

Special thanks to Rob's Phoenix 2000 for this months header ©...

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**THE RULE of (SIX)  
STILL APPLIES**  
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## Geoff our safety officer leads the Newsletter this month

Dear all

As club safety officer my task for the last few years has been fairly simple, firstly because we didn't have our own flying site but secondly because our members have done everything asked of them.

But I have hijacked this high-profile position in the newsletter to promote an important message.

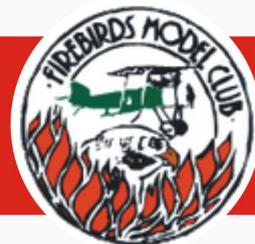
1. Can all members try and fly more to the left (away from the road), particularly if a bit rusty, flying a new model or simply lacking in confidence.
2. Also, if you are a bit rusty, flying a new model or lacking confidence please ask another modeller to 'call' or 'spot' for you, ideally an experienced member using the same transmitter configuration as you (just in case).

The above advice follows an incident at the flying field, which we must ensure doesn't happen again.

Your assistance in the above is much appreciated.

**Geoff Griffiths**  
**Club Safety Officer**





## Important - Flying times at new site:

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Quiet (Electric)	Electric and I/C		Electric and I/C		Electric and I/C	Electric and I/C
14-00	12-00	NO FLYING	12-00	NO FLYING	10-00	10-00
20-00 or dusk*	16-00		16-00		14-00	13-00

## Renewing members

Members who have not renewed will now need to re-apply as new members as non-renewing members details have now being removed from the club database.

**The club is not taking any new members (except under exceptional circumstances) until at least the new year, to keep numbers down during the Pandemic / until after the new flying site's trial period.**

**The club will then be implementing a membership limit and vetting system so please do contact a committee member if you wish to be considered for membership next year.**

## PADMAC.

Our relationship with PADMAC remains the same and their flying site remains available to Firebirds members under the same agreement, until advised (probably at end of the year)..

## PADMAC flying times.

	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)

## Poorly club member

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

## FUTURE CLUB NIGHTS - Advance notice

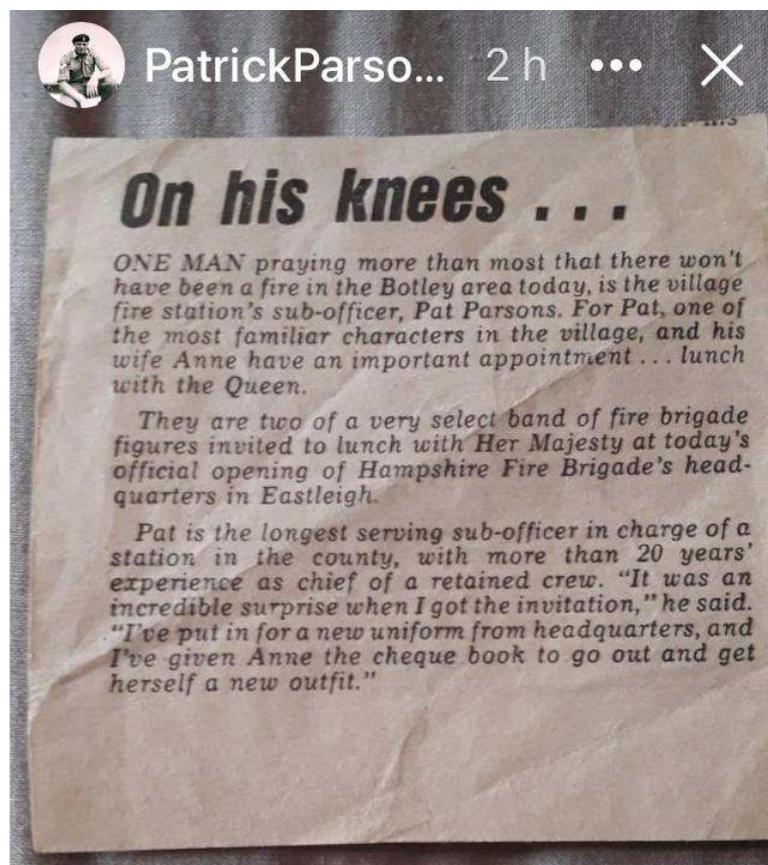
ALL \*\* Postponed \*\* due to Covid 19 restrictions.



I found this rather funny (Sorry Ma'am)



And while we are talking about royalty.





## In a workshop somewhere in Hedge-End

Remember last month I reported “And John Takes his home in a bin bag” 😞



*before..*

Well that very clever Paul Brown saved it from the bin and using his repair skills and some UHU POR has made the model flyable again, another nice job Paul.

