



August 2022

**RISK OF FIRE
BE EXTRA
CAREFUL**

Dear Fellow Firebirds Club Members

July was another busy month with some of the hottest days in history, some fantastic flying and for me a visit to the Beaulieu flying site in the New Forest and a visit to the Bristol Aerospace Museum (I have some photos for next month's newsletter).

In this month's Newsletter...

- Our own YouTube video
- Photos from Beaulieu
- Schweiger Purito – by Geoff
- Paul goes to Buckminster – Again
- Paul brings something special back from Buckminster
- Uri Geller eat your heart-out
- Complete electrics kit Cheap from Banggood
- Estes Rocket Power update

Thank you for the feedback from several club members last month all those that got in touch felt that the Ukrainian flag should remain at the head of our newsletter for now.

Now let's get on with the Newsletter.

Chris (Fisher)

Please be extra careful regarding heightened FIRE RISK if you are at the Field



A trip down memory lane - Firebirds 2018 'The movie'.

I came across an old Firebirds DVD the other day and managed to convert it for upload to YouTube, so here is the 2018 Firebirds YouTube video..



Click the following link for the video <https://youtu.be/eLDX1TAq-1A>.

As you will hear immediately this video has a rolling commentary by 'our Roger' who is still dreadfully missed by all those who knew him.

If anybody has any others let me know and I will try and upload them too.

An important date is announced.

I know it's early but...

The Firebirds model Club Christmas Party is booked for

... Wednesday the 14th December @ 7.30pm

At... Hamble Club.



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



A day trip to the New Forest

After many months of saying we should, 3 members of the club eventually found their passports, packed sandwiches and an over-night bag and risked the M27 on a big adventure. Keith, Paul and Chris Fisher went to the New forest's only official flying site at the (decommissioned) WW2 airfield on Beaulieu Heath.



Beaulieu Heath airfield consists of the remains of 3 wartime runways, once up to two miles in length, now mainly reverted to grass. The eastern end of the main runway retains its hard surface which is used as an all-weather model aircraft runway. Part of the original runway is separated off by a barrier as a car park, and the area connects to the original airfield perimeter track which is a designated cycle path.

You can find out more about permits to fly at Beaulieu here ... <https://beaulieumodelflying.bmfa.org/>

When we (Keith, Paul and Chris) arrived at the flying site we introduced ourselves to several model pilots already in attendance, one of them 'as it happens' was Robin who sends out the flying permits and renewals. When we introduced ourselves he recognised our names and were immediately accepted. So with some trepidation we took turns in flying our models, fully aware that our flights were being watched by the sites regular fliers, thankfully our flights went well and we managed to walk back to the pits area with dignity.



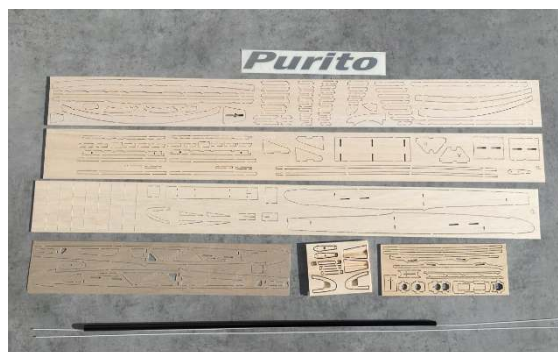
We also met a few interesting characters while we were there, one gentleman who for a day job worked nights driving trucks for Sainsbury's showed an amazing talent for anything fast, see above a picture of him and one of his EDF jets, which he has tweaked to be even faster. I promised him that I would put his picture in our newsletter under the pseudonym 'Captain FAST'. Also pictured is Mike, Mike's 'Little Toot' model was a beautiful model both on the ground and in the air but sadly, unless there is a change of heart I/C motors will not be allowed at this site from next year, not seeing models like his in the air will be a sad loss.





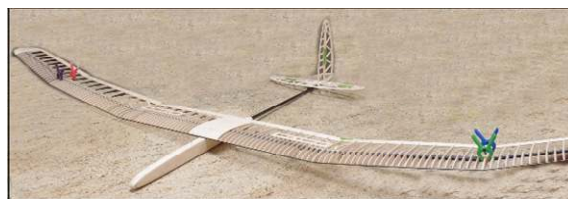
A Schweiger Purito – by Geoff

Manufactured in Germany by the Schweiger family business (Father and son I believe) this has to be the best engineered, and easiest kit I've ever built. It is designed around the F3 RES rules, which are formulated as an entry level for 2M competition. The idea I think was to rule out the hideously expensive all moulded jobs. The rules call for 99% wooden construction.



