITE

THANK YOU **FARMERS**, THANK YOU **COMMITTEE**, THANK YOU **MOWERS**, THANK YOU **RAKERS**, THANK YOU **COLLECTORS** AND **REMOVERS** OF GRASS CUTTINGS...

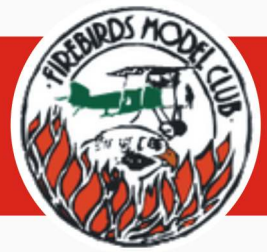
**THANK YOU TO ALL FOR KEEPING TO THE RULES AND NOT UPSETTING OUR NEW NEIGHBOURS !!**



NOT FORGETTING A BIG THANK YOU TO **PADMAC** FOR KEEPING US FLYING DURING THESE DIFFICULT TIMES, HOPEFULLY THE RELATIONSHIP WILL CONTINUE (LAST IMAGE IS KEN FROM PADMAC)

Below are some memories of happy times before COVID-19 and social distancing 😊!





## DID YOU KNOW

The NEW-SITE is just 3 miles from Hedge End, less than 10 minutes drive.

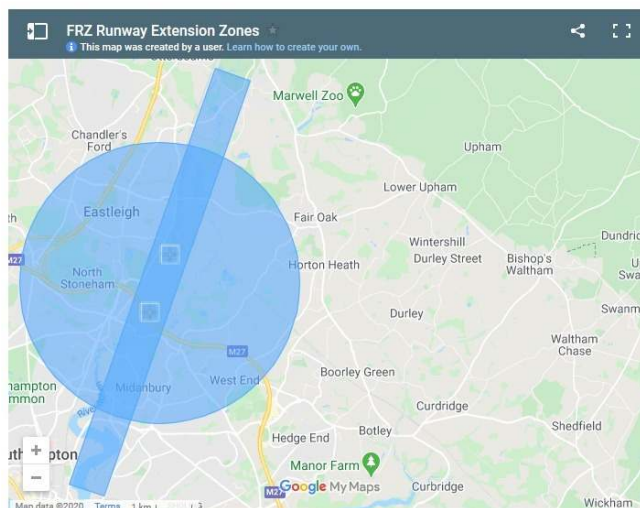


And the new flying site offers great opportunities for either ..

1. A new purchase, (these folding sack trucks are available from many places, including toolstation). Or...
2. A healthy new fitness regime 😊



Good news, our new flying site is firmly outside the FRZ (Flight Restriction Zone) for Southampton airport



### UK FRZ Map

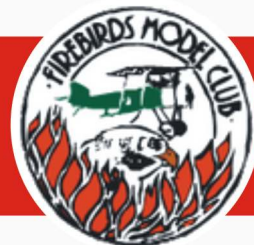
This map enables UA operators to **remain clear** of the new UA FRZs that are created as part of the latest amendment to the ANO.

**It is illegal to fly any drone at any time within these restricted zones unless you have permission from air traffic control at the airport or, if air traffic control is not operational, from the airport itself.**

## From the BMFA handbook.

### 11.4 Using Your Flying Site

1. All flyers must ensure that the site they intend to use is entirely suitable for the type and size of model they wish to fly before attempting to use it. You are personally responsible for the flights you make and the consequences of flying at an inappropriate site could be serious.
2. All flyers must ensure that the site is left free of any foreign objects or debris. This is particularly important where the use of active airfields is concerned or when livestock is likely to have access to the site at any time.
3. CAP 658 says:- For any model aircraft flying, first choose an unobstructed site and at all times keep a safe distance from persons, vessels vehicles and structures.
4. Then only fly in suitable weather, with regard for any other conditions such as local bylaws and with due consideration for other people and property. If light conditions or visibility are such that you might lose sight of your model then do not fly.



5. Take great care if you fly near any overhead cables. Telephone wires are dangerous and electricity cables can and have killed. Even the low level electricity lines on wooden posts carry lethal voltages. KEEP CLEAR.
6. Do not leave fuel, adhesives etc. where children or other spectators may get hold of them.
7. Flying alone should be avoided if at all possible. There are many cases on record where model flyers have been injured or incapacitated on the flying field and have only been saved from permanent injury or worse by the prompt actions of fellow flyers. If you do fly alone, take a mobile 'phone with you. There are risks of interference with a mobile but the safety factor of being able to summon help if you are injured is more important.
8. It is extremely unwise to let children wander on a flying site. If children are there make sure that they are under supervision and safe.
9. Dogs and model aircraft do not mix. If you take your dog to the flying field it should be on a lead and restrained at all times.

