



JANUARY

2023

**HAPPY
NEW YEAR
2023**

Dear Fellow Firebirds Club Members

Firstly, Happy NEW YEAR (hopefully!), I say hopefully as following the last few years we all need a little bit of hope!

So, what am I going to write about this month, the winter is such a funny time for us model fliers. We might get a few days here and there when a rare good weather forecast aligns with a day of the week when we can fly, but then we don't have any batteries charged or it's dark at 4pm! The winter is not the best time for our sport.

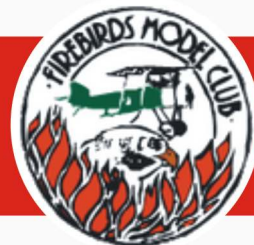
However, there are still things you can do.. In the November Newsletter I mentioned an indoor flying opportunity at Wickham, organised by the Bishops Waltham flying club... I have now been there twice and I know I am not the only one to have been. Speak to our Geoff if you interested.

The winter also gives us an opportunity to build new models or repair damaged ones, see Paul's photos later in the newsletter where he resurrects his broken Phoenix 2000. Don't forget you can send me pictures and / or text about your latest build or repair for publication in the newsletter.

It was good to see so many of you at the Christmas Party last month and I look forward to seeing you all in the new year down the field!

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

Chris (Fisher)



One Special Memory from 2022

Several members took a walk on the dark side during 2022 with a visit to the Canoe lake in Southsea, but the specific memory for me was of Rob's flying boat / sea plane which sadly flipped and almost, became a submersible then needing some serious repair work. Two things recently reminded me of this event, both being videos on the internet... there are a couple of links below.



<https://www.youtube.com/shorts/gW4eiQnBGO8>

<https://www.facebook.com/reel/904998424000801?s=yWDuG2&fs=e>

Thinking of a new transmitter?

There has been much talk amongst members during this last month about purchasing their next transmitter and several references have been made to 'OPENTX' transmitters.



So, if you didn't know, the idea is you buy a transmitter 'the physical hardware' and you then programme the transmitter with OpenTX firmware and software which is open source firmware / software written for RC radio transmitters, by enthusiasts.

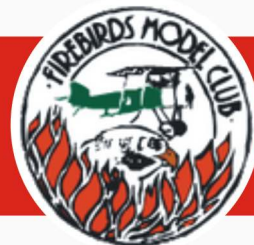
Not being tied to a specific manufacturer, the firmware is highly configurable and brings much more features than found in traditional radios. The daily feedback from the thousands of users should ensure the continued stability and quality of the firmware.

I know a few members now have them, so I look forward to receiving their write-up for the newsletter.



But for me, An OLD, NEW transmitter.

Leading on from the OPENTX transmitter discussion above, let me know, have I just made a big mistake? As somebody who's business life has revolved around IT, I immediately understood the concept of OPENTX transmitters and can see the many advantages, but despite that, I have just bought a second hand Spektrum transmitter for the same 'sort of' money that I could have bought a brand new OPENTX model.



So why have I done that? Well, firstly, I need to say that my old DX9 is getting really rather tired (not a great thing to say if I then try and sell it on to another club member!) Don't get me wrong, it still works OK but.. having been previously owned by one of the club's hardest and most prolific fliers (he won't be offended), the Gimbals are now getting a little bit worn and unbelievably it also survived a Li-Po induced fire in its earlier life... But despite still working perfectly It does deserve to be given a gentler retirement. So what have I bought?

I have bought an identical second hand transmitter to the one I had a DX9.. but being a newer one sold after 2015 it is DSMX only!.. (see below)

A bad move perhaps? But to me, knowing how to use something and knowing that it should be reliable is worth much more than a colour screen and unlimited programmability.

Now a bit of history, one of the reasons I kept the DX9 going so long was because unlike the newer / current Spektrum transmitters it still supported DSM2 and by law all DSM based radios sold after 15 January 2015 do not support DSM2 (now compliant with the EU standards).