The kit is available in the UK from HyperFlight Ltd, and comes in a plain, but very stout brown box. The first thing I noticed was that there was no plan, or instructions! The second thing I noticed was that all the parts are CNC milled, rather than laser cut, so no nasty brown edges to clean up.

After downloading the rather quirky Google translate version of the German instructions it was time to start building, and what a revelation! A liteply jig is assembled first. This is a simple flat plate of ply in which there are a series of slots. These receive small



tabs on the bottom of each rib. All five wing panels are constructed using different parts of the same jig. The ribs are threaded onto Carbon fibre tubes, which means there are no spars top and bottom to destroy the airflow. Such is the degree of accuracy of the cut parts that the wing sections can be more or less completely assembled without glue. Once happy that everything is in place, cyano is used to secure it all. Very clever, and as long as you are working on a flat surface, impossible to build in any twists.



The tailplane and fin are traditionally built, but again, the accuracy of the parts is such that they lock together. The fuselage is a very simple "pod" into which fits a carbon fibre Kevlar boom. Yet again, a very simple jig is used to guarantee perfect alignment. No elevator trim was needed during the first flight, it really is that accurate.

For power, it uses a 16mm geared brushless motor driving a 13" folding prop. This is powered by a tiny 450mAh 3S LiPo. The all up weight is just a little over 16oz. Quite astounding for a 2M model.

I've now had about eight flights with it, during most of which it's managed to find a bit of lift. The most astonishing thing is the rate of climb. A ten second burst of power will take it to around 300' with ease after a 60 degree climb out, and there is enough capacity in the battery to do this five or six times. I get two reasonably long flights from each charge.



It's been a thoroughly fascinating and enjoyable build. All I need now is more practice. This glider is so much more capable than I am at the moment! – images 1st August 2022 –Maiden flight



A trip to Buckminster AGAIN ! – Paul Brown.

So, I set off on a sunny Wednesday morning with 3 aircraft, a bag full of batteries, my tent and a sincere hope that the nearly 200 mile drive to Buckminster would be worth it. Setting off at noon I drove to Lincolnshire having had 2 teeth removed in the morning, the drive I thought would take my mind off of the pain in my Jaw. I am not going to lie, it did take a while but I was mentally ready for what should have been a 3 hour drive although with a couple of comfort breaks the journey did stretch out and took a little longer than I had expected, but, thankfully no traffic queues on the A1.

The satnav did its job perfectly, taking me via Northampton, up the M1 to Leicester, then towards Melton Mowbray and finally 25 mins along mainly country roads to Sewsturn and into the BMFA National Flying Centre's main gate. I was met with good weather, the BMFA centenary flag flying and then who greeted me but no less than Andy Symons (read your BMFA magazine!).

Andy took my money (£10 to fly + £15 a day to camp), he then pointed me in the right direction and I got to work. I pitched up and organised the tent and inflated the airbed. Camping facilities are good, the loos are adequate, there's 2 urinals, 2 cubicles plus a lady's loo and a shower, yes just one of each.

Typically, just as I completed setting up my 'camp' kitchen, Andy came by and asked if I would like to join a few people for a Chinese meal, of course I happily accepted and soon after a VW van pulled up near my tent containing Andy and a couple I hadn't met, they waved me over, I got in and off we went. Charlie was the driver and we chatted about flying as we travelled through the country lanes for several miles, on arrival at the Chinese restaurant there was unfortunately a note on the door and the car park was empty the note said there had been a gas leak. So we drove some more and found the Berkeley Arms, ordered drinks and food and chatted through in to the evening, we all got on very well and they were very nice to me even though I was a 'bloody southerner'!

So that's how I met Charlie and Jill, Charlie like Andy teaches people to fly and together with other instructors visiting from Thursday to Sunday for the "fly in" and training days I was in the perfect position to get some help in improving my flying.

Next morning after porridge and a cup of tea, I arrived in the pits with my plane, batteries and radio, Charlie is already teaching a student Brian who is a 67 Yr old retired plumber, who was a bit slow due to his 'knackered knees' (his words). So eventually I get some attention and am ready to fly, but as so often happens, first flight and the plane was sick. Thankfully another instructor was on hand and assisted me in adding some more nose weight, now I was truly ready.

The flying area at the National Centre is vast 340x30m with a supersized wind sock too, it slopes from high ground in the East running downhill to the West and also down away to the North. Conditions were either southerly cross wind or down the strip from the east.

