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***Firebirds BBQ  
announcement will appear  
here soon !***  
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Dear Fellow Firebirds Club Members

This last month has seen some of the worst weather, too hot, too wet and too windy flying days or, great weather but outside of our flying times.... But, with the now extended flying hours we should all be able to find more opportunities to fly...

And in total contrast to the statement above, this last month also saw some of the best flying days for a very long time, dry, not too hot and with calm winds, all we needed was a few more members down the field. As mentioned in previous newsletters, many of us have struggled with things over the last 18 months, being down the field, even if you don't fly is a fantastic opportunity to get away from it all, so see you down the field soon.

Just one more slight negative when you do visit the field, please watch out for insect bites and ticks, it's an occupational hazard when near long grass ☹️.

I had an interesting response from members when I mentioned model boats in the last newsletter, it appears that many of our members have been dabbling on the dark side for a while now, see boat section later in the newsletter.

I know several members have bought tickets for the Popham model air show later in the month, apparently the organisers have secured some top-notch show pilots to attend including the father and son team Steve and Matt Bishop, famous for their take on the RAF Red Arrows display team. If the show is successful, it could become the first decent and regular 'down south' show for model flying. See you there? (hopefully going Saturday).

If you do have something interesting for the Newsletter, please let me have it.

Chris.

**P.S. Do read the advice on LIPO's I am currently lowering the voltage on a large pile of batteries.**



Saturday 1<sup>st</sup> August 2020 – just one year ago !!



One year in to having our own flying site again and the field has in general been well received, the farmers are happy with what we are doing and there has been no problems with our neighbours hence the committee was able to get our flying hours extended (see flying hours at the end of this newsletter).

As always the retention of our site relies on a continuing good relationship with our neighbours and landlord so please do continue to fly within your limitations and keep noise / models away from residential properties. It is proposed to move the flying strip away from the road by several metres to help keep our flights to the left of the site where there is less chance of any unwanted interactions.

## NEW MEMBERS

Please also note that the Firebirds Model Flying Club is again open to new 'sensible' fix wing members.





## Another (even slower) slow stick for Chris Fisher...

Whilst at the Weston Park model show I had a call on my mobile, it was Russell, "where are you" he said, I told him I was at the opposite side of Weston park probably 20 minutes away, "I've found you another slow stick" he continued, I told him that I didn't need another slow stick tang off and continued looking around the show. A few hours later when we met up, (probably at the bar) I asked Russell which stand the slow stick was on, he said, with a big grin, it's not on a stand, it's in our tent!! .. So I am now the proud owner of a new 'tiny' indoor version of my much loved slow stick and on a particularly calm day in July I actually flew it at our site. Thanks for the pressie Russell.



## And, the complete opposite... Something HUGE!

As we all know Kevin has been selling some of his dad's old 'kit' and when I first met up with him last year to take some pictures for the newsletter I saw this ridiculously large 3 channel glider, my words to Kevin at the time were, "I like that, it's very pretty, but I certainly don't need it and what would I do with it anyway, Kevin don't let me buy it!" Sooo... fast forward a year and due to a severe weakness in saying NO, it is now in my shed.. I really must practice the word NO!

See on the right a marketing picture from Horizon Hobbies of the Radion XL that I bought – a 2.6m powered sailplane. (I think they chose their shortest salesman for the picture though!).

[THIS IS A PLANT:] (to see if he still reads our newsletter) One of our clubs ex members 'Nigel Argall' moved down to Cornwall.. I wonder if next time I visit my aunty (in Cornwall) he could show me how to throw it off a cliff (and preferable get it to come back).





## This week's video

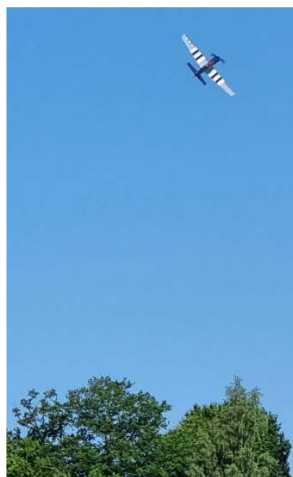
This video has already gone viral.. <https://youtu.be/PTrLxkVOShg> listen to the final words of the video.. sort of sums it up... Well done Brian !!



