



July 2022

6th August Next

BBQ

Dear Fellow Firebirds Club Members

June was a busy month where we actually had a Barbeque, some fantastic flying and for me a visit to Weston Park and the opportunity to fly a Spitfire (Thank you Russell), so June / July has been good.

In this month's Newsletter...

- I watched too many YouTube videos and share a few that made an impression on me.
- Geoff Griffiths makes my C of G testing rig look pathetic!
- Pictures from Weston Park 2022
- Paul visits BMFA Buckminster
- We find a 'Bigger Twig' picture (can you do better)
- Amendments to Poisons Act could affect I/C fuel
- Some feathery friends join us on the flight-line
- And... I fly something bigger than me!

I need your help.. I know it isn't sensible to air political views in this newsletter but it did seem the right thing to do back in March to put the Ukrainian flag at the head of our newsletter, I think most members would have agreed. But I don't know now what to do .. should I leave it there until Russia stops it's aggression? Let me know your thoughts.

Now let's get on with the Newsletter.

Chris (Fisher)



Charging

There was a conversation down at the flight line last month about the charging of LiPo batteries and what charge rate is safe and sensible. The difficult thing is that even the experts cannot say for sure, but a 1C charge rate is considered (by most) as the best (perhaps maximum) sensible charge rate.

Some manufactures claim that their batteries can be charged quicker (see picture below) but the battery will undoubtedly last longer and be safer during charging if charged at 1C (or less).



So to clarify, the battery in the picture above, if charged at 1C would be charged at a rate of 5amps or for a 2200mAh battery it would be 2.2amps. If you are not in a hurry you can always charge slower, it will probably make your batteries last longer. Oh.. and don't forget whatever rate of charge you use always charge in a fireproof space and do not leave charging batteries unattended.

For best longevity LiPo batteries should also not be stored fully charged or allowed to go very flat, see information below.

1. A fully charged lipo voltage is 4.2V per cell (HV lipo can be charged to 4.35V).
2. A lipo cell battery should never be discharged below 3.0V.
3. The proper lipo storage voltage is 3.8V per cell.
4. A lipo cell nominal voltage is 3.7V.

Lipo Voltage Chart						
Voltage	1S	2S	3S	4S	5S	6S
Voltage	3.7V	7.4V	11.1V	14.8V	18.5V	22.2V
Fully Charged Voltage	4.2V	8.4V	12.6V	16.8V	21V	25.2V



YouTube Bonanza !

I know it's not aviation, but this video made me chuckle...

<https://youtu.be/xkx0MxK-Yl4>



Why we can't fly jets at our flying site / OMG!

<https://youtu.be/C7qdQndxxFg>



Being the father of daughters, this video really played on my heart strings / OMG 2!

<https://youtu.be/kZ5q7lv5wTM>



An awful and sad situation, with a bitter sweet ending / OMG 3!!

<https://youtu.be/WJizAxKHUZI>





A real life dog-fight over the skies of Hampshire

Captain Mark Lowen a commercial pilot flying twin-engine King Air aeroplanes gained much press interest when he took his love of aviation one step further than most when he installed a full size flight simulator in his garage... follow this link....

<https://www.dailymail.co.uk/news/article-4112844/The-pilot-work-HOME-Air-enthusiast-installs-Boeing-737-simulator-garage-300-000-detached-house.html>



Captain Mark then went one step further and started a business allowing those interested in aviation to fly in his Boeing 737 simulator. The business was a great success so he rented a unit near his home and added 2 more simulators, a spitfire and a Messerschmitt..

<https://flyaflightsimulatorexperience.com/spitfiremesserschmitt-experience/>



Russell and I (Ed.) enjoyed our very own 'dog' fight at Captain Mark's New Flight Simulator centre courtesy of Russell's children who bought the experience for him as a Christmas Present .



PADMAC managed it.

Perhaps with hind-site we could have launched a few paper-planes for the centenary world record attempt rather than moan about the weather.. see the image below of our friends from PADMAC (taken from their web-site). Good to see you enjoyed yourselves guys and you beat us by four !!



