



September

2022

**LAST
BARBEQUE
OF THE YEAR
17th SEPTEMBER**

Dear Fellow Firebirds Club Members

The days are now getting shorter but it has been a really good year for flying so far, personally I have flown (or tried to fly) more aircraft for more hours this year than any year in the past, probably due to so many dry days. I also managed to get to the Beaulieu site and even dabbled in the world of model boats at Canoe Lake Southsea. Happy Days..

In this month's Newsletter...

- Bristol Aerospace
- Smallest ever model aeroplane
- The 'most interesting paint job' competition
- A propeller powered motorcycle
- Another BBQ Date is announced
- 'A' certificate exam Advice
- Daisy models a Spitfire model
- Bird houses for sale *!?!?

So following one of the driest summers ever let's hope the much needed rain doesn't arrive all at once and that we can have many more good flying days this year.

Now let's get on with the Newsletter.

Chris (Fisher)



Let's start in the past....

I found these old photos ..



Is it me, or are our models getting smaller?

And now to the near future *IMPORTANT* date...

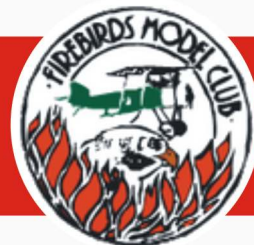
Here's that BIG writing again..

BBQ DATE

Saturday September the 17th.. flying from 10am, Food from approx.. midday.

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

Partners welcome. Bring your own drinks. As always subject to weather etc.



Anybody thinking of doing there A certificate?

Paul, who recently did his 'A' test when visiting Buckminster put the following together saying "if it is any help to those wanting to take their A certificate, here's what I remember".

The A test flying bit took a bit of practice. This is what i was told to do. They said the figure of 8 is the hardest section to get right.

It doesn't have to be perfect and it's not a lazy 8, it's more like 2 circles joined by a common line straight ahead of you. Fly 3 to 5 houses high(ish). 15 to 25m

Before you fly, carryout the 'sweets' and 'smart' safety code checks and tell the examiner what you are doing. i.e Check your aircraft is air worthy with no faults or damage. Including demonstrating both a range and failsafe check.

The aircraft must be at least 1kg take-off weight.

You can taxi out or place your aircraft on the strip after calling you intentions 'as a question' and await a reply from other pilots even if there are none.

Take off into wind and fly a circuit almost 360deg. As you overfly the strip you are into wind again, say its blowing from your left. As you near a centre line running from where you are standing away across the strip, gently start your turn x wind to fly away on that centre line. Expect the wind to make your turn too sharp, adjust the bank angle to keep it a gentle curve as this is the first quarter of the right-hand circle.

Fly away far enough to allow a large circle out in front. Gently bank left into wind to start the 2nd circle but expect the wind to weather cock your tail so keep it a gentle curve, too sharp and you've ruined it.

Continue to gently bank into wind and take your time, you are into wind so wait..... to cover the ground you need to get your circle.

As your turn continues you will progress from 'into wind' to 'x wind' here the plane will be blown sideways so allow for the wind to squash your circle. You really need to plan a large circle to combat the wind.

The next section is downwind so it's all going to happen in a flash. Use plenty of bank to turn back x wind on that centre line. The wind will blow you too far downwind and you will not be able the use the same centre line as before. Allow the wind to do this to you and it's going to get you a fail.

Once on the centreline keep flying away to complete the left hand circle. Start to bank right, the wind will get behind you so you need to bank enough as its downwind, keep turning x



wind but don't weather cock, gently bank around to complete the right-hand circle at the start point. You are now overflying the strip into wind. That's the figure of eight done.

Do a circuit to overfly the strip again this time this is the start point for the rectangular circuit back to the start point and then begin a landing circuit to land out in front ideally. Take off again to do the remainder of the test which I don't remember so well.

Take off into wind, complete a circuit and just before your final turn call starting reverse circuit. As with the figure of 8 turn away on that centre line cross to the far side turn into wind and complete a reverse circuit which is completed on the far side in front of you.

Turn x wind then downwind then into wind and climb to about 200ft over the strip. Call dead stick and cut the throttle.

Turn away x wind then downwind descending as you go allow enough room to turn into wind and land ideally out in front of you.