Follow up video ..... <https://youtu.be/x3NTfiW17QA>

## Good to see Pete down the field giving Russell some exercise.

This Ripmax Mustang was yet another model bought from Kevin. Notice how the long grass has given Pete a rather trendy Pony tail!







**Be careful when you shut your car boot.** *From Geoff Griffiths*

*Geoff wrote..*

This is what happened after I accidentally locked a neighbour's cat in the car for two hours!

The cat seems non-the-worse, but I wonder what the owner might have made of the inevitable throwing up of this "Chinese takeaway" 🤢

I've learned my lesson. . . Geoff



## PHOTOGRAPHIC SECTION

Down at the field there is often an opportunity for some great photos, I saw the opportunity and, in my head, imagined the Cadbury flake advert of yesteryear, I had good natural light, long waving grass, a subject, all I then needed was a little bit of soft focus and...

Below is my attempt at an atmospheric, soft focus photograph through the long grass ....



**< FAILED!>**

Nothing personal Alan, but I think I need a pretty girl!  
(If I can find one that can use a ride-on mower!)



### **Blackburn 1912 Monoplane with wing warping.** *By Geoff Griffiths.*

Way back in 2008 I built this, partly on a whim, and also because although originally published in *Aeromodeller* in 1954, I'm sure I remember it being re-published when I were a lad, at the time of the Film "Those Magnificent Men in their Flying Machines" (mid 60's?). It just sort of appealed, but I never got round to building it at the time.



It's about 48" span and was designed by a Mr A M Finucane. It's meant to be flown free-flight with a 0.8cc diesel. With the extra weight of 2 channel radio, the Mills 0.75 I'd fitted was only just capable of prolonging the glide to about the width of the old strip at Poplars, so in went an old Enya .09ci glow, doubling the power.

A few of you may well remember its one and only flight at Peak Down. . . It didn't go well and eventually spiralled into the ground. The problem was that the rudder just couldn't control the model which has scale dihedral. The damage was minimal, but to increase the dihedral would be difficult, so it was duly all wrapped in bubble wrap and stored away, sad and forgotten, at the back of the shed.

Now I say "forgotten" but that's not quite true, as whenever I came across it I pondered the possibility of somehow putting ailerons on it, or better still, get the wings to twist just like the full size. Thirteen years later, a couple of weeks ago, curiosity got the better of me, so I put the wings back on to have play and see what might be possible.

What I discovered surprised me! I found that there was just enough flexibility in rigging mounting post above the wing to be able to twist it ever so slightly, and lo and behold, the wings twisted very slightly in sympathy!



So, I set about cutting out the original post, and fitted a longer rotating one that now protrudes slightly through the bottom of the fuselage. This way I was hoping I could get the bottom rigging wires to move as well to increase the effect. Encouraged by the results I ordered an electric set-up from George at 4-Max, which arrived within a couple of days. (Brilliant service, and having spent a few hours cleaning up the residue from the old glow and diesel fuel I didn't want to go through that again!) I finally had everything connected up and working last Sunday, and yes, the wings did now twist, and as a bonus, in the right direction!



The first flight with full wing warping was on the 24<sup>th</sup> of June, and what a revelation! It's an amazing thing to fly now, and very controllable. Co-ordinating both rudder and aileron is very necessary but it's so satisfying to see it finally in the air under full control. It flies sooo slowly, so calm weather only, but I think I'm going to enjoy this one. Got to find a pilot now . . .





## Indian Curry Night...

For various reasons the curry night did not go ahead on the 5th,

**How about the 19<sup>th</sup> August at 7pm would that be a better day?**

If anybody wants to go I am happy to collate a list (Ed.) Partners welcome.

