



## November

## 2022



**\*\* Christmas Party \*\***  
**Wednesday 14th**  
**December**

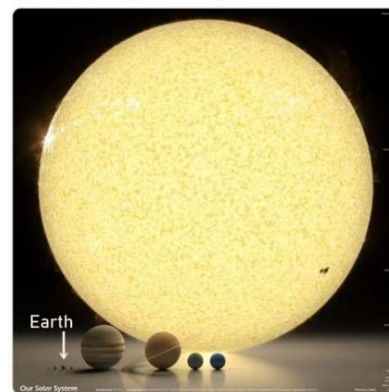
Dear Fellow Firebirds Club Members

Firstly, before I forget... has anybody lost a Spectrum Microlite / Parkflier receiver? if so Contact Paul who is safely looking after it for you and a BIG thank you to Alan Collins (ex-member) who donated some old bits and pieces the sale of which has helped club funds, much appreciated.

So, what's next... I guess unless you want to hear more about politics and politicians (which I am sure you don't), the next BIG news story for this month is that the Firebirds Christmas Party is just around the corner. Even if you haven't been down the field for a while please do come along to the Christmas party, it will be great to see us all together again after a few tough years.

Do you ever worry about the future of energy? I think nowadays most of us do, one of the 'often' conversations 'down the field' is about the future of energy supply and in particular solar energy. I know I am not the only one to think it, but what about the sun burning out? Well, I saw this picture on the internet last month.. it rather puts things into perspective!

The sun and planets to scale



If, like me you use the BBC sounds (the BBC's Radio App), you might be interested in the following BBC2 radio show where the stand in presenter on the Jeremy Vine show talks to the BMFA about the centenary celebrations... she even tries flying a model in the studio live on air! What could go wrong! Try this link <https://www.bbc.co.uk/sounds/play/m001d4d2?partner=uk.co.bbc&origin=share-mobile> and with a bit of luck listen from 1hr 33minutes.

Now let's get on with this month's Newsletter.

Chris (Fisher)



## **\*Most Important - Christmas Party and AGM\***

The Club's Christmas Party is on **Wednesday** the 14th December

Arrival from **7pm**, AGM at 7.30pm Christmas Party at 8pm.

At the Hamble Club. 33 Beaulieu Rd, Hamble, Southampton SO31 4JL

The committee will squeeze an AGM in before the Christmas Party begins.

As in the past, the club have organised a buffet, but like last year, due to reduced club funds we are asking for a £2 per person donation to cover costs. Club finances will be discussed during the AGM.

The Christmas draw will be drawn at the Christmas party with draw tickets still being sold on the night.

As always Partners etc. Welcome.



## **AGM**

As mentioned above an AGM will be squeezed in before the Christmas party begins, please let Rob Cope know in advance (at least 2 weeks) if members would like to discuss any specific items.

Next year's fees will be confirmed during this meeting and renewal fees can be paid on the night.

Anybody not renewing before the end of December will not be able to fly from the 1st January.

## **Christmas Draw Prizes have been purchased**

The committee are pleased to announce that the Prizes for the Firebirds Christmas draw have now been purchased with a total value of the prizes being nearly £700. The picture shows most of the prizes, but more will be added before the big night. Remember a £1 entry in the draw could gain you a fantastic prize.

## **The Club make a new friend**

The committee wanted to make sure that some of our purchasing for the Christmas draw benefited a local company. Sadly, our nearest 'traditional' model shop experience is not that local anymore, so this year we took a drive out to Medstead near Alton and a company called ModellbauUK. Chris and Russell arrived early and met with the owner Ian before making their purchasing decisions, after spending several hundreds of £££s Ian made a very kind gesture and donated one of the prizes free of charge. Thank you Ian.



If you can it is always good to support local companies, here is a bit more about Ian's company....



