



**URGENT**  
**SEE "STOP PRESS"**

Dear All

Welcome to the July 2018 Newsletter!

Pete / Alan's idea for the Barbeque worked out well (see later in newsletter) and with the Sun Shining and England winning a few football matches we should all have been very happy, but unfortunately life isn't always perfect.

The loss of our peak down flying site came as a bit of a blow and without notice too! (read later in the newsletter). I know Alan Shergold was especially annoyed as he had only just mown the strip. I went up to the field on behalf of the committee on the day we were notified to collect the windsock and the frequency board and I can tell you it made me feel rather sad. I took a couple of photos.. the last ones at Peak Down ☹️



Following the loss of our flying site this month many of the things I wrote ready to publish are now not relevant so have been cut, but hopefully the newsletter is still interesting.

Anyway.. on to better news, the committee is already looking to secure us a new flying site and meanwhile has arranged temporary shared provision at PADMACs flying site, more details follow.

Hoping for even better news soon let's get on with the July 2018 edition of the Firebirds Newsletter.

Chris.



## Committee News

Here's the latest from the committee room.

### Following on from the Sad News last month ... (words and photograph courtesy of Geoff Griffiths)

*Iain's funeral took place at*

*St Mary church, Warsash*

*On Wednesday, June 27th 2018 at 11.30am*

*The Firebirds club was represented and a small donation was made to Rowans Hospice in his name.*



The SE5 above was Iain's most well known model, Iain passed the model on to Geoff Griffiths a couple of weeks before he died in the hope that it would see a bit more air time. Geoff says it certainly will and it has already been seen at the field flying in tribute to Iain!

It was built from the Top Flite kit, designed by scale maestro Dave Platt for a .60ci glow. Iain has fitted an SC .52 four stroke. At a span of 53" it would have been considered large back in the days when there was an 11lb weight limit in force!

It's a lovely model, and whenever he brought it to the field he'd added a bit more detail which Geoff says he will continue to do.

*Our continuing thoughts go out to his family.*



**\*\* Important and urgent news\*\***

The following was e-mailed to all members by Roger Stanton club secretary on Thursday the 5<sup>th</sup> of July.

*“ Dear members, I'm sorry to inform you that with immediate effect we can no longer use the Peak Down flying site. A member of the public must have complained to the council, who in turn have informed the Motocross club that they would be in breach of their planning permission if they let us keep flying there. By chance the Firebird committee is meeting tonight so this will be at the top of the Agenda!”*

The committee did meet that evening and have already started discussions with PADMAC to share their site temporarily more details will follow.

The committee is committed to finding a new site and asks.... If anybody has any thoughts, ideas, methods to help find a site please let a committee member know.

**\*\*\*\*\* STOP PRESS 1\*\*\*\*\***

**Get together at Hamble club this Thursday**

There will be an informal meeting at Hamble club this coming Thursday the 19<sup>th</sup> at the Hamble club, please come along if you have any questions about the temporary site, thoughts on finding a new one, or just want to fly your little helicopter / have a drink. Say 7.30 !

**\*\*\*\*\* STOP PRESS 2\*\*\*\*\***

The Newsletter was held back until today (normally comes out on Thursday) to allow confirmation of the now agreed arrangement for Firebirds members to fly at the PADMAC flying site near Petersfield, until we secure ourselves another flying site.

A collective of committee members visited the site and discussed arrangements with PADMAC on Saturday 14/7/18 the reception was very good and the agreement made.

The PADMAC committee / principles would like to meet with each member that wishes to fly at the sight to introduce safety and security issues that are specific to their site, therefore...

Members of the PADMAC committee will be at their flying site (weather permitting) on Sunday morning 15/7/2018 after 11am and then on subsequent Saturdays again from 10am.



PADMAC flying times (once initial introduction done with a principle / committee member).

	Power	Electric/Silent
Mon to Sat	10:00 to 18:00	10:00 to Sunset
Sunday	11:00 to 18:00	11:00 to Sunset

PADMAC rules can be found here. [http://www.padmac.info/PADMAC\\_flyingsite\\_rules.html](http://www.padmac.info/PADMAC_flyingsite_rules.html)

MOST important !!! SHUT THE GATE !!, There are cows loose in the field, once through the gate you must shut the gate.