So having some old models that still had DSM2 embedded I wanted to keep them in the air. There is no way around that. The only way to currently get a new radio that supports DSM2 is to acquire one outside of the EU region.

Note: All radios in the hands of users before the cut-off date will still have previous protocols grandfathered in. They can still be used. Future AW updates will not change the protocols of grandfathered units. Be aware though that if a radio is sent in for service it is possible that it will need to be made compliant with the new standards before it is returned to a user.

Just in case you wanted to know....

The difference between DSM2 and DSMX:

1. DSMX is used for hopping between multiple different frequencies.
2. DSM2 is used for switching between two randomly selected frequencies.

DSM2

1. DSM2 is used for switching between two randomly selected frequencies.
2. It works very well in situations but is vulnerable in difficult cases.

DSMX

1. DSMX is used for hopping between multiple different frequencies.
2. It is a robust system that will tolerate high levels of activity.

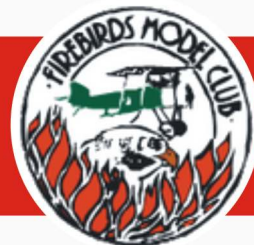
Did you know.. Spektrum often talk about Generation 1 and generation 2 transmitters.. the following shows which ones are which...

Generation 1 is the DX6i, DX7, DX7s and DX8. **Generation 2** is everything newer - DX6e, DX6, DX7G2, DX8e, DX8G2, DX9, DX10t, DX18 series, DX20, iX12.

... and as far as I can work out the principle difference between them is that generation 1 don't speak to you and generation 2 do!! (see next page for a list of the Spektrum vocabulary .. "Bombs way!")

Firebirds Model Club

News, Views & Information - January 2023



Radio Order of Names Rev. 1

1.09 DX Series Voice Callouts (12 Dec 2016)

Page 1 of 2

Voice Callouts	Voice Callouts	Voice Callouts	Voice Callouts	Voice Callouts
1 Spoilers	39 3D Rates	77 Tele(metry) Stop	115 Pot 5	153 Battery Charged
2 Time Remaining	40 High Rates	78 Inhibit	116 Pot 6	154 Flight Mode Selected
3 HOLD	41 Mid Rates	79 Switch A	117 Throttle Stick	155 Retracts Down
4 NORMAL	42 Low Rates	80 Switch B	118 Aileron Stick	156 SD Card in Camera
5 Stunt 1	43 RPM	81 Switch C	119 Elevator Stick	157 Model Initialized
6 Stunt 2	44 Temperature	82 Switch D	120 Rudder Stick	158 Video Link Confirmed
7 Stunt 3	45 Rx V	83 Switch E	121 Spoiler Stick	159 Video Recording Started
8 Stunt 4	46 Volts	84 Switch F	122 Roll	160 Low Rates Confirmed
9 Stunt 5	47 Ignition	85 Switch G	123 Pitch	161 Motors Armed
10 Idle Up 1	48 Amps	86 Switch H	124 Yaw	162 Student Control
11 Idle Up 2	49 Airspeed	87 Switch I	125 Throttle	163 Instructor Control
12 Idle Up 3	50 Altitude	88 Switch J	126 Aileron	164 No Student Signal
13 Idle Up 4	51 GForce	89 Switch K	127 Elevator	165 Throttle Low
14 Idle Up 5	52 Turbine	90 Switch L	128 Rudder	166 Spoiler
15 MODE 1	53 F-Log	91 Switch M	129 Flaperon	167 Flap Position
16 MODE 2	54 GPS Distance	92 Switch N	130 Gain	168 Gyro
17 MODE 3	55 Recording	93 Switch O	131 Canopy Attached	169 Governor
18 MODE 4	56 Heading	94 Switch P	132 Rx Battery Test	170 Flight Mode
19 MODE 5	57 Power Box	95 Switch Q	133 Fuel Tank Full	171 Motor Off
20 MODE 6	58 ESC	96 Switch R	134 Hatch Attached	172 Motor On
21 MODE 7	59 GPS Acquired	97 Switch S	135 Test Controls	173 Safety Switch Off
22 MODE 8	60 Rx Pack mAh	98 Switch T	136 Wing Bolts Secured	174 Safety Switch On
23 MODE 9	61 Flight Pack mAh	99 Left Tip	137 Air in Retracts	175 Throttle Cut Off
24 MODE 10	62 Ground Speed	100 Right Tip	138 Prop Secured	176 Throttle Cut On
25 Launch	63 GPS Speed	101 Left Stick	139 Reset Timer	177 Expo Off
26 Cruise	64 GPS Altitude	102 Right Stick	140 Start Timer	178 Expo On
27 Land	65 6S LiPoMon	103 Left Slider	141 Flap Position	179 Expo High
28 Thermal	66 14S LiPoMon	104 Right Slider	142 Ign. Batt. Charged	180 Expo Mid
29 Speed	67 Tx Volts	105 L Lever	143 Fuel Plug in Place	181 Expo Low
30 Knife Edge Mode	68 Photo Click	106 R Lever	144 Flight Batt. Charged	182 To
31 Rolling Mode	69 Low Battery	107 R Knob	145 Thro. Trim Position	183 Inhibit
32 3D Mode	70 System Idle	108 Left Knob	146 Gyro Initialized	184 High
33 Normal Mode	71 Timer Expired	109 L Trim	147 Gyro Gain Position	185 Medium
34 General Rates	72 Alarm	110 R Trim	148 Gov. Gain Position	186 Neutral
35 Hammerhead Rates	73 Timer Start	111 Pot 1	149 Glow Driver Active	187 Increase
36 Stall Turn Rates	74 Timer Stop	112 Pot 2	150 Blade Bolts Tight	188 Decrease
37 Rolling Circle Rates	75 Timer Cleared	113 Pot 3	151 Tx Antenna Extended	189 Up
38 Spin Rates	76 Tele(metry) Start	114 Pot 4	152 GPS Acquired	190 Down