Do not taxi towards the flight line. Call and collect your aircraft make it dead and do your post flight checks.

That's the flying done now for 5 random mandatory questions.

That's it.

N.B. Best to do the online RCC test prior to the A test, I did the RCC after which is dum, if you have the 2022 RCC passed you don't have to do the questions bit of the A test.

Check with Geoff but I think that's it.

Clever Rob

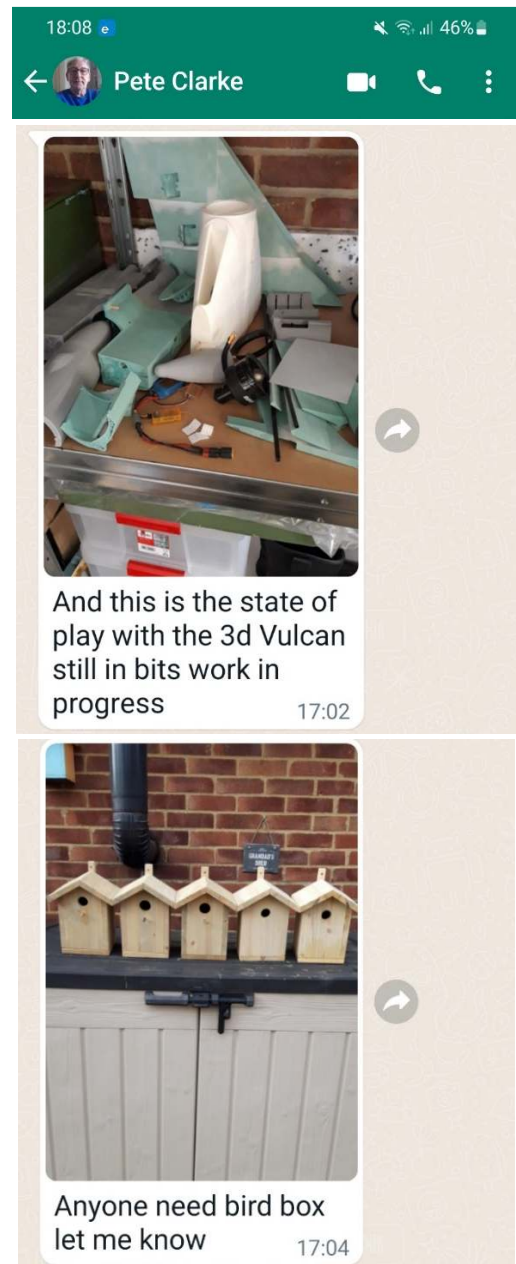
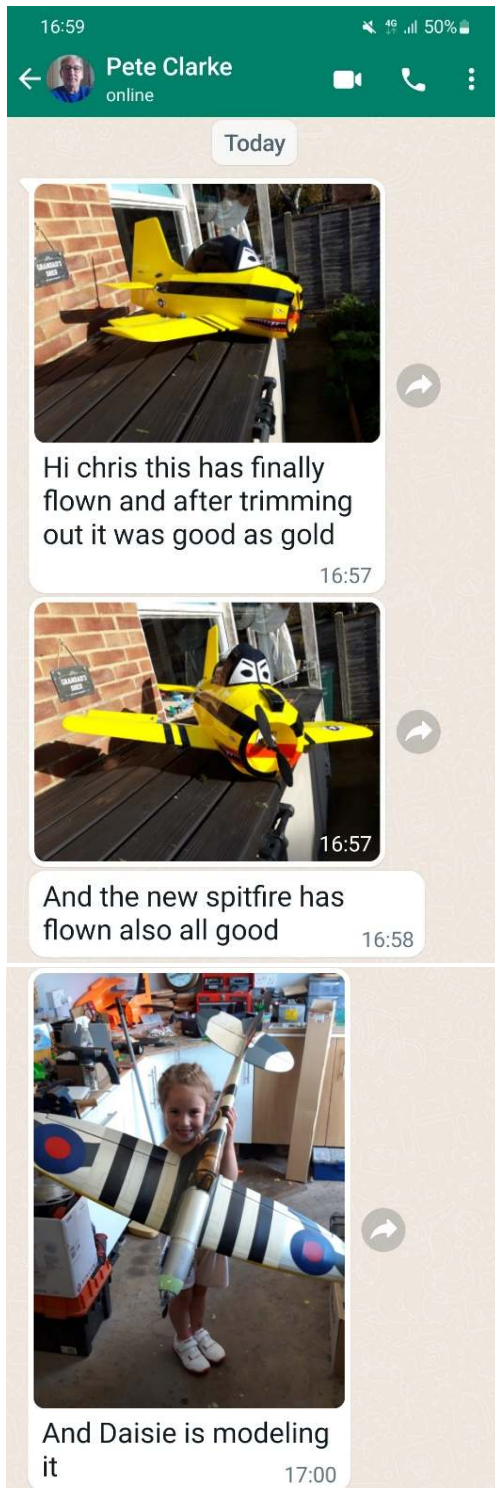
Our Rob Cope has made this rather excellent and easy to understand 'at a glance' flying hours chart.. He's a very clever man.