Confirmation of legal height limits – Geoff Griffiths.

Down at the field I was asked about our allowed flying heights as BMFA have slightly different rules to the general public. So to confirm (taken from BMFA web-site)..

The legal height limit for all unmanned aircraft is 400ft (120m) above the terrain, but BMFA members have permission to operate their aircraft (other than multi-rotors) which weigh less than 7Kg higher than 400ft.

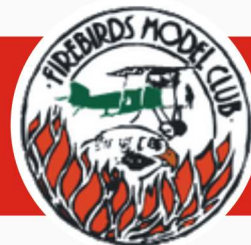
BMFA members are also permitted to operate sailplanes over 7kg, (but not exceeding 14kg), higher than 400ft above the terrain, provided that the aircraft is not flown at a height greater than 400ft above the pilot.

Multi-rotors and model aircraft weighing more than 7Kg must not be flown higher than 400ft without permission from the CAA.

For details of the full requirements for first person view operation, please visit www.bmfa.org.

This dispensation was negotiated by the BMFA on behalf of its members as, without it, it would stop most slope-soaring which, by its nature can involve launching from a hill or cliff where your plane can immediately be 300 or more feet from the terrain. (the white cliffs of dover are 350ft high!)

This is also summarised in the following document from the BMFA, perhaps it's a good time to remind yourself of some of the other rules of our sport.



JAN 2022

Quick Start Guide

to the regulations for model flying



bmfa.org



THE LAW HAS CHANGED

- BMFA members are permitted to operate aircraft up to 25Kg under our 'Article 16 Authorisation' issued by the CAA. This defines different and more flexible operating requirements to the regulations detailed within CAP722 which apply to non-members. To benefit from our Authorisation, you must familiarise yourself with the requirements and be a current BMFA member.
- For full details, please see <https://rcc.bmfa.uk/article-16>.



LINE OF SIGHT

- You must operate your aircraft within visual line of sight (VLOS).
- If flying using first person view, you must have a competent observer next to you who maintains VLOS with your aircraft. Special rules apply to FPV drone racing within a 'sterile area'.
- Free flight aircraft must not be deliberately flown beyond VLOS.



HOW HIGH CAN I FLY?

- The height limit for all unmanned aircraft in CAP 722 is 400ft (120m) above the terrain.
- BMFA members are authorised to operate above 400ft with aircraft (excluding multi-rotors) which weigh less than 7.5 Kg.
- BMFA members are permitted to operate sailplanes over 7.5 Kg, (but not exceeding 14kg), up to 400ft above the pilot (rather than the terrain).
- Model aircraft weighing more than 7.5 Kg must not be flown higher than 400ft without permission from the BMFA.



FLY SAFELY

- You must not endanger the safety of any uninvolved person or any vessel, vehicle or structure not under your control when you fly your unmanned aircraft.
- For aircraft under 7.5kg, do not fly within
- 30m of uninvolved people
 - 30m horizontal distance from an assembly of people
- The distance can be reduced to 15m for take-off and landing in some circumstances.
- For aircraft over 7.5kg, do not fly within
- 30m of uninvolved people
 - 50m horizontal distance from an assembly of people
- Flying within 'built up areas' is only permitted subject to the conditions outlined in our guidance.



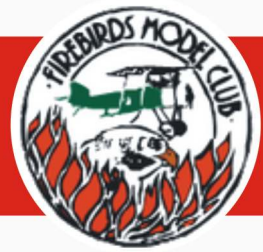
MANNED AIRCRAFT

- You must do everything possible to avoid conflict with any manned aircraft.
- It is illegal to fly any unmanned aircraft (other than a control line aircraft) within a Flight Restriction Zone (FRZ) around an airport/airfield without permission (see our guidance for details).
- To ensure that you are not operating within an FRZ or airspace subject to restrictions, please check the UAS Restrictions Map at <https://nats-uklead-it.com/>.
- Endangering the safety of a manned aircraft could result in a five-year prison sentence.