Light shade = new

BOLD = duplicated

Dark Shade = custom

Radio Order of Names Rev. 1

1.09 DX Series Voice Callouts (12 Dec 2016)

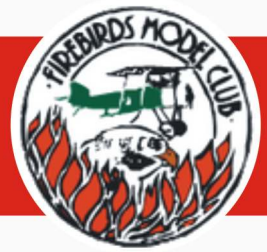
Page 2 of 2

Voice Callouts	Voice Callouts	Voice Callouts	Voice Callouts	Voice Callouts
191 Level	229 Brakes On	267 User 31	305 Self-Level	343 Camera OFF
192 <Silence>	230 Brakes Off	268 Launch Mode A	306 Hover Mode	344 Video Start
193 Position	231 Heat Started	269 Cruise Mode A	307 Bank 0	345 Video Stop
194 Throttle Cut	232 Heat Ended	270 Landing Mode A	308 Bank 1	346 Take Still
195 Gear Up	233 Lap Time	271 Thermal Mode A	309 Bank 2	347 Velocity Mode
196 Gear Down	234 Lap Timer	272 Speed Mode A	310 Bank 3	348 Evo Mode
197 Off	235 Lap	273 Launch Mode B	311 Bank 4	349 Angle Mode
198 On	236 User 0	274 Cruise Mode B	312 Loiter Mode	350 3D Agility Mode
199 Mix Off	237 User 1	275 Landing Mode B	313 Stabilize Mode	351 Rattitude Mode
200 Mix On	238 User 2	276 Thermal Mode B	314 Simple	352 Autonomous Mode
201 Mix Inhibited	239 User 3	277 Speed Mode B	315 Auto	353
202 Mix Active	240 User 4	278 GPS Mode	316 Guided Mode	354
203 Braking	241 User 5	279 Attitude Mode	317 Position Mode	355
204 Release	242 User 6	280 Manual Mode	318 Return To Launch	356
205 Flaps Up	243 User 7	281 Course Lock Mode	319 Circle Mode	357
206 Takeoff Flaps	244 User 8	282 Home Lock Mode	320 Head Tracker On	358
207 Landing Flaps	245 User 9	283 Return Home	321 Head Tracker Off	359
208 Tow Coupling Closed	246 User 10	284 Failsafe	322 Gimbal Control On	360
209 Tow Coupling Open	247 User 11	285 Smart Mode	323 Gimbal Control Off	361
210 Mix Inactive	248 User 12	286 Stability Mode	324 Gimbal Locked	362
211 Smoke Off	249 User 13	287 Agility Mode	325 SAFE Mode	363
212 Smoke On	250 User 14	288 Indoor Mode	326 Beginner Mode	364
213 Bomb Drop	251 User 15	289 Outdoor Mode	327 Intermediate Mode	365
214 Bombs Away!	252 User 16	290 Stability Hi Angle	328 Experienced Mode	366
215 Canopy Open	253 User 17	291 Stability Low Angle	329 Panic Recovery	367