		Flying Times										
		10	11	12	13	14	15	16	17	18	19	20
Monday		QF										
Tuesday		Both										
Wednesday		Both										
Thursday		Both										
Friday		QF										
Saturday		Both				QF						
Sunday	+Bank Holiday	Both										

EASTER SUNDAY & CHRISTMAS DAY ... NO flying!!



Pete Clarke has been busy...



And Yes, you read it correctly one of our 'top' aeronautical model builders has taken to building Bird Boxes!! I thought I was pushing it playing with model boats! Anyway in all seriousness, if you do want one (or some) they are just £6 each, a real bargain. Speak to Pete.





Popham Model show...

Great News it looks like the Popham show will become a regular event. Did anybody go this year? I got these few photos from Russell and was told that there were a lot more trade stands this year.





Offers anyone ... ?

One of our members has been having a clear out and has donated these models to the club, Russell Lewis has them.. contact him and make a sensible offer. Any monies will go back in the club. SOLD AS SEEN. Thank you John Graham for the donation.

Item1. Blade CX3 Helicopter





Item2. 'Comet' Racer

Never flown (or finished building kit)





Item3. F6F Hellcat 60 ARF

Never flown (or finished building kit)





I visited Alpha Foxtrot, a rather special Aeroplane- Chris Fisher.

Remember last month I said that I had visited Bristol Aerospace also known (locally) as the spitfire museum and I promised some photos, well here is the photos and a little information.

Located in Filton this mainly aviation collection is predominantly housed in a historic hangar once used to assemble many famous Bristol products and not just aeroplanes themselves. As many will know, in (relatively) more recent years Filton has also become remembered for its association with the Concorde. So, having worked through the museum's many exhibits documenting the history of the Bristol company, including a beautiful example of a Bristol automobile, your path eventually takes you in to a much newer hangar... and this is where you see Alpha Foxtrot close up, Alpha Foxtrot was the final Concorde to be built and the last one airborne.

Overall an excellent Museum, especially when you include the Alpha Foxtrot Concorde in its own Hangar, this is a place that every aviation enthusiast should visit.

Photos from Bristol Aerospace museum

The old....





And the timeless....



Did you know....

Of the 20 aircraft built,^[2] 18 remain in good condition.

List of aircraft accessible to the public:

Registration ↕	Livery ↕	Location ↕
G-AXDN	British Airways	Cambridge, England
G-BBDG	British Airways	Surrey, England
G-BOAA	British Airways	North Berwick, Scotland
G-BOAB	British Airways	Heathrow, England
G-BOAC	British Airways	Manchester, England
G-BOAD	British Airways	New York, USA
G-BOAE	British Airways	Charnocks, Barbados
G-BOAF	British Airways	Filton, England
G-BOAG	British Airways	Seattle, USA
G-BSST	British Aircraft Corporation	Yeovilton, England
F-BTSD	Air France	Le Bourget, France
F-BVFA	Air France	Dulles, Virginia, USA
F-BVFB	Air France	Sinsheim, Germany
F-BVFC	Air France	Blagnac, France
F-BVFF	Air France	Roissy-en-France, France
F-WTSA	Air France	Athis-Mons, France
F-WTSB	Air France	Blagnac, France



It's easy to forget just how old Alpha Foxtrot is and even though very advanced in her day the cockpit now looks very dated....



Although only 20 were actually made the commercial history of this iconic aircraft is extremely well known, the second column below shows how many aircraft were originally ordered... before being cancelled!