## Firebirds BBQs soon to be a reality again.

Russell has spoken to the Farmers and as they now know we are a sensible 'lot' they have agreed that we can have Barbeques at the site (except when they are making hay), so watch this space for a few prospective BBQ dates.. and that includes you John Williams (there he is again!) It would also be nice to invite our PADMAC friends to our new site at some point.

## Most improved fliers (of yesteryear)



1995	J Everdale
1996	J Graham
1999	Owen Watts
2000	Kyle Bataille
2002	Tony Knight
2003	Nigel Argall
2004	Raj Ahmed
2005	Peter Maidment
2006	Simon Robinson
2007	Rob Cope
2008	John Williams
2009	Mark Cokell
2010	Geoff Scott
2011	John Hoddinott
2012	Darrell Taylor
2013	Greg Smith
2014	Tony Firth
2015	Ashley Ridge
2016	Chris Fisher



Above is a picture of the the most improved fliers trophy presented at the Christmas party each year.

Sadly there are few people now not with us, or who have left the club, but also a few members that are still here and down the field trying their best to improve that little bit more.



## How to Safely Store Your LiPos (from hobbyking.com) – suggested by Alan Shergold

When it comes to storing your LiPo batteries, there are two aspects you need to be mindful of: the chemical aspect, and the physical aspect. Both are equally important and if either one is neglected or downplayed, your LiPos may get damaged and potentially put you in harm's way.

In this blog, we will go through everything you need to know about storing LiPos that will not only keep you safe; but also prolong your battery's cycle life.



### **Chemical Parameters**

Unlike NiMH (Nickel-Metal Hydride) batteries, where you can indefinitely store them fully charged or fully discharged, LiPos require a very peculiar storage parameter. If you store a LiPo fully charged, this will exponentially increase the rate of a natural phenomenon known as “electrolyte decomposition”.

Electrolyte decomposition will ultimately cause your LiPos to puff up, as well as rapidly increase the internal resistance (IR) of your battery. An excessively swollen LiPo poses the risk of an inner foil rupture which can lead to a fire or an explosion; while an inflated IR will render your LiPo highly inefficient and cut into your run-times and overall cycle life.

On the other hand, if you store your LiPos undercharged, the internal makeup - anode (negative terminal) and liquid electrolyte - can get irreversibly damaged and your LiPo may never charge again.

For optimum results, you should always store your LiPos at 3.8V per cell. Using a modern LiPo charger such as the Turnigy Reaktor D6 Pro, balance charge or discharge your battery to the correct voltage - and make sure that each cell is as balanced as possible. As a rule of thumb, **you should never leave your LiPos fully charged for more than 24 hours**. If you know are not going to use your LiPos anytime soon, make it a habit to put them into storage mode.

### **Physical Parameters**

You may think, “What the hell, it's just a silly battery, shove it in a drawer and it's good to go” -- nothing could be further from the truth. In fact, most LiPo problems stem from improper storage and the physical aspect is regarded by some as even more crucial.

First and foremost, you should always store your LiPos in a Fire Retardant LiPo Bag. Even when your LiPos are not in use, a chemical reaction is still taking place. External factors such as the amount of direct sunlight, temperature fluctuations, and the level of humidity can have adverse impacts on your LiPos. Hence, the simple habit of keeping them inside a LiPo Safe Bag will ensure that if anything does happen, you and the others around you are safe.

Next, you need to find a place to actually place your LiPos. Generally speaking, any shaded area which is at room temperature - 40~70°F (4 - 21°C) - is considered best practice. If you store your LiPos in a hot environment, this will ultimately cut into its cycle life. On the other hand, if you store it in an overly cold environment, you will need to slowly bring it back to room temperature for it to function at maximum capacity. And the emphasis here is “slowly” because a sudden increase in temperature will cause condensation in your battery - and lithium does not react well with water.