216 Canopy Closed	254 User 18	292 Altitude Hold	330 Return and Loiter	368
217 Chute Deployed	255 User 19	293 WayPoint 1	331 Stagnity	369
218 Door Open	256 User 20	294 WayPoint 2	332 Photo Mode	370
219 Door Closed	257 User 21	295 WayPoint 3	333 AS3X Mode	371
220 Lights On	258 User 22	296 WayPoint 4	334 AP Mode (Aerial Photo)	372
221 Lights Off	259 User 23	297 WayPoint 5	335 Atti Mode (Attitude)	373
222 Precision Mode	260 User 24	298 WayPoint 6	336 Rate Mode	374
223 Speed Brake Open	261 User 25	299 WayPoint 7	337 Position Hold	375
224 Speed Brake Closed	262 User 26	300 WayPoint 8	338 Horizon Mode	376
225 Rotate Up	263 User 27	301 WayPoint 9	339 Axis Lock	377
226 Rotate Down	264 User 28	302 WayPoint 10	340 Acro Mode	378
227 Rotate Left	265 User 29	303 Bailout	341 Absolute Position	379
228 Rotate Right	266 User 30	304 Panic	342 Camera On	380

Light shade = new

BOLD = duplicated

Dark Shade = custom



Christmas Party and AGM 2022

There was a good turnout for the Christmas party and as always plenty of food. The AGM took place when we first arrived and the attendant members voted for the existing committee to remain in place. The fees for 2023 were discussed and unanimously accepted, many members renewed on the night.

Here are a couple of photos taken during the Christmas party, I know it's unfair to take pictures of members when they are eating (sorry Toni).



Christmas Draw 2022

Several members have been selling raffle tickets throughout the year, so there was a good selection of prizes purchased for the draw. The draw took place and many members left the evening with some great prizes. Picture right, this year's prizes.





Firebirds Awards ceremony

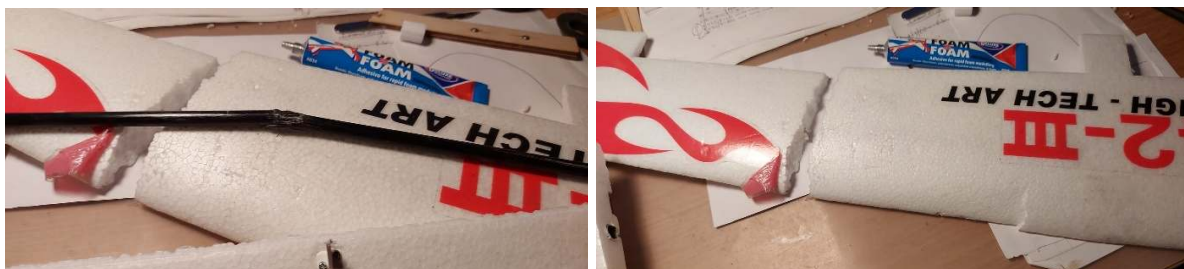
For various reasons the club has not given any awards for the last few years, but in this year 2022 there was two. Russell was ably assisted by Debbie Shergold in awarding 'most improved flyer' to Paul Brown and 'The Meritorious member award' to John Graham (received on his behalf by Lee Fryer).