I practised each day Thursday to Saturday both alone and with advice from the instructors and on Saturday afternoon Charlie invited me to take a 'trial' A test which I hadn't expected, but with a little coaching I got it done ending with a rather nice dead stick landing both helped and hindered by quite a stiff breeze.



So having landed Charlie asked some flight related questions and then said “Paul, congratulations, you passed”, what I hadn’t realised was Charlie was actually testing me, it wasn’t a trial after all, I couldn’t have been happier Thank you Andy, Charlie and everyone that was so lovely to me during my visit to BMFA Buckminster.

I am so grateful to everyone who's helped and encouraged me since joining the Firebirds model club in May 2020 I am so pleased to have reached this ‘A’ certificate milestone and gained some very good friends along the way.

Saturday night was wet and windy so I didn’t sleep that well and was up uncharacteristically early so as the tent was wet, I decided to take a look round the Centenary exhibition.

The BMFA has collated a fantastic collection of model flying memorabilia through the last 100 years, some of which came from the earliest days of the sport. Notably in the pictures the ‘kit’ collection in reception is fantastic and actually represents just one third of a single members personal collection of un-started and complete kits.

While there I decided to buy a Regatta coat complete with BMFA logo, just right for the winter and good value at £40.

So all that was needed was to strike camp and drive home the end of a very rewarding trip.

I took many pictures and I have included some below.

See you all down the field.

Paul

Advice from the Buckminster flight line - anonymous

One of the instructors at Buckminster gave me a good piece of advice when referring to the general rules of flying at Buckminster (obviously followed up by some more specific rules) this is what he said.....

Rule 1. Don't be a dick

Rule 2. Refer to Rule 1.



Photographs from BMFA Buckminster and Centenary exhibition 2022 – Paul Brown

Andy Symons – BMFA Buckminster a tricky crosswind landing.



Centenary exhibition 2022



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RADIO CONTROLLED SCALE MODEL

This Hawker Hurricane was built by Dave Clarke from the Nijhuis plan and is currently flown by Richard Scarbrough.

The structure is balsa and ply with a fibreglass cowl. The power is a 3W 60cm³ petrol engine. The retracts are Dave Brown pneumatics. The radio is JR, operating 7 servos.

Weight 35 pounds.



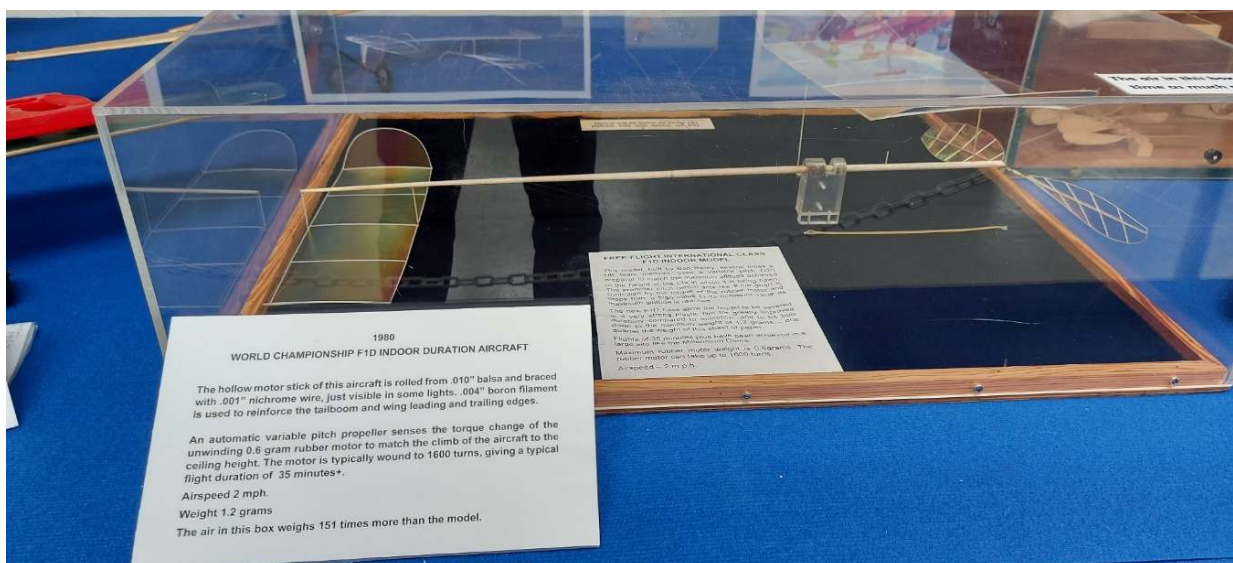
2005 RADIO CONTROLLED SCALE MODEL

This 1/3 Scale Sopwith Camel was built from a Mick Reeves kit and refurbished by Dave Shipton of the Christchurch Club.