## Taking Your LiPos Out Of Storage

If you only stored your LiPos for a short period, then you can safely charge them up and run to the fields with no problems. However, if your LiPos have been in storage for more than six months, you should always check the Voltage (V) and Internal Resistance (IR) before charging. For regular LiPos, the voltage of each cell should not be below 3V while the IR should not exceed the original value by over 80-90%. If you want to learn more about if your LiPos are safe for use or not, read our blog 3 STEPS TO DETERMINE IF YOUR LIPOS ARE SAFE. [https://hobbyking.com/en\\_us/blog/how-to-tell-if-lipo-is-safe-or-not](https://hobbyking.com/en_us/blog/how-to-tell-if-lipo-is-safe-or-not) (link)

## In Conclusion...

If you will not be using your LiPos for more than 24 hours, then put them into storage. Charge or discharge them to 3.8V per cell, securely place them into a LiPo Safe Bag, and find a shaded area that is at room temperature.

Remember, if you treat your LiPos well, they will treat you even better. When properly maintained, HobbyKing LiPos can typically last you up to 2-3 years.

## 1:4 SCALE CORSAIR – FLOWN INDOORS !! *video suggested by Rob Cope*



See for yourself - <https://youtu.be/gfz7upljA50>

## DON'T FORGET !

**DON'T BUY ANYTHING MODEL RELATED UNTIL YOU HAVE SPOKEN TO 'OUR' KEVIN**



Kevin still has boxes of Motors, servos, batteries, receivers and more.. All for Sale!

**Contact Kevin direct on – 07756 403 119 (he only lives in Eastleigh)**



## **The BMFA "A" Certificate – Geoff Griffiths (a club examiner)**

I know there are a few of you ready to take your A Certificate, and a couple more working towards it. The A Certificate is a basic test of reasonable competence, but is still worth having, especially as it will allow you to fly at more sites. Some clubs make it a requirement before you can fly on your own.

All the details are on the BMFA website, and you'll need to study this, but in the meantime here's a brief summary of what it's all about. (Also do a Google search for "BMFA achievement scheme".

It's in two parts; 1) A simple flying test, and 2) Ten questions you have to answer. You need to pass the flying bit before going on to the questions. You can use any standard model with wheels (Powered gliders come under a different category), but it has to weigh at least 1 kilogram.

### **1) The flying schedule is on the next page.**

You'll be expected to fly the manoeuvres at the height of say, a two story house. i.e not too high., and at a reasonably constant height. There is a bit of leeway, but not much, so it does need quite a bit of practice. If you are consistently climbing or diving in the turns you won't pass, but then if it was too easy it wouldn't be worth doing would it! You ARE allowed to climb higher for the simulated dead stick. The examiner will say "now" then you must cut the throttle.

Once you have studied the manoeuvres it will help enormously to have someone standing with you to read them out. You don't need to memorise them, and most importantly, they DON'T need to flow from one to the other; you can take your time to get in position if you wish between each one.

Look closely at the figure of eight – it's not just two circles! If you are flying from left to right, say, the first turn is away from you, but the first half of the figure eight then continues to the right. Look at the diagram on the right hand side of the page. All the rest is pretty obvious.