There is an electric fence around the pits, car park and strip, instructions on how to deactivate this will be given during your first visit. Last person to leave the site must re-connect.

The site is close to the A272 which must be avoided at all costs, strictly no flying over it.

There is also a smaller road behind the flight line that should not to be flown over, but as we should not fly behind the flight line it's not so much a problem.

Members of the club and visiting Firebirds members must complete the log book on arrival and when leaving. Please mark FB at the end of your name if you are a firebirds member.

***The following will be removed from the version uploaded to the web-site news area.***

Location

\*\*\* Removed \*\*\*

Contact a committee member for more information



## Remember



Mind the cows.



Disable and re-enable the electric fence.



Always close the gate.



Complete the log book on arrival / leaving.

Otherwise PADMAC is a club very similar to our own, BIG thanks to Rob Farr (a member of both clubs) for arranging.



## Poorly club member

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

## Warning – Think twice before wearing anything 'YELLOW' when flying !!



## BBQ

An impromptu Barbeque with just a couple of days' notice went ahead on Saturday 23<sup>rd</sup> June, it was well attended and the food delicious, Alan's homemade burgers were a particular delight.

We even had some partners come along to enjoy the occasion and lovely weather.





## Hedge End Carnival

The 7<sup>th</sup> July was Carnival day in Hedge End and Alan Shergold together and Pete Clark put on a great display of model aircraft, rumour has it that the stand was visited by a few interested potential members, so it was well worth the time spent, well done guys. Terry came along too and was last seen chatting to two rather attractive pole dancers, nobody has seen him since!!!



## CHRISTMAS DRAW 2018

Christmas Draw tickets are now on sale so don't forget to bring some money to the site!

## FUTURE CLUB NIGHTS - Advance notice

July, August ...More Barbecue's (hopefully).

Christmas Party evening has been confirmed as 13<sup>th</sup> December at the Hamble club, a buffet Will be provided.



## Pat Parsons – writes...

Hi Chris,

As the weather's been very windy could not get any flying in but I saw this (below) and thought I gotta have a go!



I dug out a motor and got a esc from another plane, it's cost nothing yet.. but I will let you know what it's like to fly model's costing nothing!

Anyway, I am not being 'SMUG' as you put it in the last newsletter, but I do the test soon so I might be SMUG then ☺

How was Weston did you have a good time? I was hoping to get there but twas Father's day and a doo was arranged, regards to all down South see you soon

Pat

Reply... Hi Pat love the little plane, perhaps you could use it to take that test! Weston was really good, see following article ☺

## Following the Peak down news.... Pat Parsons – wrote...

So sorry to hear about your flying site it's such a shame that people just don't want to let anyone enjoy their hobby, it's a different story up here plenty of sites and help from the local authority, and of course some clubs own their site.

I have had to see the opticians and now I will get the cataract done, so no flying for a while..

Please give my regards to the Firebirds, I will pop down and find a site for you!! ☺

My regards to everyone, hope to see you soon

Pat

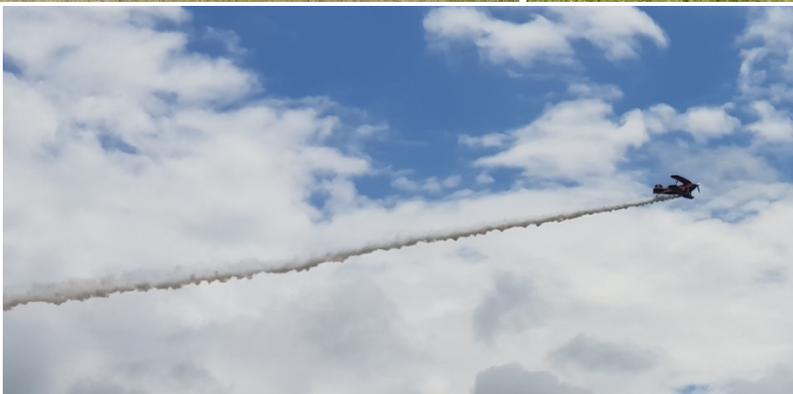


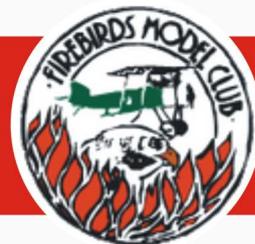
## Weston Park model show 2018...