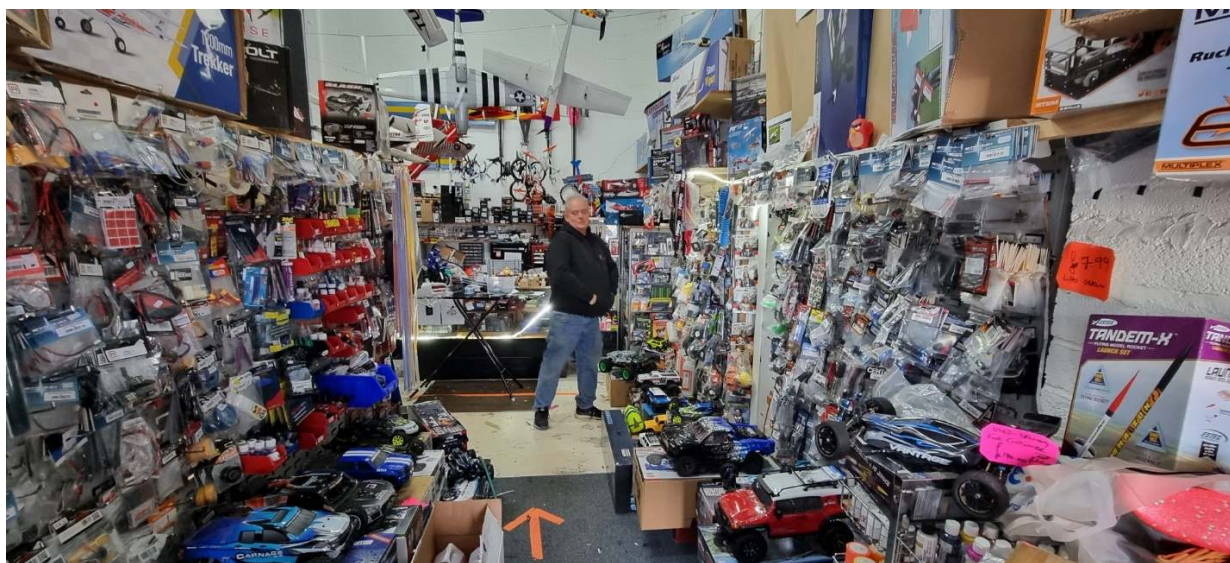
# Firebirds Model Club

News, Views & Information - November 2022



## What's inside ModellbauUK

ModellbauUK stock not only a wide range of fixed wing bits and pieces, including full kits, components etc. but also r/c helicopter, cars and even boats the owner is an r/c enthusiast himself and some of the models hanging from the ceiling of the shop are ones he flies himself. Pictured, you see the company owner Ian and then in the zoomed-out photo you can see how much stock he really has and that is just one side of the shop, he also has an extra mezzanine storage area!



If you want to visit the shop the address is

ModellbauUK Limited,  
Unit 8, Soldridge Business Park,  
Soldridge Road,  
Medstead, Alton, Hampshire.

GU34 5JF

Telephone: Telephone (01420) 448263

Web: <https://themodelshop.net/>

A few things to note... if visiting check the web-site for opening hours (they can change week by week). Don't be put off by the unassuming green-door (image right) Aladdin's cave is just inside. You might need to use SatNav or look on a map before visiting this place is a bit off the beaten track.

Map link... <https://g.page/TheModelShopMedstead?share>  
(approx. 20 miles from our flying site).





## KIK GOT THE Kick

Don't forget the club has stopped using the 'App' Kik for communication and is now using Whatsapp, ask a phone Savvy member when you are down the field if you need any help with this, and remember there are 2 available groups.

**'Firebirds'** group - to be used for general club chit-chat. You may choose to mute this group.

**'Who's Flying'** group - **ONLY** for 'I am going flying at..' or 'is anyone going flying today' type posts.

## So what do you call more than 30m!



I Found this on the internet and it just left me thinking what do they call the next level ..

... answers on a post card to..

And to put it into perspective our maximum (legal) flying height is 400ft.. 30 metres is nearly 100ft!

I think I would like to stick with the Light to moderate when I next go on holiday (Ed.)