Airline	Number	Reserved	Cancelled	Remarks
Pan Am ^[45]	6	3 June 1963	31 January 1973	2 extra options in 1964
Air France	6	3 June 1963		2 extra options in 1964
BOAC	6	3 June 1963		2 extra options in 1964
Continental Airlines	3	24 July 1963	Mar 1973	
American Airlines	4	7 October 1963	Feb 1973	2 extra options in 1965
TWA	4	16 October 1963	31 January 1973	2 extra options in 1965
Middle East Airlines	2	4 December 1963	Feb 1973	
Qantas	6	19 March 1964	June 1973 ^[46]	2 cancelled in May 1966
Air India	2	15 July 1964	Feb 1975	
Japan Airlines	3	30 September 1965	1973	
Sabena	2	1 December 1965	Feb 1973	
Eastern Airlines	2	28 June 1966	Feb 1973	2 extra options on 15 August 1966 2 other extra options on 28 April 1967
United Airlines	6	29 June 1966	26 October 1972	
Braniff	3	1 September 1966	Feb 1973	
Lufthansa	3	16 February 1967	Apr 1973	
Air Canada	4	1 March 1967	6 June 1972 ^[47]	
CAAC	2	24 July 1972	Dec 1979 ^[48]	
Iran Air	2	8 October 1972	Feb 1980	



More reading... 'The finale'

British Airways retired its Concorde fleet on 24 October 2003.

G-BOAG left New York to a fanfare similar to that given for Air France's F-BTSD, while two more made round trips, G-BOAF over the Bay of Biscay, carrying VIP guests including former Concorde pilots, and G-BOAE to Edinburgh. The three aircraft then circled over London, having received special permission to fly at low altitude, before landing in sequence at Heathrow. The captain of the New York to London flight was Mike Bannister.

The final flight of a Concorde in the US occurred on 5 November 2003 when G-BOAG flew from New York's JFK Airport to Seattle's Boeing Field to join the Museum of Flight's permanent collection. The plane was piloted by Mike Bannister and Les Broadie, who claimed a flight time of three hours, 55 minutes and 12 seconds, a record between the two cities that was made possible by Canada granting use of a supersonic corridor between Chibougamau, Quebec, and Peace River, Alberta. The museum had been pursuing a Concorde for their collection since 1984.

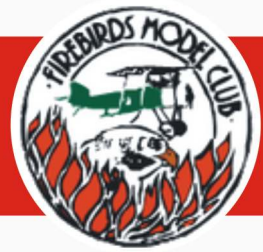
The final flight of a Concorde worldwide took place on 26 November 2003 with a landing at Filton, Bristol, UK.

All of BA's Concorde fleet have been grounded, drained of hydraulic fluid and their airworthiness certificates withdrawn. Jock Lowe, ex-chief Concorde pilot and manager of the fleet, estimated in 2004 that it would cost £10–15 million to make G-BOAF airworthy again. BA maintain ownership and have stated that they will not fly again due to a lack of support from Airbus.

On 1 December 2003, Bonhams held an auction of British Airways Concorde artefacts, including a nose cone, at Kensington Olympia in London. Proceeds of around £750,000 were raised, with the majority going to charity.

G-BOAD is currently on display at the Intrepid Sea, Air & Space Museum in New York. In 2007, BA announced that the advertising spot at Heathrow where a 40% scale model of Concorde was located would not be retained; the model is now on display at the Brooklands Museum, in Surrey, England.

There is so much more information available on this amazing piece of history why not do your own Google search, sit back and enjoy.



And... Perhaps this isn't the end of supersonic airliners...

current commercial jets on the market, including the Boeing 747



American Airlines on Tuesday agreed to buy up to 20 Overture jets (above) from aircraft maker Boom Supersonic, vowing to cut the time of long-haul flights over water nearly in half

History repeating ? read more at <https://boomsupersonic.com/overture>

For those of us that dabble in using 3D printers

There was a few 'current' exhibits at the Bristol museum and this one caught my attention, detailing the benefits of additive manufacturing over traditional machining.