## Committee News

### Great News, **NEW Flying Field!!**

On the 1<sup>st</sup> and 2<sup>nd</sup> of August 2020 a very successful Induction / Introduction weekend saw 70% of our members visit the new site, each member was given a tour of the sight, given the code for accessing the gate and advised on site protocol Out of Bounds etc.

Any remaining members must arrange to meet with a committee member at the site for an induction before using the site.

If you have done an induction you should have been given the lock code during the induction our (new) lock looks like this...



Confirmation of rules specific to New site.

1. The flying site is initially on a 3 month trial, we must do everything asked of us if wish to keep it.
2. Always shut the gate, ideally locking it each time you pass through. We know that other gate users may not, but our instruction is, that the gate should be shut at all times and ideally locked.
3. Park near the barn during the week, but it is OK to park near the cutway to out flying area at the weekends. Do not block the cutway that leads down to our flying area.
4. Do not walk across / through the long grass, to us, it is grass to the farmers it is a crop. Always walk through the cut way and then follow the tree line until you reach our mown, path.
5. Do not fly loud models, there is an official 80 decibel club limit and the club can check your model however for the sake of keeping the site, if the model is noisy, do not fly at the site.
6. Do not leave litter, cigarette butts etc.
7. Do not take any produce without permission, even though the blackberries look gorgeous they do not belong to us.
8. Adhere to Flying times below, these may be changed in future but for the initial trial period these are the times, the farm owner has a copy of these times so knows when we should be on-site.



9. No vehicles are to be taken down along the tree-line i.e. through the cutway without express permission. Note: Pete Clark has some beehives on the farm and currently has permission for that purpose only.
10. Adhere to out of bounds on map below and wherever possible avoid the area in yellow.
11. We know it is obvious but don't fly into the power cables !!

All other club rules apply. See also...

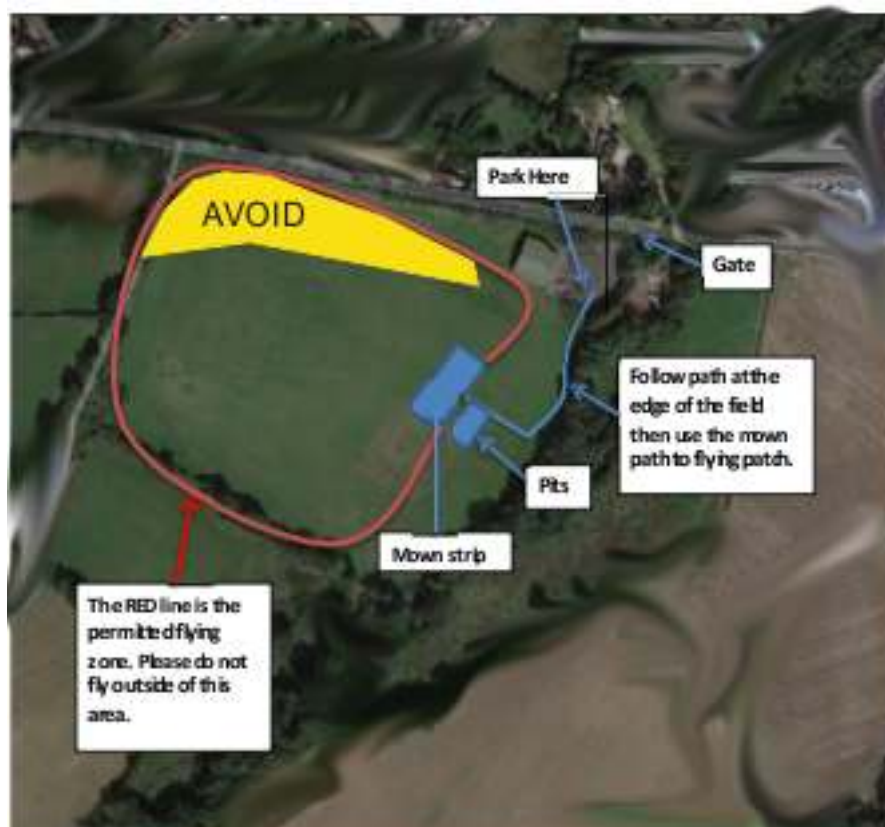
<http://www.firebirds.org.uk/onewebmedia/FIREBIRD%20CONSTITUTION%20&%20RULES.pdf>

Happy Flying, at long last 😊 !!