Several Club members took a long drive on fathers-day weekend, to the Weston Park model show The show is set in the grounds of stately home just North of Birmingham and showcased some of the best pilots and model RC planes from around the world.

In recognition of 100 years of the RAF, visitors were also treated to a display by a full size Spitfire.

The Night flying and fireworks are always particularly good, this year there was three full size gliders shooting fireworks throughout their flight.





## Allan Shergold first timer at Weston Park model show wrote the following

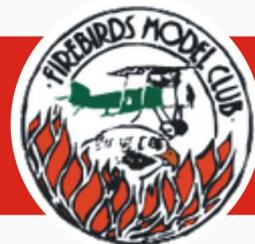
You know how one thing leads to another....

I do like larger model planes, but am (like most) limited by the size of my transport, so as I have a tow bar fitted to my car I had often thought about having a trailer for moving larger models and..... a nearby neighbour had two trailers in their driveway that hadn't moved for several years!

One day as I was walking the dog I noticed one of the trailers was missing and the owner was in her driveway. I asked if some person had stolen one of the trailers and she replied "no a friend was trying to sell it" ... To cut a long story short I was offered the remaining one for free just to get off her driveway. The tyres were flat and perished but we managed to get it on to my driveway.

On further inspection the trailer turned out to be a "Conway Trailer Tent" complete with sink and cooker. After a while the tent was erected in my driveway and left up all night during a heavy thunder storm and discovered it was still water tight.

Now, I know I am a bit too old for camping but I just had to give it a try and as Chris and Russell from the club camp each year at the Weston Park model air show I thought I would give it a go and try the tent out.



So.. having spent a fair bit of money on camping gear I found myself on the road with Pete Clark and after 4hrs arrived at Weston Park. After an hour with the help of Chris and Russell we were set up for 3days of the most spectacular air show I have seen.

The first evening was spent with Chris and Russell having a BBQ watching the flying rehearsals for the following day. This was possible because they had turned up early and had a fantastic camping spot less than 100mtrs from the flight line with very little in front of them. It was just the very low level flying we could not see.

After a restless night it was up for a cooked full house and a 5min walk to the flight line and everything else that was at the venue, Trade stands, food stalls were abundant along with a camping and food shop. There was also a large roped off area selling second hand models.

If I were to try to describe all of the flying that day this would be a long article. Suffice to say it was some of the most incredible flying I have ever seen and it was non-stop from 10am to 10pm when the illuminated planes flew.

The morning after a better night's sleep, and it poured with rain during the small hours, but the tent did not leak and by 10am the field had dried up and we were ready for more fantastic flying, small models, larger models. Electric, ic, but most seem to be turbine although I was told some were EDF, oh and one pulse Jet. Now I was warned that these things are noisy and it just happened that I was approx. 10ft behind this thing when they set it off. Yes they are very noisy and very very fast and I felt sorry for the lady along side of me with a King Charles Spaniel that tried to climb out of her arms and over a marquee.

That night we had two full size powered gliders lit with LEDs along with a normal glider towed up behind a plane all lit and taking off from the model flying strip.

After gaining about 5000ft they spiralled down with pyrotechnics shooting out to give a splendid display and landing back on the strip.

It was then time for the models to night fly lit with LEDs and pyrotechnics blazing

At one time I counted 20 models in the air at once all lit up and flying in the dark.

It was not just planes flying, we had a few demos of helicopter. some with pyro's though they had a separate field to themselves, control line flying in another field a good fly past of a spitfire oh and a pond for boats, model racing track and even a steam railway somewhere.

After another good night's sleep it was time to break camp and head for home although there was another day of flying to go.

So ended a great week end that started with a free gift of a trailer though after all the money spent on camping gear it wasn't that free.



Only Down side was no shower blocks and the use of porta loos which were cleaned early each morning.

Other than that a fantastic long weekend

Wouldn't have missed it for the world.

And I'm still too old for camping!

### **Words of Wisdom from the Flight Line....**

Don't worry about getting your model down, it will always come down..... somewhere !