REGISTERED & COMPETENT

- It is a legal requirement for most model flyers to register as an Operator with the CAA (if 18 or over) and have evidence of their competency (regardless of age).
- You can register as an Operator through the BMFA and existing BMFA Achievements are accepted as evidence of competency.
- Those without a recognised BMFA Achievement must pass the BMFA or CAA online test before they fly.
- A CAA Operator I.D. number must be displayed on (or be easily accessible within) the aircraft.



YOU ARE RESPONSIBLE

- ⦿ You are legally responsible for ensuring that your flights are conducted safely. It is essential that you are aware of the laws which apply.
- ⦿ Our Authorisation covers flying for sport, recreation, education and demonstration. It excludes any flying for commercial purposes.
- ⦿ For further details of Operator and Remote Pilot responsibilities, please refer to our full guidance.
- ⦿ Failure to operate lawfully could result in criminal prosecution.



MINIMUM AGE

- ⦿ There is no minimum age for a remote pilot, but they must have evidence of competency if operating without the supervision of a competent remote pilot.
- ⦿ Under 18's will need someone to act as their Operator and be registered with the CAA.



AIRCRAFT LESS THAN 250G

- ⦿ Unless the aircraft is fitted with a camera, there is no requirement to register as an Operator, but evidence of competency is still required to operate within our Authorisation.
- ⦿ Alternatively, you may operate within the Open Category requirements - defined in CAP 722 - for aircraft of less than 250g.



IF THINGS GO WRONG

- The law requires the reporting of certain occurrences:
- ⦿ Serious accidents and incidents to the AAIB
 - ⦿ Serious incidents and a range of other occurrences (including breaches of the terms of our Authorisation) to the CAA.
 - ⦿ The BMFA has made this process as easy as possible: <https://reporting.bmfa.uk/>



ADDITIONAL BENEFITS

- Our Authorisation also includes special arrangements for:
- ⦿ Trial flights for non-members
 - ⦿ Visiting flyers/competitors from overseas
 - ⦿ Display flying
 - ⦿ Permitting flights above 400ft with aircraft weighing more than 7.5Kg
- For further details, please see the full guidance.



THE BMFA

- The BMFA has been working hard for UK model aircraft and drone flyers since 1922. Our unbeatable membership benefits include:
- ⦿ Insurance – a class leading package including £25 million liability cover and £35K personal accident cover.
 - ⦿ CAA Operator Registration - made easy as part of our membership process.
 - ⦿ The BMFA NEWS – 60+ glossy pages of everything happening in our sport, delivered to your door 6 times per year.
 - ⦿ Achievement Scheme – dedicated to raising flying standards and safety whilst making learning fun.
 - ⦿ Access to competition – membership provides access to local, national, and international model flying contests.
 - ⦿ Guidance – we publish an extensive range of guidance material to help members have fun, fly safely, and remain within the law.
 - ⦿ Assistance – our experienced staff are there to help, advise and support whenever required.
 - ⦿ Representation – we represent the model/drone flying community at the highest levels nationally and internationally.

All this and much more for less than 11p a day!
www.bmfa.org





Paul stopped moaning and went the whole way

Club member Paul Brown rather than moaning how far north BMFA Buckminster was for us 'southerners' decided to get in his car and visit them... he sent this report

I recently drove from Edinburgh home and i chose to return via the A1 south of Darlington so i could pop into BMFA Buckminster.

Having not been before I had only seen photos of the hanger. They were fixing the floor ahead of the Centenary exhibition due on the 18th July. You can just see the aircraft hanging from the roof.

The carpark has been done with new gravel and it's pretty huge.



I was welcomed on site by Manny Willianson who showed me reception which is decorated with kit boxes and some interesting display cases of RC hardware from years gone by. Such a reads and floor stand units from the early fifties.

Shame I haven't got pictures but it all looked very interesting.

Manny suggested I take a look around the site.

The camping field was very flat and probably accommodate 60 units or so. However there is only one shower, 2 loos and a couple of basins. I didn't see the car track but I did meet 3 gents on the flightline.



They had been there for the SAM35 event so this was the end of their last day.

One of them had designed and built a 94" ultra light weight model with a sato IC motor. I am sorry I didn't get any other details but I did get a few photos.