### **2) Believe me, the questions will need a bit of study!**

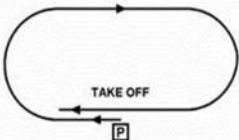
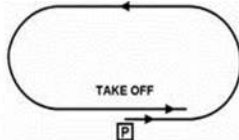
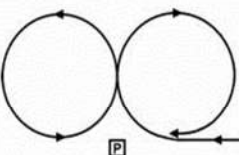
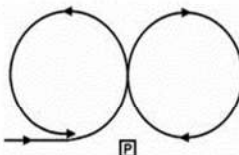
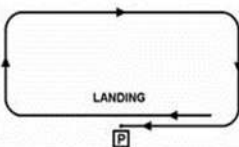
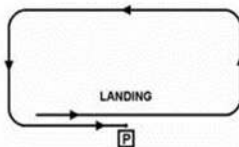
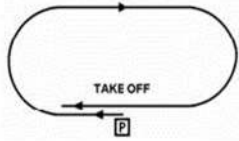
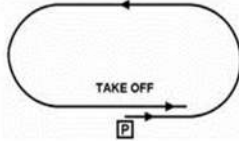
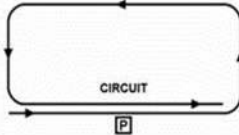
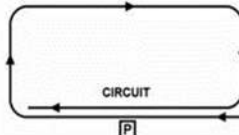
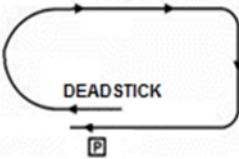
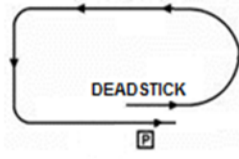
They are ten in all, five from a list of mandatory questions provided by the BMFA, these, together with their respective answers are printed on the page following the schedule. And 5 from the safety section of the BMFA Handbook. The only way to access this, I'm afraid, is online if you want the latest version. You need to click on "Downloads" then "Download a PDF" Bit of a rigmarole, but things have got quite a bit more complicated over the years. There is quite a lot to digest, but for the A test you won't be asked anything too taxing. Make sure you know all the relevant weights for different types of model, and maximum height regulations, plus all the general safety stuff. It's a bit like going back to school, but a sign of the times, and the larger and larger models now available.

Hope that's not put you off - it shouldn't as it really isn't too bad!, but it does require a bit of effort.



## BMFA - 'A' Certificate (Fixed Wing)

The examination for an 'A' Certificate may be taken on application to a Registered Fixed Wing Examiner. The candidate must successfully carry out the following flying test:

(a) Carry out pre-flight checks, as required by the BMFA Safety Codes. [ Model (Check) => Tx (Switches=0, On) => Battery (Connect) => Controls (Test) => Motor (Test) ]		
=> Wind From Left		Wind From Right <=
	(b) Take off and complete a left (or right) hand circuit and overfly the take-off area.	
	(c) Fly a 'figure of eight' course with the cross-over point in front of the pilot, height to be constant.	
	(d) Fly a rectangular circuit and approach with appropriate use of the throttle and perform a landing on the designated landing area.	
	(e) Take off and complete a left (or right) hand circuit and overfly the take-off area.	
	(f) Fly a rectangular circuit at a constant height in the opposite direction to the landing circuit flown in (d).	
	(g) Perform a simulated dead-stick landing with the engine at idle, beginning at a safe height (approx. 200 ft) heading into wind over the take-off area, the landing to be made in a safe manner on the designated landing area.	
(h) Remove model and equipment from take-off/landing area.		
(i) Complete post-flight checks required by the BMFA Safety Codes. [ Battery (Disconnect) => Tx (Off) => Model (Check) ]		
(j) Answer 5 Mandatory Questions, on legal aspects of model aircraft flying.		
(k) Answer 5 Supplementary Questions, on BMFA Safety Codes, and on local flying rules.		



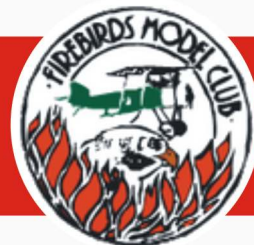


## **Mandatory Questions List - May2021**

1. Can you fly your model aircraft or drone out of sight behind trees?
  - ✓ No, because you must be able to see your aircraft at all times.
2. You should never fly above what height without appropriate permission or an authorisation?
  - ✓ 400ft
3. What is the main reason for not flying above 400ft without permission or an authorisation?
  - ✓ Because the airspace above 400ft is used by other aircraft.
4. When do you need permission from an airport to fly a model aircraft or drone?
  - ✓ When you wish to fly in a flight restriction zone.
5. If you are flying your glider, which has a mass of more than 7.5kg but less than 14kg, from the top of a 150 ft high hill, how high can you fly from where you are standing?
  - ✓ 400ft
6. You arrive at a site and want to get ready to fly your model aircraft. What four things must you check?
  - ✓ That the weather is going to be suitable for your flight.
  - ✓ That you are 'fit to fly'
  - ✓ That you make sure there are no airspace restrictions where you intend to fly.
  - ✓ That your aircraft is in a safe condition to complete the flight safely.
7. When can you fly your model aircraft or drone using First Person View equipment without a competent observer?
  - ✓ If you are flying at a drone racing event within a 'sterile area' and you do not fly above 160 feet (50m).
8. You are flying your model aircraft or drone using FPV equipment accompanied by a competent observer, what four conditions must you comply with?
  - ✓ The take-off mass of your aircraft must be less than 3.5kg
  - ✓ You must not fly above 1000 feet
  - ✓ You must not fly above 400 feet if you are flying a rotorcraft with more than one propellor.