Paul resurrects his Phoenix by Paul Brown

I crashed the Phoenix but was determined to rebuild it, in this case 'Phoenix' being an appropriate name (if it flies again).

Below you can see the broken wing aileron and spar, I had to glue the wing back together and decided to reinforce the joint. I cut out splints and glued them back in.

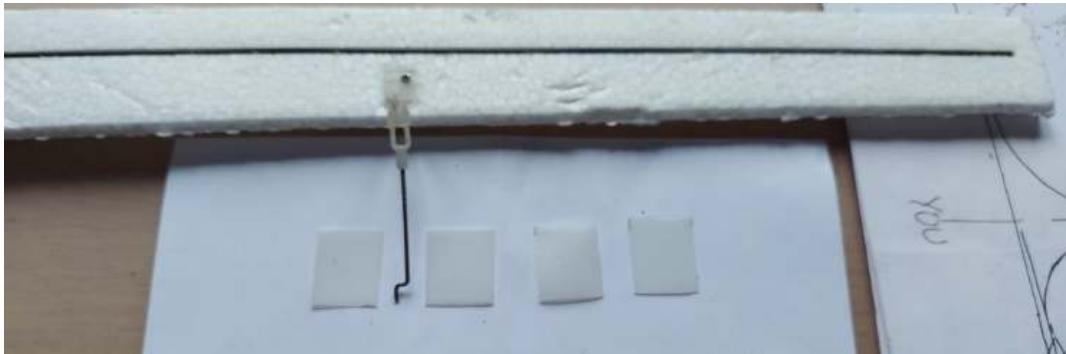




The wing mounting areas were left on the fuselage with both wings torn away here I have used Deluxe Materials 'foam to foam' to knit the trailing edge back on.



As suggested by Chris (Fisher) I cut up some plastic from a milk bottle to form hinges.



And slotted them into the trailing edge (the holes are just to enable the glue to traverse the hinge.)



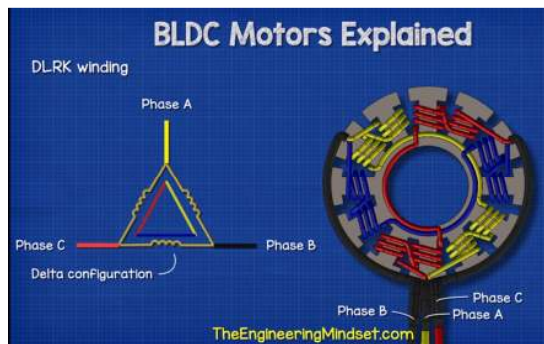
Ailerons back in position and ready for a test flight.





From the World Wide Web

Whilst most of us know (roughly) how brushless motors work I thought this video (below) explained it exceptionally well. If you do watch it, the bit about PWM is interesting but, then towards the end of the video (talking about Arduino) isn't much use to the average aero modeller, unless you are getting in to open source development to go with your new opensource transmitter! 😊



Link : - <https://youtu.be/yiD5nCfmbV0>

A Few more things found on the Internet this month that may be...