It takes about 3 hrs to drive home from Buckminster.

I look forward to my next trip, perhaps a camping trip with some flying on the-site.

Paul





Somebody sent this to me by e-mail ... it is applicable to so many of us

You know time has a way of moving quickly and catching you unawares.

It seems just yesterday that I was young and embarking on my new life. Yet in a way, it seems like eons ago, and I wonder where all the years went.

I know that I lived them all.

I have glimpses of how it was back then and of all my hopes and dreams.

However, here it is the last quarter of my life and it catches me by surprise.

How did I get here so fast?

Where did the years go and where did my youth go?

I remember well seeing older people through the years and thinking that those older people were years away from me and that I was only on the first quarter and that the fourth quarter was so far off that I could not visualise it or imagine fully what it would be like.

Yet, here it is my friends are retired and getting grey - they move slower and I see an older person now. Some are in better and some worse shape than me but I see the great change. They're not like the ones that I remember who were young and vibrant but like me, their age is beginning to show and we are now those older folks that we used to see and never thought we'd become.

Each day now, I find that just getting a shower is a real target for the day and taking a nap is not a treat anymore. It's mandatory because if I don't of my own free will, I fall asleep where I sit.

And so, now I enter into this new season of my life unprepared for all the aches and pains and the loss of strength and ability to go and do things that I wish I had done but never did. But at least I know that, though I'm on the last quarter and I'm not sure how long it will last, that when it's over on this earth, it's over. A new adventure will begin!

Yes, I have regrets. There are things I wish I hadn't done; things I should have done but truly there are many things I'm happy to have been done.

It's all in a lifetime.

So, if you're not on the last quarter yet, let me remind you that it will be here faster than you think. So, whatever you would like to accomplish in your life do it quickly.

Don't put things off too long. Life goes by so quickly.

So, do what you can today, as you can never be sure whether you're on the last quarter or not.

You have no promise that you will see all the seasons of life. So, live for today and say all the things that you want your loved ones to remember - and hope that they appreciate and love you for all the things that you have done for them in all the past years.



'Life' is a gift to you.

Be Happy!

Have a great day!

Remember, it is health that is real wealth and not pieces of gold and silver.

You may think:

Going out is good - but coming home is better!

You forget names - but it's okay because some people forgot they even knew you!

You realize you're never going to be really good at anything like golf - but you like the outdoors!

The things you used to care to do, you aren't as interested in anymore - but you really don't care that you aren't as interested.

You sleep better on a lounge chair with the TV on than in bed – you call it 'pre-sleep'!

You miss the days when everything worked with just an 'On' and 'Off' switch!

You tend to use more 4 letter words – 'what' and 'when'

You have lots of clothes in your wardrobe, more than half of which you will never wear – but just in case!

Old is good -

- Old is comfortable
- Old is safe
- Old songs
- Old movies
- and best of all,
- Friends of old!

So, stay well, 'Old friend!'

Have a fantastic day!

Have an awesome quarter – whichever one you're in!

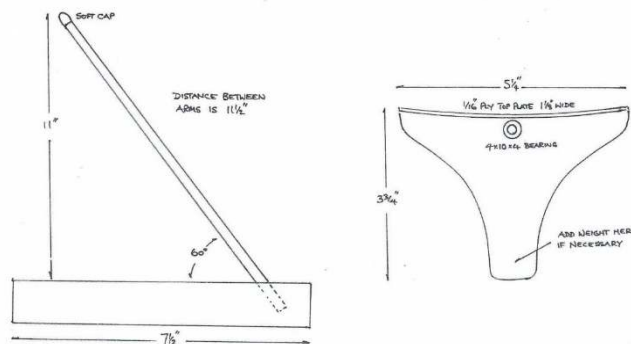
Take care



You are never too old to learn! – Geoff Griffiths

A couple of weeks ago I mentioned to “Crucial” Chris (Crucial PC, get it?) that I was having trouble checking the CG on the large scale foamie T28 that used to belong to Kev’s Dad. Chris kindly offered to let me borrow his simple rig for supporting the monster.