- ✓ Your competent observer must maintain direct unaided visual contact with your aircraft.
- 9. You are flying your model aircraft or drone safely at a safe height but there are other people in the vicinity. You notice an air ambulance flying in your direction. What should you do?
  - ✓ Quickly fly your aircraft out of the way of the air ambulance and either wait or land safely.
- 10. You want to fly in an empty field near to an airport. The field is outside the airport boundary fence, so is it OK to fly there?
  - ✓ You must check that the field is outside the airport's flight restriction zone before you fly.
- 11. Who is directly responsible for the safe operation of an aircraft?
  - ✓ The Remote Pilot
- 12. Before any flight can take place in the Flight Restriction Zone of a Protected Aerodrome, permission must be obtained from whom?
  - ✓ The Air Traffic Control unit or owners of the Protected Aerodrome
- 13. Whilst flying, as a Remote Pilot, you should always comply with what two conditions?
  - ✓ Comply with the limitations of the Article 16 Authorisation or CAP 722
  - ✓ Comply with any airspace restrictions
- 14. Whilst flying, as a Remote Pilot, you should always avoid what?
  - ✓ Any risk of collision with any manned aircraft
  - ✓ Flying close to or inside any area where an emergency response is taking place, without permission to do so
  - ✓ Continuing a flight if it may pose a risk to other aircraft, people, animals, environment or property
- 15. The Article 16 Authorisation stipulates that model aircraft with a Maximum Take Off Mass between 250g and 7.5kg cannot be operated within what separation distances?
  - ✓ Within a horizontal distance of 30m of assemblies of people.
  - ✓ Within 30m of any uninvolved person (this may be reduced to 15m for take-off and landing).



16. The Article 16 Authorisation stipulates that model aircraft with a Maximum Take Off Mass between 7.5kg and 25kg cannot be operated within what separation distances and above what height?
- ✓ Within a horizontal distance of 50m of assemblies of people (this may be reduced to 30m for take-off and landing).
  - ✓ Within 30m of any uninvolved person
  - ✓ At an altitude of more than 400' without permission from the CAA.
17. Serious Incidents or other Occurrences must be reported to the CAA as a condition of our Authorisation, if they involve any of what four circumstances?
- ✓ Incidents involving manned aircraft.
  - ✓ Operating above 400 feet
  - ✓ Operating less than 50m from uninvolved people.
  - ✓ Any instances of flight beyond the visual line of sight of the Remote pilot.
18. Any Model Aircraft or drone Operator making use of the Article 16 Authorisation must ensure that they comply with what three requirements?
- ✓ They must be registered with the CAA.
  - ✓ They must clearly display their Operator ID on (or in) their aircraft.
  - ✓ They must be a current BMFA member, or a member of one of the other organisations named in the Authorisation
19. The Article 16 Authorisation permits you to give a 'trial flight' to a non-member providing you meet what three conditions?•They are under your direct instruction and supervision.
- ✓ You meet the competency requirements and a valid Operator ID is on the aircraft.
  - ✓ You must be a current BMFA member, or a member of one of the other organisations named in the Authorisation
20. What does the Article 16 authorisation state with regards to the dropping of articles from a model aircraft or drone?
- ✓The Remote pilot must not cause or permit any article or animal to be dropped from an unmanned aircraft so as to endanger persons or property.





## **BOAT SECTION**

Chris Fisher... The mighty 'ship' has now sailed (out of the shed) and has a newly built stand.