## An excerpt from the BMFA Members Handbook 2017

Something that doesn't really affect most of us, but still interesting...

### **BMFA Notes on Models Over 20 kg**

These are considered by the CAA to be aircraft, not model aircraft and, as such, they are treated in a different manner to models under 20 kg.

The exemption certificate does exactly what it says, it exempts the model from most of the clauses of the ANO, but the model is then subject to whatever conditions the CAA might apply to the model and these are detailed on the certificate itself.

Most of the conditions are usually based on those for models between 7 and 20 kg, set out in Article 95 of the ANO above, but the CAA reserves the right to include other conditions if it thinks fit.

It should be noted that breaking any of the terms set out in the exemption certificate, for instance during a flight, will invalidate the certificate at that point in time and make the model and its pilot subject to the whole of the ANO. This could literally make that part of the flight illegal.

### **8.3 Gliders Between 20 kg and 80 kg**

Pure gliders over 20 kg now need an Exemption from the CAA before they may be flown. Therefore, before a model glider between these masses is built the advice of either the Large Model Association (LMA) or the British Model Flying Association (BMFA) should be sought on construction, testing and operating techniques.

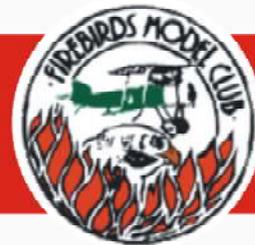
### **8.4 Upper Mass Limits**

For powered models the upper mass limit is 150 kg and for gliders it is 80 kg. Beyond these masses you must contact the CAA for details of the regulations that must be followed and what permissions are needed.

### **8.5 Mandatory Model Flying Insurance**

It is a legal requirement in the UK that all models over 20 kg maximum take off mass (MOTM) must carry at least £750,000 third party public liability insurance.

This obviously applies to all models over 20kg dry, which are covered by CAA exemption certificates. However, it also applies to those models under 20kg which do not need an exemption certificate but which are taken over 20kg when fuelled for flight.



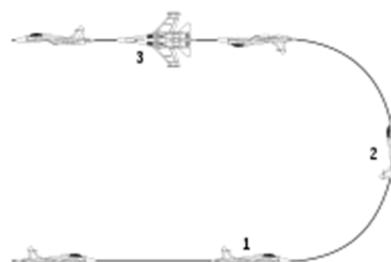
## What is an Immelmann .... (courtesy of Wikipedia)

Following on from the what is a 'Cuban Eight' entry last month, let's try another manoeuvre.

In modern aerobatics, an Immelmann turn (also known as a roll-off-the-top, or simply an Immelmann) is an aerobatic manoeuvre. Essentially, the aerobatic Immelmann comprises an ascending half-loop followed by a half-roll, resulting in level flight in the exact opposite direction at a higher altitude.

The aerobatic Immelmann turn derives its name from a different manoeuvre altogether the dogfighting tactic of World War I named after the German pilot Max Immelmann and described above.

To successfully execute the aerobatic 'Immelmann', the pilot accelerates to sufficient airspeed to perform a loop in the aircraft. The pilot then pulls the aircraft into a climb, and continues to pull back on the controls as the aircraft climbs. Rudder and ailerons must be used to keep the half-loop straight when viewed from the ground. As the aircraft passes over the point at which the climb was commenced, it should be inverted and a half loop will have been executed. Sufficient airspeed must be maintained to recover without losing altitude, and at the top of the loop the pilot then executes a half-roll to regain normal upright aircraft orientation. As a result, the aircraft is now at a higher altitude and has changed course 180 degrees.



Note: Not all aircraft are capable of this manoeuvre, due to insufficient engine power, or engine design that precludes flying inverted.

## GDPR - General Data Protection Regulation

Most members have returned their GDPR form, if you haven't please complete and return ASAP.

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Notice the Newsletter is a bit empty, less interesting?

Please e-mail items for the Newsletter to [firebirdsmodelclub@outlook.com](mailto:firebirdsmodelclub@outlook.com).

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## This month down at the field

The 24<sup>th</sup> June 2018 saw John Barkers first 'solo' flight of his Newest toy, his DJi Mavic Pro. First flights are always a bit unnerving but John managed to get some good video of the rest of the club enjoying their Barbeque.