What a revelation! The CG, which I had thought was a bit too far back, was actually spot on. The only problem I had in using it was that to avoid damage I had to tape thin ply over the wing where it was to be supported by the rig. Even then, one side slipped producing a nice dent. (didn’t really matter as there were already quite a few!). But what difference being able to determine the CG accurately.

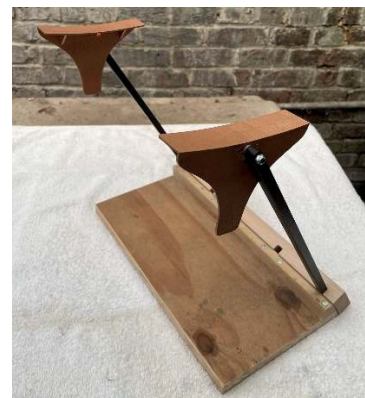


This got me thinking about how I might make something similar, but with some large plates rather than the pointy ends on Chris’s. Obviously, with anything like that, the supporting plates would be above their respective axles and would topple. The answer was to make a sort of pendulum support so they stay level.

The photos should be self-explanatory, and in any case If you want to make something similar I’m sure you will find your own way. The clever bit is setting the rods at an angle so the wheels, or even wing struts don’t get in the way.

For the pivots I used some bearings I had bought to replace those in a brushless motor that has a 4mm shaft. (4 x 10 x 4) I simply cyano’d them into the bits of 3mm ply (carefully!) using Deluxe Materials “Rocket Powder” to add a bit of strength. The axles are M4 bolts, and the metal rods are 10mm bar from B&Q.

The photos show Chris’s original, ok for lighter models, and my version which will take anything up to at least 15lb.





Did you know..

The Avro Lancaster's First flight was on the 9 January 1941 over 81 years ago !!

Club Barbeque

Firstly, a BIG thank you to Alan and his wife for yet again putting together a fantastic Barbeque spread.



And secondly.... The 'all important' Next Barbeque date.

Saturday 6th August, flying from 10am, Food from approx.. midday. Bring your own drinks.

As before, due to reduced club finances a £3 contribution per person would be appreciated.

Partners welcome.

As always subject to weather etc.



Weston Park model flying show

Weston Park this year was a strange one, we had one very hot day and one very wet day, but as always the weekend was really great fun with fantastic aerial displays which this year alongside the traditional things included an actual rocket launch! The fireworks display this year was amazing.



A full size display team..



A Rainy day 2..



Live-feed video from the tail of a glider on the big screen..



Too big for our field!



Sheltering out of the rain under a tree..



The lovely Weston Park estate, this pond was used for a model hovercraft display..



A Jet powered glider.. very expensive..



One of two Avro Lancaster models.. with 4 x 38cc engines (inset shows both)

Firebirds Model Club

News, Views & Information - July 2022



MORE PHOTOS FROM WESTON PARK 2022



Did I say that one day at Weston Park was Very HOT? Well, I have no idea what this guys name was (pictured right) but he was camping in the tent next door to us and cut the legs off of his jeans to make a pair of shorts it was so hot.. I promised him I would put his picture in the newsletter. Sad thing is, the next day it was cold and raining... I hope he brought a spare pair ! 😊

If it's you in this picture, you know who you are, get in touch and say Hi!



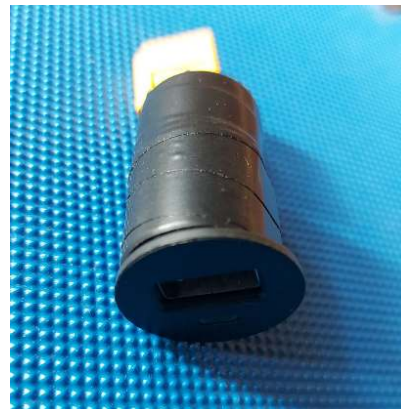


What clever people we are.

What can you do with a few LiPo batteries when you are sat in the middle of field, well they say 'necessity is the Mother of all invention' so Paul and I made ourselves an adapter each to connect XT60 batteries to a 12v phone charger... both versions worked rather well.

DIY battery banks...