1. Amusing – Be Careful flying near Grandchildren!!



2. Disappointing – Did you know the famous scene from Top-gun may have been FAKE!





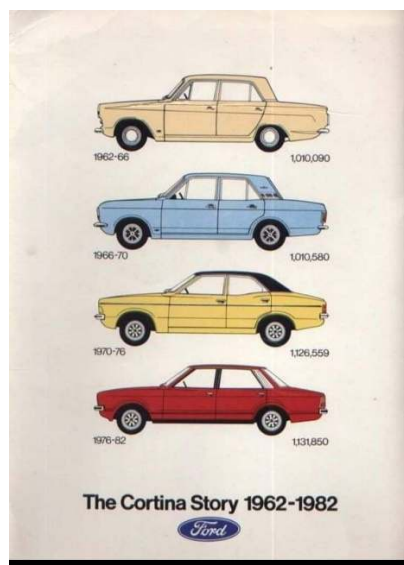
3. Informative



4. Educational



5. And some that shouldn't be in a Model Flying Club Newsletter... !! Oops Sorry !!





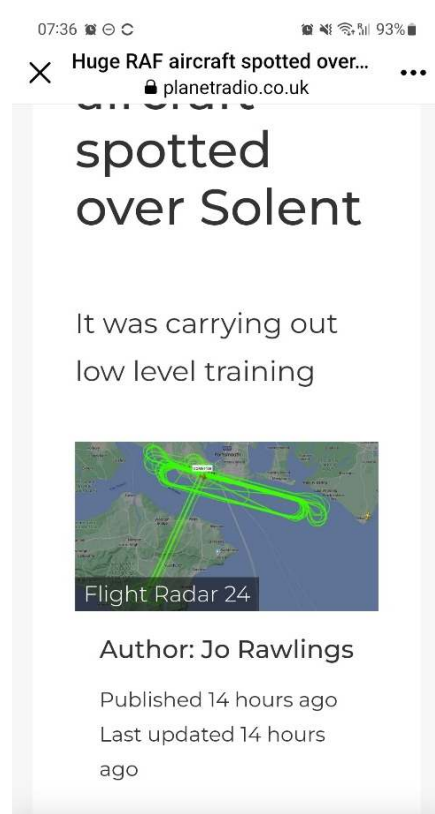
Back to Aviation, did you know

What is the difference between a Merlin and Griffon engines? ^

The RR Griffon was nearly twice as powerful as early RR Merlins. They were both inline V12 engines **the Merlin being 27 litres and the Griffon 37 litres.**

Despite a 37% increase in capacity and a near doubling of power output it was only about 12% larger.

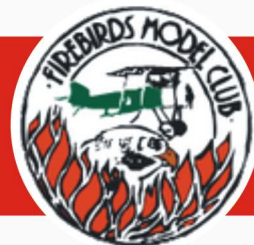
Another interesting flight pattern caught on one of those clever apps!



Another Thank You – The Tarmac ‘lump’ has gone!



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NTPL/POL

SANTA'S WORKSHOP INTL

JEPPESSEN

25 DEC

24 Dec 0001Z

NORTH POLE VILLAGE

RNAV (GPS) Rwy 18

ARCTIC Center

122.8

NORTH POLE Approach

122.8 when ELFCOM inop.

WORKSHOP Traffic

122.8 when ELFCOM inop.

RLS (Reindeer Landing System)

Final Apch Crs 360°T

Minimum Alt 2500' (2450')

CLAUS

RLS DA(H) (CONDITIONAL) 250' (200')

Apt Elev 50'

Rwy 18 50'

MISSED APCH: Climb to 2500' direct MSLTO, then RIGHT turn direct KSSNG and hold.

Alt Set: INCHES

Trans level: FL 180

Trans alt: 18000'

CAUTION: Departures may be illuminated by blinding red nose light.

CAUTION: Supersonic heavy departures; non-sleigh traffic discouraged.

1. Reindeer practice flights year-round. 2. Flights in the vicinity may be conducted under the influence of Egg Nog. 3. No unapproved winter operations. 4. Postal flights with letters to Santa receive priority sequencing. 5. Reindeer and Elves on and in vicinity of runway. 6. Runway does not maintain stationary location.

1000'

MSA WSP NDB

120-00

150-00

180-00

210-00

240-00

300-00

330-00

00-00

30-00

60-00

WORKSHOP 347 WSP

RIP Grandma

SANTA

CLAUS

COMNG

TOWNN

MISSED APCH FIX NOT TO SCALE

MSLTO

KSSNG

Chimney research facility

Workshop Complex

PROHIBITED AREA P12-25

Operations other than toy support/delivery prohibited

TEMPORARY PROCEDURE: From 0001 UTC 24 DEC until 2359 UTC 24 DEC.

Checking it twice

MAKING LIST

SANTA

360°T

180°T

3000'

CLAUS

2500'

COMNG

TOWNN

Apt 50'

[TCH 80']

Be good for goodness sake!