## Flying times at new site:

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Quiet (Electric)	Electric and I/C		Electric and I/C		Electric and I/C	Electric and I/C
14-00	12-00	NO FLYING	12-00	NO FLYING	10-00	10-00
20-00 or dusk*	16-00		16-00		14-00	13-00

\*NO NIGHT FLYING





It is really important that we do all we can to ensure our new landlord and neighbours stay firmly on our-side, ... Any concerns contact a committee member.

## **Thank you !!**

Thanks go to Graham Barker for the initial introduction to this site, presuming a successful trial Graham will not be paying his next year's membership as promised!

## **Finding the new site:**

You should have received details on how to find the new site directly via e-mail, if you need these details please contact a committee member.

## **Renewing members**

Members who have not renewed will now need to re-apply as new members as non-renewing members details are now being removed from the club database. New members will not be accepted until at least January 2021, please contact a committee member to ensure your place on a potential waiting list.

**The club is not taking any new members until at least the new year, to keep numbers down during the Pandemic / until after the new flying site's trial period.**

## **PADMAC.**

Our relationship with PADMAC remains the same and their flying site remains available to Firebirds members under the same agreement, until advised.

## **PADMAC current Covid-19 flying advice**

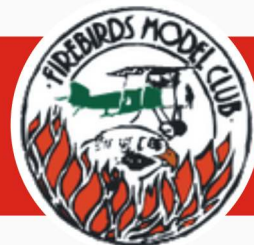
In reality the 1m plus rules will not make a great difference to how the patch is used.

From 4 July 2020 in line with the recently announced relaxing of COVID-19 restrictions the club will operate as follows;

1. Maximum of six people from different households at the site.
2. Maintain at least 2m separation where possible.
3. If 2m is not possible, then follow 1m plus social distancing rules/guidance.
4. Continue to use the flying slot booking system.

Fly safe, enjoy being outside and try not to crash.

Firebirds members can book slots via me (Ken), or can ask for access to the Google Calendar booking system.



## PADMAC flying times.

	Power	Electric/Silent
Mon to Sat	10:00 to 18:00	10:00 to Sunset
Sunday	11:00 to 18:00	11:00 to Sunset

PADMAC rules can be found here. [http://www.padmac.info/PADMAC\\_flyingsite\\_rules.html](http://www.padmac.info/PADMAC_flyingsite_rules.html)

## Poorly club member

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

## FUTURE CLUB NIGHTS - Advance notice

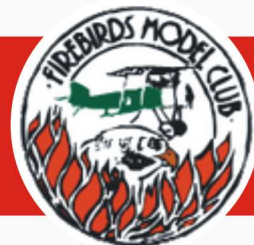
ALL \*\* Postponed \*\* due to Covid 19 restrictions.

## Allan Hardingham's new model in flight. (update)

In June I said Allan, who was still on furlough decided to build a model from an RCM&E plan using just bits and pieces from his scrap box then covering it in some solarfilm he bought back in the eighties...Then in July I said I wrote "Well it flies and here is the proof"...

Then this month I have to report that that same model took a heavy Landing and nearly ended up back in his scrap box! Allan thinks a servo may have failed, but promises to have her back-up and running for the next newsletter !!





## Use of Flaps

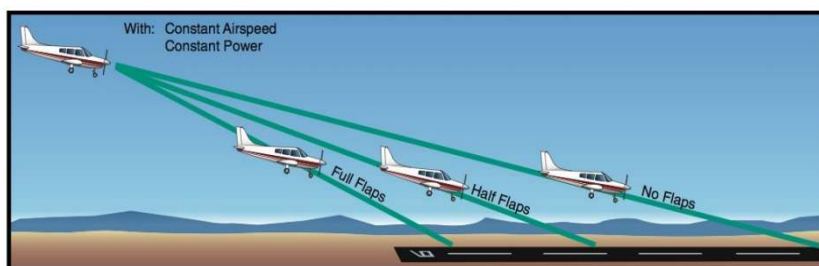
Flap extension during landings provides several advantages by:

- Producing greater lift and permitting lower landing speed.
- Producing greater drag, permitting a steep descent angle without airspeed increase.
- Reducing the length of the landing roll.