We made an XT60 to 12V cigar lighter to USB charger adapter. Chris's on the left and Paul's much neater design on the right.



Look What they did to our strip!

Or an alternative title... 'Paul and Rob get a serious dose of mower envy!'

So, with either title, as you can see, the field has now been cut and in a few days it will be turned and then collected, unfortunately this does mean that the ground around the Strip will be a little less forgiving (soft), so I may have to practice actually landing on the strip (Ed.) 😊





Yet another new modeller waiting in the 'wings'

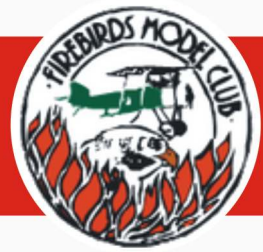
This prospective future modeller who visited the site on Barbeque day is Richard Scrivener's granddaughter, she already has the obligatory sunglasses and hat to keep the sun out of her eyes when flying.



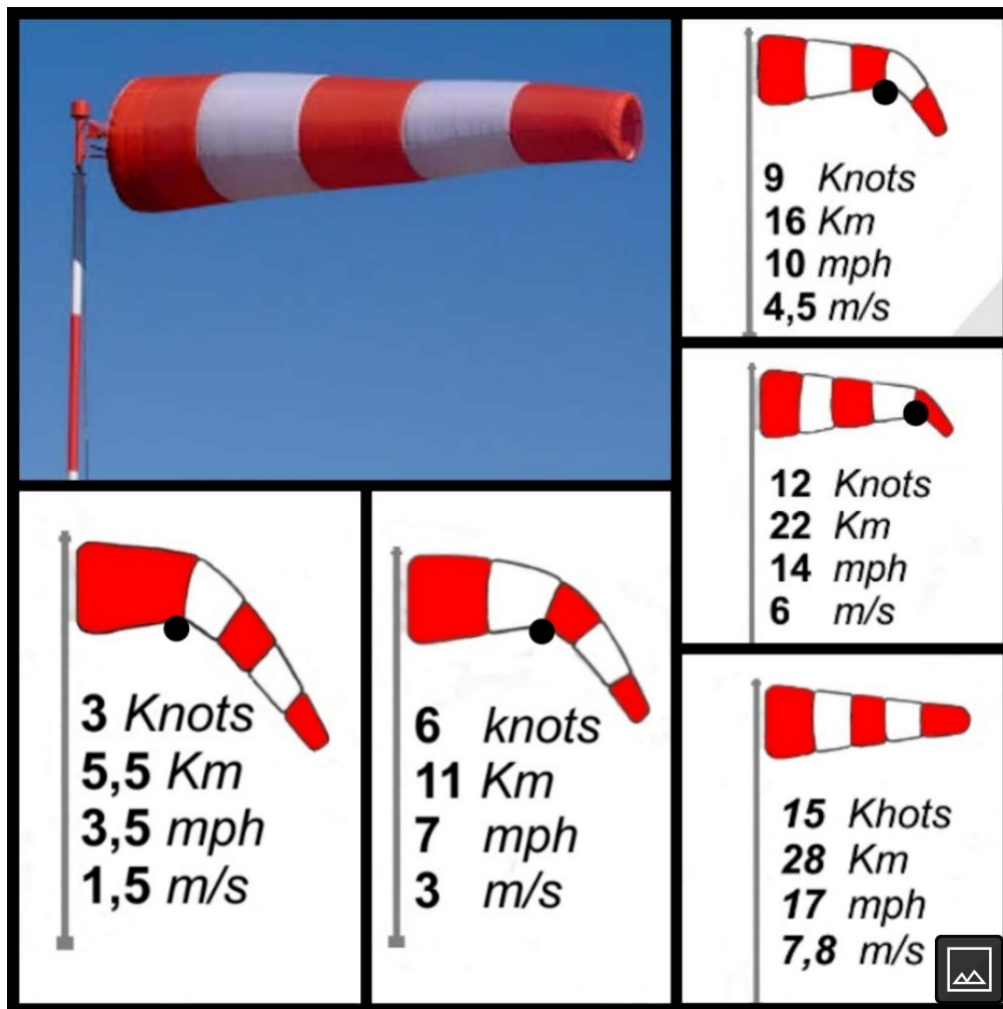
Down at the field

If only I could remember.... I think this model launched by Pete was Geoff's, look closely at the rather unusual design.