Always watching

Speed (Reindeer operating)

4

5

6

7

8

9

Glide Path Angle [7.0°]

N/A

N/A

800

998

1140

1430

MAP at TOWNN

If Dasher sick, reduce speed by 2 reindeer

SALS

TINSEL TWINKLE

2500'

MSLTO

STRAIGHT-IN LANDING RWY 18

RLS DA(H) 250' (200')

LOC (Rudolph Out) DA(H) 400' (350')

2 or more reindeer inop MDA(H) 500' (450')

LOC (Rudolph Out) DA(H) 400' (350')

2 or more reindeer inop MDA(H) 500' (450')

Circle-to-land

Authorized only when Rudolph available

Full

Tinsel out

Tinsel/Twinkle out

Tinsel out

Tinsel/Twinkle out

Tinsel out

Tinsel/Twinkle out

6

7

8

9

RVR 0

RVR 40 or 3/4

RVR 50 or 1

RVR 40 or 3/4

RVR 50 or 1

RVR 60 or 1 1/4

1

1 1/4

2

Rdr in Svc

MDA(H)

6

7

8

9

450' (400') - 1

550' (500') - 1

650' (600') - 1 1/2

750' (700') - 2

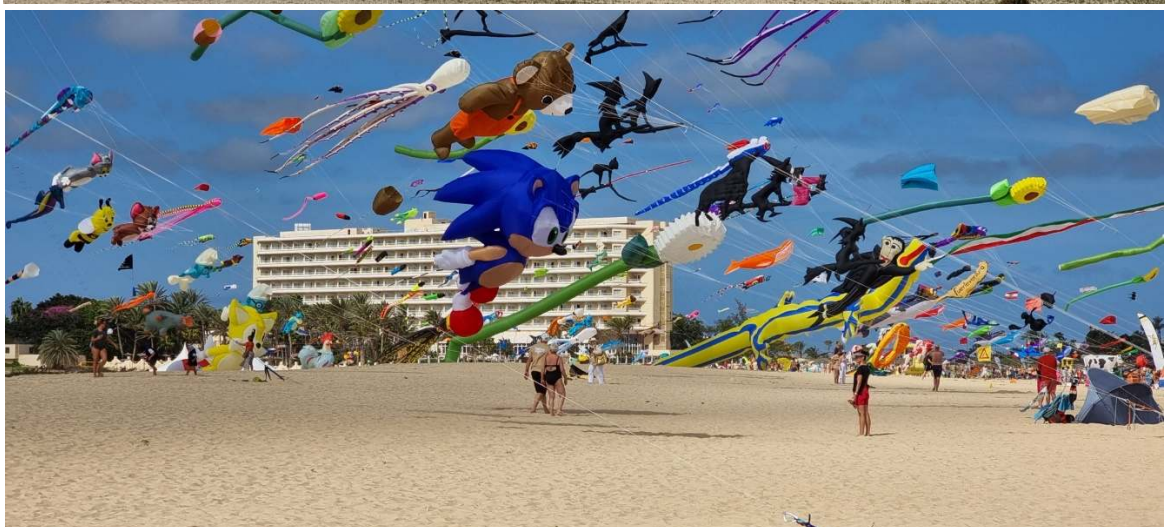
CHANGES: Noel procedure.

© JEPPESSEN, 2013. ALL RIGHTS RESERVED.



While I was away on Holiday...

I know these pictures don't look like they were taken in November, but in the Canaries the weather in November is still lovely. The photos are of the annual Fuerteventura kite festival and I couldn't help but take a few pictures of the aeroplanes.





I was getting on an aeroplane...

... and noticed something mildly interesting when looking at the elevator there are three lines, I presume these are the limits of movement for the surfaces. If I am right, then I just thought it interesting that on this full size Boeing the movement is so hugely biased to 'up' elevator and not 'down' elevator. But I guess for passenger comfort that is probably a good thing, a mid-air bunt might cause concern.