*And After...*





## In another workshop somewhere in West-End

Pete has built himself a Mirage and I quote his words "I am not going to buy any of those expensive models anymore, if I can build it out of Depron!" Not sure if it flew or not but there was something on KIK about it being repaired and flying like a cork-screw... perhaps it didn't?



## BMFA You Tube Archive

Did you know there are loads of videos on the BMFA web-site... ? perhaps worth a look.

<https://www.youtube.com/c/BritishModelFlyingAssociation/videos>

## Facebook

This link (right) appeared on Facebook during the month, promoting new members to the sport with a trial flight.

I thought it was interesting that there are no clubs around our area, there appear to be more clubs in London than there are around here!

Perhaps it just shows how impossible it is to get a decent flying site in an area that builds on every small piece of available land!





## Saturday 12<sup>th</sup> September

Allan shows off a rather excellent twin engine mosquito, it's an older balsa model and just like his famous 'growling Cub', this model also has an interesting growl when in flight.



Next it's me! I don't very often get my picture in the newsletter, but this was a historic moment. A new (to me) rather large twin engine model, a hobby king special the 'Sky Mule'... and I prepared it, tested it.. and then having got another club member to check it over, did the maiden, me doing a maiden !! whatever next !!

I was nervous and got the shakes but did land unfortunately in the rough but I landed ... so, my very first maiden! Thanks to Rob for spotting for me.





## Sunday 13<sup>th</sup> September

A little bit gusty down at the site but beautiful Sunshine, Russell took the opportunity to fly a rather nice foam P-47D-22 Thunderbolt (bought I believe from Kevin).



Rob Flew his current 'go to' the Phoenix 2000



Graham (nearly) flew this excellent low wing number but had engine problems, I think it was just overloaded.. 3 pilots / co-pilots in tandem, how decadent!





## Down at the field – When it's really windy !!

Isn't amazing what goes on down the field when it's too windy to fly, here is our chairman Russell servicing the mower, new clutch, new drive belt, oil change and a new 'ninja' mulching blade.



See the difference between the old and new blades.

## What a lovely flying site we have

Thanks Rob Cope for this photo (taken before the '6' rule came in).





Beautiful Blue sky... taken by Paul. (there is a plane in there somewhere)



## Some info on the real - de Havilland Mosquito.



**It could be argued that no airplane amassed as remarkable a combat record in so short a time as did the Mosquito.**

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The Mosquito was an unarmed bomber with a crew of two, able to carry a bigger bombload farther than a B-17. It was also a fighter-bomber and a night fighter with an eight-gun nose battery. It was the most productive photoreconnaissance

aircraft of the war. A high-speed courier. A weather-recon airplane. A carrier-qualified torpedo bomber (though too late to see combat). A pathfinder and target-marker for heavy bombers. The war's most effective extreme-low-altitude intruder. A multiengine trainer and a high-speed target tug. A decoy frequently used to convince the Luftwaffe that three or four spoof-raid Mosquitos dropping chaff were a bomber stream of Lancasters.



## Some info on the real - P-47D-22 Thunderbolt



The P-47D-22 was one of the last P-47 models to come out before the type transitioned to a new bubble canopy design. The so-called 'Razorback' versions were faster and more stable than their later brethren but had reduced overall visibility – especially to the back. The Thunderbolt was used for the first couple of years over Europe as a mid-range escort fighter able to travel further than the Spitfires but not far enough to escort bombers all the way to target.

Best used at high altitude thanks to its sophisticated turbosupercharger, the P-47 was one of the largest and heaviest single engine fighters of WWII. It had tremendous structural strength and heavy firepower thanks to eight .50cal machine guns. It was also considered relatively agile considering its size. However, it was the large scale group tactics, excellent pilot training, and high altitude performance that ultimately proved the Thunderbolt to be a deadly fighter. By mid-1944 the P-47 was well on its way to becoming a different aircraft altogether – an attack aircraft and in this role the types toughness and ability to carry large bombloads provide to be a valuable asset.

### Pros

- Powerful and fast at high altitudes
- Incredible firepower thanks to eight .50cal machine guns and a wide variety of bombs and rockets
- Available 150 octane fuel boost gives the type impressive speed

### Cons

- Visibility is somewhat problematic due to its 'Razorback' design
- Heavy weight limits the types agility and low altitude performance



## Pete's Page

### RAFFLE

Don't forget Pete is selling club raffle tickets again !

### Classified advertisement



Pete is also a keen Bee keeper, if anybody is interested in purchasing some local (West End) honey please have a word with him.

### Clothing with Club logo

Pete has a contact who can do embroidered T-shirts, sweat shirts, caps, underpants etc.

If anybody is interested please talk to Pete direct.