What does a Wind-Sock tell you?



A lovely picture of Kevin & Rob's water launch-able micro aeroplane





You wouldn't believe it, but it is true!

Last month we reported how Paul Brown had brought back a piece of tree during one of his flights (see image to the right) Well, I was looking back through some old firebird photos and found the photos below, sorry Paul this one wins the 'payload award' however I am not sure if this one managed to fly back to the landing strip?

I think it may have been something to do with Russell, ask him when you are next at the field and am sure he will tell you the story.



This one certainly wins the Payload competition.



Do you Fly I/C ? Do you use more than 16% nitromethane?

There is currently a government consultation that will affect the amount of nitromethane that model fliers can use in their fuel mix, follow the link below for more information.

<https://bmfa.org/possible-amendments-to-poisons-act-1972-affects-users-of-fuel-containing-nitromethane-please-respond-to-the-consultation>



Fuel above 16% nitromethane is already banned in the EU

This .. e-mail was received (just before newsletter went out)..

Dear Firebirds model club

Apologies for the email out of the blue!

I'm a former PADMAC member back in 2002,2003 and 2004, Fixed wing BMFA 134723

I have a couple of models that I would really like to go to a good home and be flown again.

The first is a home built ATS Kite (kit collected in person from the manufacturer near Thruxton) with an Irvine 40 engine, never crashed, finished in metallic red & white. This model taught me to fly with the help of G Ausby (PADMAC).

Second is a Black Horse Super Air with Irvine 53 engine. This plane is almost new (in flying time), my original was crashed whilst trying to find a new flying site. I have the original wing which is intact and tail-plane section for spares as it was only the fuselage that was broken on an abrupt landing (not made by myself).

If you know of any of your members who would be interested in these models, please let me know.

I would be more than happy to bring them to a club night or the flying field for inspection. I appreciate they are quite old now, but they were made & looked after with much love and affection.

I don't want to put them on ebay.

Many thanks,

Chris

Anybody interested? I have his e-mail address (Ed.)



It is always lovely when our feathered friends want to join in the fun.

During a fantastic Sunday flying session, these kites took advantage of the newly mown field to look for food, as always they took no notice of us other than to show us how good they are at flying.



A Date for your Diary – it was a great event last year, support it if you can.

Popham Airfield
The Spitfire Flying Club

BOOK EARLY

POPHAM MODEL SHOW
20/21st August 2022

EVERYONE WELCOME
TO THIS FABULOUS TWO DAY MODEL SHOW.

Full radio control flying display
Saturday and Sunday 10am-4pm.
Jets, Large Models, Helicopters,
Top class pilots.

Control line aircraft demonstrations

Indoor displays and exhibits,
model boats, trains and more.
FPV drone racing - times tbc.
Supported by Traders,
'bring and buy', refreshments
and under cover seating.

BMFA
This event is supported by the BMFA
in celebration of their 100th
anniversary year.

Book Online:



Sometimes you just need something BIGGER !

Next to my favourite 'go-to' the little slow-stick, this model is a mammoth, but thanks to loads of dihedral and some good thermals this 2.6m 3 channel Radian glider flew beautifully.



Four models up at once...

Can anybody remember the club rules on maximum number of planes in the air at one time?



Did you know

The BMFA has launched a new web-site ? .. Go to <https://bmfa.org> to take a look



IMPORTANT - All Members are reminded.

1. Do a range check.
2. Check failsafe is working (as a minimum the motor should cut).
3. Your models need to have the correct CAA sticker attached (don't forget the numbers changed last year).

Here is Rob doing his range check



“There is more to club membership than flying model aeroplanes, it's also about meeting up with your mates and having a chat in the sunshine” *Alan Shergold – 2022*





This man last appeared on a wanted poster..

But now we have him back! Good to see you down the field Steve, you haven't lost the skill for flying 😊.