I have bought a motor, receiver and ESC (from Kevin), and I will set it all up with my usual flying transmitter... I have a slight 'dink' at the front, apparently this is called the 'bow' (previous owners bad driving) so I am going to stick half an old model aeroplane tyre over it (classy)... I have also ordered from eBay some rubber trim to use as a rubbing strake.



## **John Barker...**

Always interested in trying new things John Barker, has started sailing these beauties at the Eastleigh & district sailing club... who as you would expect meet in Eastleigh, most often on a Sunday.





## Allan Hardingham – ‘dabbling on the dark side’

The first picture is my sailing boat which I have been sailing at a lake near Fawley (Blackfield), with the Waterside Model club on Sunday afternoons. It is 950mm long with a mast approx. 1M high.

The next pictures are of a powerboat built for my son some 25 years ago and recently refurbished. It runs on 2 Brushed 540 size motors connected in series running off of 1 ESC and a 3S 2200mAh lipo. (pic.3)

The 4th picture is of my current project a small (fast) cabin cruiser from a plan called Exocet a free magazine plan from some years ago. it will have a standard 2212 brushless motor and run on a 3 cell lipo.

As I say, I normally sail on a Sunday afternoon.

<https://watersidemodelclub.co.uk/>







## An old 'DOG' (Ed.)

I had this old 'dog' of a model hanging up under a shelter in my garden, faded and broken the model (bought at a bring and buy sale) had failed to fly for me (and others) so it has one more chance, if only to release the receiver, motor and ESC for another model!

I stuck an under-powered 2S battery in it and asked the clubs now official 'test pilot' to see what happened.

So he took off, flew and landed it perfectly... so then armed with a 3S battery so he flew if again... even more perfectly !!..

I may have to buy another receiver !



## WE ALL LIKE SOME GOOD NEWS

It was really good to see Dave back down the field this month. He says he will still need a little while to fully regain his strength and won't been flying for a little bit longer.

Welcome back Dave.







## Model Air Shows are back



### Only JUST UP THE ROAD !!

Several Firebirds members have already got tickets for this ticket only event (I think mainly going on the Saturday). It's on August the 21<sup>st</sup> and 22<sup>nd</sup> and tickets are £8 + booking fee.



Images above from the June 2021 Airshow, the Full show is September the 3rd to the 5th.

<http://www.westonparkmodelairshow.co.uk/>

**It is rumoured that they are going to have a full-size Eurofighter fly-past at the September show, it's almost worth going just for that!**



## NEW Flying times : (from 19 July 2021)

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Quiet / Electric	Electric & I/C	Electric & I/C	Electric & I/C	Quiet / Electric	Electric & I/C until 2pm then Quiet / Electric until 4pm	Electric & I/C
12-00	12-00	12-00	12-00	12-00	10-00	10-00
20-00 or dusk NO NIGHT FLYING	16-00	16-00	16-00	20-00 or dusk NO NIGHT FLYING	16-00	13-00

## Or put another way:

Quiet / Electric – NOW everyday of the week		
Monday	12-00	20-00 (or dusk) NO NIGHT FLYING
Tuesday	12-00	16-00
Wednesday	12-00	16-00
Thursday	12-00	16-00
Friday	12-00	20-00 (or dusk) NO NIGHT FLYING
Saturday	10-00	16-00
Sunday	10-00	13-00

Electric & I/C – Five days a week		
Monday	NO FLYING	
Tuesday	12-00	16-00
Wednesday	12-00	16-00
Thursday	12-00	16-00
Friday	NO FLYING	
Saturday	10-00	14-00
Sunday	10-00	13-00

## 'Bank Holiday' exeptions to the above.

**Good Friday 10am - 1pm (electric and IC)**

**EASTER SUNDAY ... NO flying!!**

**ALL BANK Holiday Mondays - 10am - 1pm (electric and IC)**

**CHRISTMAS DAY... NO flying!!**

# Firebirds Model Club

News, Views & Information - August 2021



## 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.

## Club Information

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

### 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:copest02@ntlworld.com">copest02@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:gcgriffiths@hotmail.com">gcgriffiths@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.**