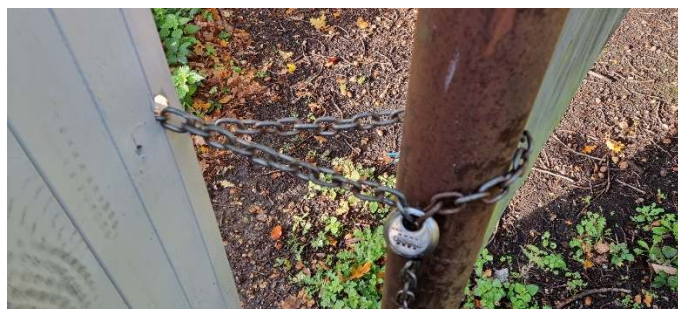
## How about an 'oldie but goodie' model flying joke ☺.

A first-time model flier was very nervous as he took hold of the transmitter for the first time. He turned to his instructor and asked, "How often do these models crash?"

The instructor thought for a moment and replied, "Usually, just once."

## Last person to leave the field?

Make sure you mix the numbers up properly and keep the chain tight so slim people cannot squeeze through the gap.. i.e. not like this ☺







### Memories of a departed member and his wonderful S.E.5

In the May 2017 Newsletter member Iain Niven wrote about his S.E.5 bi-plane .....

*"Terry gave me the kit which he rescued before it went in a skip. There was about 25per cent of the kit and about 1/3rd of the plan. I got a new plan from Top flight in the states and created the rest from drawings and available info.*

*It is a scale model in the true sense with scale rib spacing and fuselage etc. The wing section is also scale and the rigging wires actually do take the flying and landing loads.*

*Build has been about 15 months on and off and now covered in solartex she weighs 61/2 lbs. Power is provided by an SC 52 fs. Geoff Griffiths kindly did her maiden flight despite a warp in the top right wing which he trimmed it out.*

*I still have some details to add but so far I am very happy with her, the wing warp has been corrected and she now flies hands off."*



The picture on the right and the second picture in the row below is Iain



Iain sadly passed away in 2018 but before he did he bequeathed the model to Geoff who flies her occasionally, a great memory of Iain. And she still flies beautifully, images below taken this month.



The S.E.5 fighter has often been described as the 'Spitfire of World War One'.



## He's a very brave man...

Our Rob Cope brought a rather pretty looking model to the field one Sunday, he said how he had had it for a while but had always found reasons not to fly it well this Sunday was the day and buoyed but light winds he gave it a go... O.M.G! what a handful... he somehow managed to fly it including inverted flight, loops, rolls and a prop-hanging session, all this within seconds of take-off... very hairy to watch, he admitted that it had given him a serious case of the shakes, he was glad when it was back on the grass in one piece..



Now, if you are eagle eyed and have been flying for a while i.e. before the move to 2.4GHz (a clue) you may notice one reason why this flight was particularly hairy, look closely at the top of the transmitter... not spotted it? Ask Rob when you next see him and he will explain why him getting this aeroplane back in one piece was particularly lucky.

## A Safety idea and good Practice.

Next time you are down the field ask the person next to you to demonstrate the failsafe setting on their receiver i.e. what happens when the transmitter and receiver lose their connection.

The member will always thank you if a problem is found because nobody wants a fly-away.

Note: Always check your failsafe before doing a range check.





## He's a very nice man

Remember last month when we introduced a couple of new members? Well I captured one of them while down at the field... This is Dave Durnford. Well worth having a chat with, he is a very experienced model flyer and has been a member of several clubs including the Firebirds in past years, Dave is also a qualified instructor and examiner.

Dave has also promised me some interesting things for the newsletter and here is what he sent me for this month.

Hello Firebirds model club, it was great to meet some of you at the 'Firebirds' strip on Sunday.

As promised see below a couple of items which members might find interesting. I have lots more bits 'n bobs both modelling & full-size if there is an appetite for it, let me know.



## Sunny Side Up - A Blindingly Simple Solution – by Dave Durnford

As the winter season approaches, the Sun makes its daily arc across the sky, ever lower. For us 'airmuddlers' this can be a pain in the proverbial and our pride and joy models can often 'disappear' as they fly past, directly in-front of the 'golden globe'.

Worse still, some of us have even 'lost' the model in the brilliant dazzle and glare, with resultant disastrous effect! All is not lost and a very simple solution is possible.

The photo shows a tripod, (a photographers light stand is ideal), fitted with a fully adjustable, circular ply disc. This disc is of 'Goldilocks' proportions i.e. not too small, not too big but just right for the purpose.