Note: The Firebird Model Club is a Fixed wing club, helicopter and drone flying is only allowed on an occasional basis and with permission from the committee. Apparently his wife Carol got a new toy too.... A Karcher window vac... only fair!





Russell bought this rather stunning Hurricane at Weston Park ....



But it didn't fly too well and landed heavy ☹️.



Here are a few more models bought at the Weston Park show bring and buy.



The delta wing is mine (Ed.) and the Zephyr V-70 EDF glider is Pete's. I paid £60 for the Delta Ray which is still a current model selling at wheelspin models for £143.99 so I was very happy, the model came with a transmitter all set up including a recovery button for those difficult moments, the model is sold as a trainer.

### **Zephyr V-70 EDF** (*Hobbyking*)

Wingspan: 1533mm

Length: 1000mm

Flying Weight: 1050g~1150g

EDF: 5 Blade 70mm with 2223 3400kv Brushless Outrunner (500w)

### **Delta Ray** (*Hobby Zone*)

Flying Weight: 17.6 oz (500g)

Motor Size: (2) 180-size brushed motors

Wingspan: 34.0 in (863mm)



## Pete creates a new game club competition.

The name of the competition is 'who has the brightest shirt'?



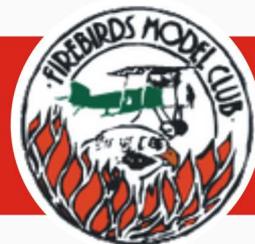
## This month's video!

I want one of these !!!

<https://youtu.be/2Kk5EGpYuck>



Do you have a suggested video for next month's Newsletter ?



## Club Information

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

## Discounted Glow Fuel

Fuel is available through the club and supplies are held by the club. All grades of fuel are available to order. Russell holds many other useful items: glo-plugs, propellers, glue, fuel tubing, wing bolts etc.

Russell Lewis

023 8056 1397

[russell@pilot1.co.uk](mailto:russell@pilot1.co.uk)

## Club Meetings

Our meeting venue is the Hamble Club at this address:

Beaulieu Road  
Hamble  
Southampton  
Hampshire, SO31 4JL



The Club requires each member to sign in at every arrival using the book usually kept at the bar. There is a way round this and that is to join the club. This is not expensive, particularly for OAPs who pay £8.00 for the first year, and if you live locally it provides a cheap night out!

## Local Tree Surgeon

Mathew Cross 01489 799982 or 0778 842 4756. Or one of his team members James. 0749 5033 561.

## Flying Times Peak down

Please consider our neighbours at all times.

Mon – Fri      1200 – Dusk

Sat – Sun      1000 – 1600.

**Bank Holidays - Sunday times**



## 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	023 8056 1397	<a href="mailto:russell@pilot1.co.uk">russell@pilot1.co.uk</a>
Vice Chair	Dave Hoppe	07704 826343	<a href="mailto:davehoppehome@gmail.com">davehoppehome@gmail.com</a>
Treasurer	Alan Shergold	07973 221915	<a href="mailto:alanshergold@hotmail.co.uk">alanshergold@hotmail.co.uk</a>
Secretary	Roger Stanton	01489 784152	<a href="mailto:roger-stanton@sky.com">roger-stanton@sky.com</a>
PRO	Peter Clark	01489 692881	<a href="mailto:psclark911@hotmail.com">psclark911@hotmail.com</a>
Flying Site Rep.	Keith Warwick	07887 486040	<a href="mailto:keithw11@hotmail.co.uk">keithw11@hotmail.co.uk</a>
Safety Officer	Geoff Griffiths	023 9265 5931	<a href="mailto:ggriffiths@hotmail.com">ggriffiths@hotmail.com</a>
Membership Sec.	Roger Stanton	01489 784152	<a href="mailto:roger-stanton@sky.com">roger-stanton@sky.com</a>

## Regular Open Meetings

There are regular monthly open meetings at the following venues:

Waltham Chase Aeromodellers Indoor R/C Small Models Hampshire

Wessex Soaring Assoc. monthly slope fly-in Wiltshire

FLITEHOOK Indoor Free Flight Meeting Hampshire

See <https://bmfa.org/Contests-Events/Contest-and-Event-Calendar> for more details.

## 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.**