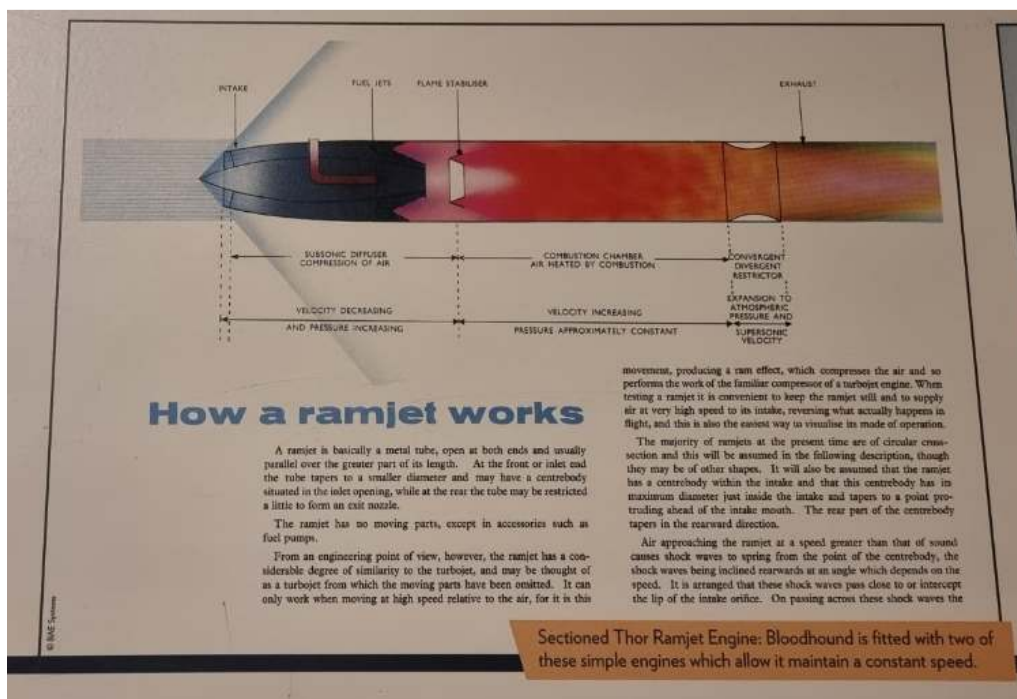
Those of you that are now building models with 3D printers are at the forefront of engineering... although, the words 'additive Engineering' sound a lot more technical and exclusive than 3D printing, I must try and remember to use these words next time I speak to one of our 3D printing aware members.





Last photos from Bristol Aerospace...

I know we have a few members who would find the following two pictures interesting, the second picture of a radial engine was to me, even more impressive when I realised there was no visible valve rockers. On further investigation I was enlightened to the use of 'sleeve valves'... Engineering, old and new can be so fascinating!



A Bristol Perseus radial engine. Note: The rotating sleeve can be seen painted yellow. More information https://en.wikipedia.org/wiki/Sleeve_valve



It's Competition time again...



"Smallest aircraft (actually) flown at our field" competition.
Well done Geoff that one will take some beating.



And, just so he made sure he got another entry in the newsletter..
Kevin starts 'The most interesting paint job' competition.



Now for something ridiculous

A propeller power motorcycle.. it's amazing what you can find on the internet..



And, for those members who ride motorcycles.. 'Nobody will ever open their car door in front of this guy'.



Something else found on the internet ... interesting?



An interesting article – 'Electric Power guide'

One of our members found this interesting article on the BMFA web-site

<https://southern.bmfa.uk/3-model-aeroplanes-electric-power-guide>

Welcome to new members this month

James Fynan, Richard Dickerson, Bill Straughan, Martin Hughes and Wayne Binny

If you see somebody unknown down the field always question them, but nicely as they may just be our new members 😊

Paul gives his Trainstar a 'Wedgey'

So Paul's Trainstar an excellent model and is highly recommended as a trainer, but after several heavy landings and repairs Paul's Trainstar continued landing perfectly but then, put it's nose on the ground and it's tail in the air... making taxing back to the pits impossible.

Paul has rather cleverly created a wedge to move the wheels further forward, hopefully this will improve it's landing finesse. See the pictures below, a simply fix..



Christmas Party

Remember to keep Wednesday the 14th December free for The Club Christmas Party 7.30 at Hamble Club.

**** Raffle tickets for the Christmas Draw now on Sale. ****



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 - September 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.