# Firebirds Model Club

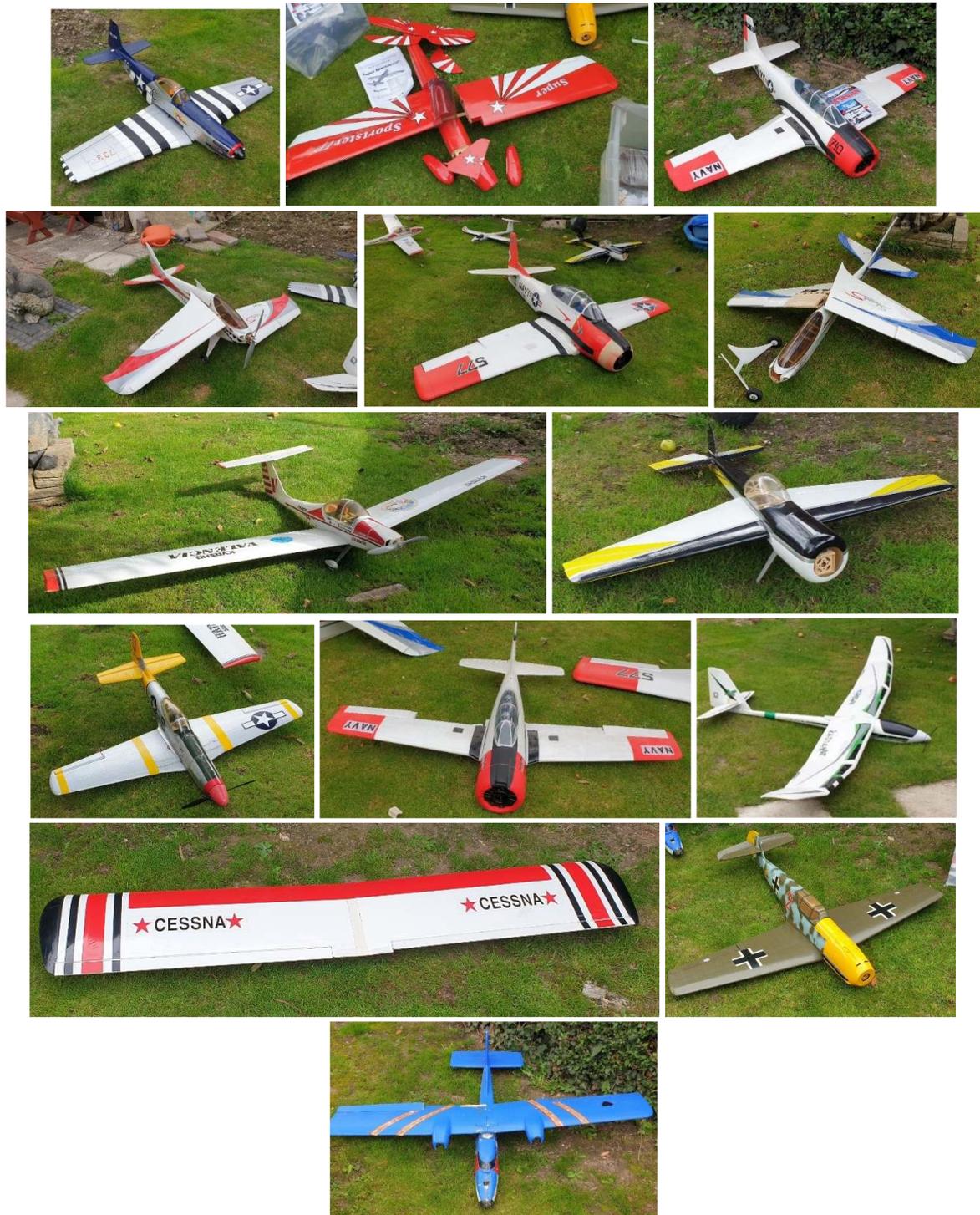
News, Views & Information - October 2020



## And.... Don't forget Kevin still has some models for Sale.

The models are below... some are ready to fly and just need receivers and batteries but some are in need of a bit more love or finishing ready for their first flight.

Have a word with Kevin when you next see him, or contact him via e-mail [kevs\\_wine@hotmail.com](mailto:kevs_wine@hotmail.com) or ring him direct on – **07756 403119**... Please make your offers reasonable.



# Firebirds Model Club

News, Views & Information - October 2020



## Club Information

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

### Glow Fuel, Glue and other bits and pieces available

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!

## External Events

If you need more details on any particular event, then go to <https://bmfa.org/Contests-Events/Contest-and-Event-Calendar>. **BMFA Bulletins are available on-line at this [link](#) ...**

## 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	Rob Cope	07795 996549	<a href="mailto:copes02@ntlworld.com">copes02@ntlworld.com</a>
PRO	Peter Clark	07867 557964	<a href="mailto:psclark911@hotmail.com">psclark911@hotmail.com</a>
Flying Site Rep.	Vacancy		
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>

## 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.**