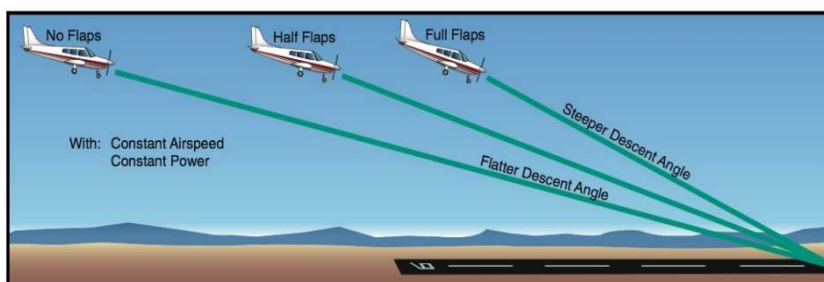
Flap extension has a definite effect on the airplane's pitch behaviour. The increased camber from flap deflection produces lift primarily on the rear portion of the wing, producing a nose-down force. This pitch behaviour varies on different airplane designs. In general, though:

- Flap deflection of up to 15° primarily produces lift with minimal drag. The airplane has a tendency to balloon up with initial flap deflection because of the lift increase. The nose down pitching moment, however, tends to offset the balloon.
- Flap deflection beyond 15° produces a large increase in drag. In high-wing airplanes, a significant nose up pitching moment can occur because the resulting downwash increases the airflow over the horizontal tail.

When the flaps are lowered, the airspeed will decrease unless the power is increased or the pitch attitude lowered. On final approach, therefore, you must estimate where the airplane will land through discerning judgment of the descent angle. If it appears that the airplane is going to overshoot the desired landing spot, use more flaps, reduce power, and lower pitch attitude for a steeper approach.

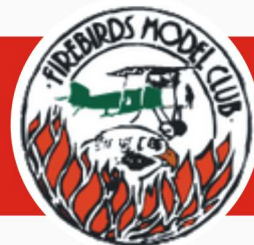


Effect of flaps on the landing point.



Effect of flaps on approach angle.

If the desired landing spot is being undershot, shallow the approach by increasing power and pitch to readjust the descent angle. Never retract the flaps to correct for an undershoot, since that will suddenly decrease the lift and cause the airplane to sink even more rapidly.



## Alan Shergold winning the 'I've got a new trolley' competition (so far!)....



*\_It's behind you Alan !!*

## Ticks and Lyme Disease –

**\*\* ANOTHER REASON NOT TO WALK THROUGH THE LONG GRASS, ALWAYS FOLLOW THE TREE LINE AND THE MOWN PATH \*\***

*Important information if your flying site is surrounded by woodland and includes areas of long grass...where ticks could live.*

“Ticks that **may cause Lyme disease** are found all over the UK, but high-risk areas include **grassy and wooded areas in southern England** and the Scottish Highlands.”

Most tick bites are harmless and only a small number of ticks are infected with the bacteria that cause Lyme disease. A tick bite can only cause Lyme disease in humans if the tick has already bitten an infected animal. But it's still important to be aware of ticks and to safely remove them as soon as possible, just in case.

## Symptoms of Lyme disease

Many people with early symptoms of Lyme disease develop a circular red skin rash around a tick bite.

The rash can appear up to 3 months after being bitten by a tick and usually lasts for several weeks.

Most rashes appear within the first 4 weeks.

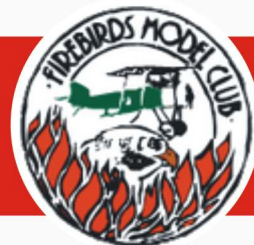
*The rash is often described as looking like a bull's-eye on a dartboard. The skin will be red and the edges may feel slightly raised. (see images).*





# Firebirds Model Club

News, Views & Information - August 2020



## Club Information

This section gives a summary of club services and contact details.

### Glow Fuel, Glue and other bits and pieces available

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!

## External Events

If you need more details on any particular event, then go to <https://bmfa.org/Contests-Events/Contest-and-Event-Calendar>. **BMFA Bulletins are available on-line at this [link](#) ...**

## 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	Rob Cope	07795 996549	<a href="mailto:copes02@ntlworld.com">copes02@ntlworld.com</a>
PRO	Peter Clark	07867 557964	<a href="mailto:psclark911@hotmail.com">psclark911@hotmail.com</a>
Flying Site Rep.	Vacancy		
Safety Officer	Geoff Griffiths	023 9265 5931	<a href="mailto:ggriffiths@hotmail.com">ggriffiths@hotmail.com</a>
Membership Sec.	Keith Warwick	07887 486040	<a href="mailto:keithw11@hotmail.co.uk">keithw11@hotmail.co.uk</a>

## 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.**