What's a Bunt?

Or as Wikipedia says, an 'English Bunt'..

Loop		
Inside loop	A vertical circle entered from straight and erect level flight. A positive pitching movement is used at all points in the loop to draw the circle, so that the aeroplane canopy is pointing inwards. Both the inside and outside loop are sometimes casually referred to as a 'loop the loop'.	
Outside loop	A vertical circle entered from straight and erect level flight, canopy pointing out of the loop. Loop can be above or below the straight and level entry altitude, from erect or inverted attitude. (Draws extreme negative G)	
English bunt	Half an outside loop starting from upright, straight and erect level flight. (The pilot pushes the stick forward and draws a half circle in the sky from the top down).	

I snapped this flying overhead in Fuerteventura





London's New Years Eve Celebrations

An amazing Fireworks and drone display, drones are starting to replace fireworks in a lot of situations, and they are indeed very impressive. The second one, I took earlier in the year at Disneyland Paris apparently their 30th year. Not sure if these drones have anything even vaguely in common with what we do down at the field but still very impressive.



Don't get any ideas

At the AGM Russell made reference to and thanked the club members that help maintain the flying field, mowing isn't always a fun job.. but at least with a small modification it could be comfortable?



And Finally

Now that you have Enjoyed reading (hopefully) the Newsletter, there is just one more thing..

You must have paid your membership before you fly in 2023, details below.



FIREBIRDS MODEL CLUB FEES 2023

Club fees for 2023. Please note this does not include membership of the BMFA.

Firebirds Fees 2023

Senior - £98
Junior - £33
Family Senior - £83
Family Partner - £83
Family Junior - £33

It is a requirement of flying with our club that you also have BMFA membership.

BMFA Fees 2023

Seniors - £42
Juniors - £20
Family Partner - £29
Family Junior - £15

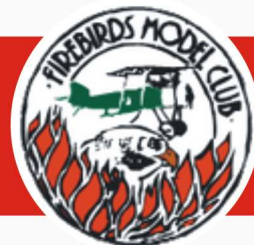
For most members that renew their BMFA membership through the Firebirds the following totals apply.

Firebirds and BMFA membership

Senior - £98 + £42 = £140
Junior - £33 + £20 = £53
Family Senior - £83 + £42 = £125
Family Partner - £83 + £29 = £112
Family Junior - £30 + £15 = £48

NOTE: The above excludes the CAA licencing charges, which like last year the club recommends members do directly with the CAA, and remember your 2023 renewal could be very soon for many.

**** See below for how to pay ****



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 ON MEMBERSHIP.

You must have paid your fees to be able to fly after the 1st January.

Members not renewing by April 1st 2023 will be considered as not renewing and need to be considered as new members and subject to any joining fee or membership cap then in place.

Please contact a committee member should you have any questions.

If you are having difficulty paying your fees, please talk to a committee member.

A DATE FOR YOUR DIARY...



Hampshire Model Flying
Association

Swapmeet on Sunday 26th March 2023 from 8:30am to noon

At Mountbatten School, Romsey, SO51 5SY.

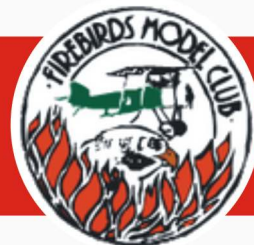
Admission £4, under 16s free. Refreshments available.

Or as a seller, a table costs £9 (inc. one admission), additional tables cost £5 each.

**** Ask Russell Lewis if you want to know more, he has been several times (both as a buyer and a seller). ****

Firebirds Model Club

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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)

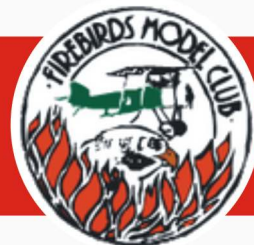
EASTER SUNDAY ... NO flying!!

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

CHRISTMAS DAY... NO flying!!

Firebirds Model Club

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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
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Secretary	Rob Cope	07795 996549	copes02@ntlworld.com
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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.