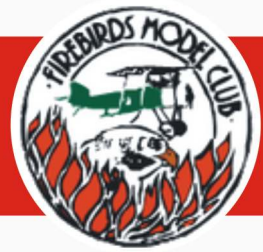
Placed in the pilots box area, (out of direct flight path, adjacent to the wind-sock perhaps?), the tripod with disc is angled such that when viewed looking skyward it 'eclipses' the sun.

(Yes, as the time passes, slight tweaks of disc angle adjustment are required to maintain the 'eclipse' as the sun makes its way across the sky). The model flyer can then fly across the sky, facing towards the sun and have no fear of being dazzled or lose their model against it.



Those of us that fly and are familiar with F3A aerobatic models may well have seen this solution used by the top pilots at the major international competitions.

Such a simple idea that works a treat and could just save you losing a model in the sun!

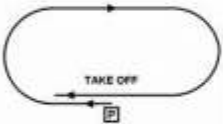

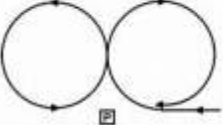
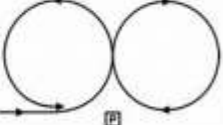


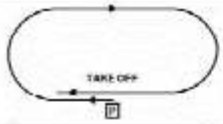

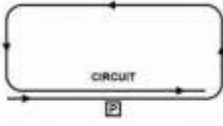
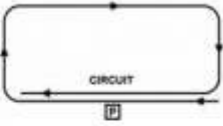
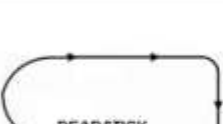



## BMFA Achievement Scheme 'A' Manoeuvres Diagrams – by Dave Durnford

Noting the recent account of fellow club member, Paul, taking his BMFA 'A' Achievement scheme flight at the Buckminster National Centre, may have spurred and encouraged some more of you to have a go. Below, in a diagram format, are the manoeuvres involved.

### 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.		





(Note: If you take and pass the simple online RCC quiz, you are exempt from being asked the 5 CAA mandatory questions).

Nothing too involved and if you're already flying solo, this should be a straightforward and enjoyable flying experience.

Together with fellow BMFA Club Examiner Geoff Griffiths, we are only too willing to assist Firebirds members add BMFA 'A' and 'B' Achievements to their model flying skills.

Go on have a go, you will enjoy it and feel great pride at YOUR achievement.

### A Pile of top-soil and a reminder

Our very nice landlords have deposited some top-soil down by the runway for us to use in filling the pot-holes. Please note they do want the pots / bags back. And on that note please remember that we only have permission to use the site for flying we must never take anything away from the farm without permission, this includes (but not a conclusive list) blackberries and mushrooms. Please also remember to only use the cut grass areas and try not to block the top gates especially during the week. Happy Landlords means we keep our flying site.



### How about an English lesson - AKA "I had a blank space in the newsletter I needed to fill" ☺

## pla·giar·ism

[ˈpleɪdʒərɪz(ə)m] 🔊

NOUN

the practice of taking someone else's work or ideas and passing them off as one's own:

"there were accusations of plagiarism" · [\[More\]](#)

*synonyms:* [copying](#) · [infringement of copyright](#) · [piracy](#) · [theft](#) · [stealing](#) · [poaching](#) · [appropriation](#)



## Sometimes when you just don't want to go outside

Geoff received an e-mail from Waltham Chase aeromodellers with dates for their indoor flying sessions at both Wickham and Havant, he posted on our WhatsApp group asking if anybody fancied going to the first Wickham one and I (Ed.) replied saying yes. I'll have a go at most things but suddenly realised I had nothing that I could fly indoors? .. A quick look through some boxes and I found an old but tiny helicopter (more of a toy than a helicopter) and a parkzone night vapour (see picture)... I loaded the car and off I went to meet Geoff in the car park at 7pm.



After what seemed like just an hour it was already 9.30pm and time to go home, we had had a great couple of hours.