Some of advice from the flight-line.

When carrying your P-47 Thunderbolt back to the pits and retracting the undercarriage as you walk.. make sure your fingers are not in the way, because it hurts... *Russell Lewis – July 2022*



Another Phoenix 2000 joins the club

Several members of the club have owned / own Phoenix 2000 powered gliders and here we see Paul with his new one which he bought second hand 'RTF' at the Weston Park Show for £55.



Also see below mine (Ed,) which, like its namesake rose from the ashes recently following a very heavy landing earlier in the year.



As an aside.... Has anybody clocked Paul's rather natty new T-shirt and baseball hat sporting the 100 Years of BMFA logo? Now that is commitment to the sport and the BMFA.





However

Most of our clubs stock of Pheonix 2000s are now getting a bit battered so Rob has also bought himself a new Phoenix, the 2400 'soaring' model. And the 10th August saw it's maiden.



Beautiful!



HAVE YOU STILL NOT RENEWED YOUR MEMBERSHIP?

NOTE: WE ARE NOW CONSIDERING NEW MEMBERS, PLEASE CONTACT A COMMITTEE MEMBER.

***** BMFA NOW HALF YEARLY PRICE *** Ask a committee member / Keith for details.**

THIS YEARS FEES

Club fees for 2022 were agreed at the AGM / Christmas party and are now due.

Adult club membership fee for 2022 is £75. The BMFA fee is £40 so the Total payable for most members is £115. If you are a country BMFA member you will just pay the £75 to the club.

NOTE: The above excludes the CAA licencing charges, which like last year the club recommends members do directly with the CAA, and remember your 2022 renewal could be very soon for many.

Paying your membership.

OPTION 1.

Find a committee members letterbox and drop it in.

OPTION 2. By post –

Send a cheque to

Firebirds Model club
c/o 6 Maytree Close
Locksheath
Southampton
SO31 6NQ

OPTION 3. By Bank transfer

Account name: WARWICK KA (he's our membership secretary)

Sort code: 55-70-05

Account number: 75528037

***IMPORTANT *** Use a reference: Your Initial Your Surname and FB (for Firebirds)

Example: K Warwick FB

NOTICE

You must have paid your fees to be able to fly in 2022

Firebirds Model Club

News, Views & Information - July 2022



NEW Flying times : (from December 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
10-00	10-00	10-00	10-00	10-00	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	10-00	20-00 (or dusk) NO NIGHT FLYING
Tuesday	10-00	16-00
Wednesday	10-00	16-00
Thursday	10-00	16-00
Friday	10-00	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	10-00	16-00
Wednesday	10-00	16-00
Thursday	10-00	16-00
Friday	NO FLYING	
Saturday	10-00	14-00
Sunday	10-00	13-00

'Bank Holiday' exceptions to the above.

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

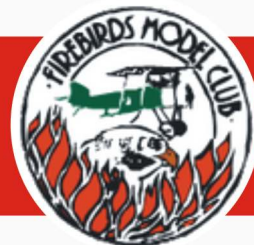
EASTER SUNDAY ... NO flying!!

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

CHRISTMAS DAY... NO flying!!

Firebirds Model Club

News, Views & Information - July 2022



Poorly club member

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

FUTURE CLUB NIGHTS - Advance notice

Following a few years curtailed by the coronavirus, it is now hoped that we can restart some of social events as we near winter, we're far too busy flying in the summer ☺.

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>.

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	07503 153962	russell@pilot1.co.uk
Vice Chair	Peter Clark	07867 557964	psclark911@hotmail.com
Treasurer	Alan Shergold	07973 221915	alanshergold@hotmail.co.uk
Secretary	Rob Cope	07795 996549	copes02@ntlworld.com
Flying Site Rep.	Paul Brown	07730 202510	paulprb@gmail.com
Safety Officer	Geoff Griffiths	023 9265 5931	ggriffiths@hotmail.com
Membership Sec.	Keith Warwick	07887 486040	keithw11@hotmail.co.uk

General contact e-mail address - firebirdsmodelclub@outlook.com

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.