Talk to Geoff if you are interesting in attending in the future as he has all the details. Waltham Chase aeromodellers charge £5 per session for Wickham and £7 per session for Havant (which is a larger hall) the first visit is free to see if you like it and if you don't have anything to fly the existing members will let you have a go with one of their vapours.





## So I was looking on the internet...

.. When I saw this most amazing video, I took some screen grabs ....

Fancy looking up and seeing a light aircraft coming down from the sky vertically slowed by a parachute! Then following a gentle 'crash' the pilot gets out and walks away.. Simply Amazing !



And if you want to see the video follow this link <https://youtu.be/wnX7Z-uEMmg>

Personally (Ed.) I think the traditional dead-stick method of a glider type landing has to be favourite, perhaps other members can explain why this particular Cirrus aeroplane doesn't adopt this method in an emergency? There are several other videos on YouTube of this type of landing so not uncommon.

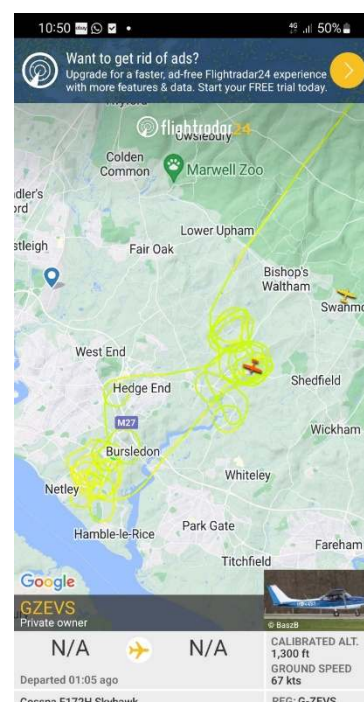
## Full Size aeroplane stops us flying at 'our' flying site.

It was a pleasant mornings flying when the call went out to our fellow pilots to watch out for a 'full-size' overhead. Our pilots knowing the rules dutifully flew lower and in the opposite direction to Cessna flying over-head and prepared to land. Once the aeroplane had passed by normal flying continued.. However the call was made again 'full-size' incoming in fact we eventually stopped flying as this aeroplane that we believe had flown from Popham aerodrome just kept circling our flying field.

One clever member suggested we have a look on skyscanner to find more information and to take a screen grab so we had a record of the event (see image to the right).

Eventually the Cessna flew off.

**Safety Note: Modellers must always give precedence to full size and clear the airspace, landing if necessary.**





## So who's idea is it anyway?

Remember when Century brought out the RIOT (one of the UKs bestselling model aircraft) ... remember everyone saying that it was a rip-off of Chris Foss's Wot4 (also one of the UKs bestselling model aircraft).. well now look at this model from HobbyKing.. The Frenzy! It looks exactly the same as the RIOT, exactly the same size as the RIOT and even has lights in the wing tips just like the RIOT could this be worthy of that famous line.

**"plagiarism is the greatest form of flattery"**

*Luckily you now all know what plagiarism is! (Ed.)*

### **Specs:**

Model: **H-King Frenzy EPO Aerobatic Sports Plane**

Type: **Plug N Fly**

Wingspan: **1400mm**

Length: **1130mm**

Weight: **1480g**

Wing Loading: **40.3g/dm2**

Motor: **3720-880KV brushless**

ESC: **40A brushless**

Servos: **2 x 9g (ailerons), 2 x 17g (rudder/elevator)**

Battery Required: **2200~2400mAh 3S (11.1V)**

LiPo (not supplied)



## A Sneaky photo from the carpark



## Welcome to new members this month

No new members this month but as always... If you see somebody unknown when down the field always question them, but nicely as they may be our recently joined new members ☺



# Firebirds Model Club

News, Views & Information - November 2022



**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 - November 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	<a href="mailto:russell@pilot1.co.uk">russell@pilot1.co.uk</a>
Vice Chair	Peter Clark	07867 557964	<a href="mailto:psclark911@hotmail.com">psclark911@hotmail.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>
Flying Site Rep.	Paul Brown	07730 202510	<a href="mailto:paulprb@gmail.com">paulprb@gmail.com</a>
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>

General contact e-mail address - [firebirdsmodelclub@outlook.com](mailto: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.**