The structure is all balsa and ply and the covering is Solartex.

The power is by Zenoah 38 petrol engine with a belt drive reduction gearbox. The radio gear is Spektrum operating 5 servos.

Weight 14 kg.







BMFA Buckminster Flight line and campsite.



Buckminster's Strip looking West



Buckminster's Strip looking East



Buckminster's Charging Station



"A Great few days at Buckminster"



HOT HOT HOT

It's been hot during this last month, but you can always use the heat to your advantage.

Paddling pools are ideal for testing your R/C Boat!



When it is hot don't forget your sun cream and ideally you should wear a hat!!



Whatever the weather make sure you charge your batteries in a safe place, this charging tin has a plasterboard base (plasterboard has good anti-fire properties).





I needed a HOOK ! *Chris Fisher*

... and looked through my tin of odd bit's and couldn't find what I needed then I had a brainwave..

I Guess it isn't difficult to see what I used to make my hooks, the only negative is we now have to eat dinner with our fingers.



IMPORTANT:

**PLEASE CHECK WITH THE PERSON WHO LOOKS AFTER THE KITCHEN UTENSILS
BEFORE TRYING THIS AT HOME.**



Allan's Page

Something just got BIGGER.. back in June Allan's Grandson came down the field to help his Grandad fly his Glider (First picture)... Fast forward to August and either the Grandson has got smaller or Allan has built a new 'BIGGER' version of his 'go to' glider. Another marvel Allan.



Allan's Lancaster takes to the air after a spending far too long in his garage. *pictures by Geoff*





I KNOW IT LOOKS LIKE A PIGEON

But... I was sat at the field early one morning waiting for others to arrive and this bird gave me a fantastic display, it flapped it's wings rapidly, hovering in one place, looking towards the ground for it's breakfast, before streaking towards the ground and the kill. So, I concluded that this certainly wasn't a pigeon any ideas what it was?



Another visit to Highlands Tandoori

Another fantastic meal from Raj's restaurant in Fareham.





Congratulations!!

Just in case you missed it Paul Brown has passed his 'A' certificate, well done Paul.



Another visit to Southsea's Canoe Lake.

Geoff, Chris Fisher and Paul's boats are in view Rob also brought his sea plane but didn't manage to get it on the water on this occasion.

Possible change to our flying rules.

The old rules about not taking your transmitter out in to the field when recovering may change, unless you use 35mhz.

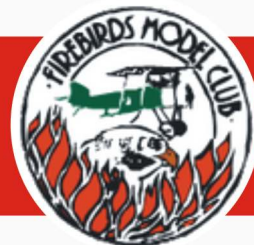
If you use 2.4mhz you should keep it with you on the strip. Leaving it on the ground is not considered good practice in case the TX gets damaged.

The Committee are reviewing this new information following advice from the BMFA.



Welcome to 2 new members this month

James Fynan and Richard Dickerson



BANGGOOD – Jolly Cheap prices



All this for £13.50! Only negative is it can take a month for delivery.

Specifications...

XXD A2212 2200KV 2212 Brushless Motor + 6035 propeller + SG90 9g Micro Servo*2 + 30A ESC Combo for RC Airplane Fixed-wing Helicopter

Package Includes:

2x 9G SG90 servo
1x A2212 KV2200 Brushless Motor
2x 6035 propeller
1x 30A ESC

Motor Size: 27.5x38mm/1.08"x1.5"

Shaft Diameter: 3.17mm/0.12"

30A Brushless speed controller ESC **MultiCopter Quad-rotor X-copter**

Compatible with: 400-450 helicopters / Aircraft or Quad-Rotor Multi RC Helicopter

-Output: Continuous 30A, Burst 40A up to 10 Secs.

-Input Voltage: 2-3cells lithium battery or 5-9 cells NiCd/NIMh battery.

-BEC: 2A / 5V (Linear mode).

-Max Speed: 210,000rpm for 2 Poles BLM, 70,000rpm for 6 poles BLM, 35,000rpm for 12 poles BLM

(BLM: Brushless Motor)

SG90A 9G Servo Specification:

Size: 21.5mmX11.8mmX22.7mm

Weight: 9 grams

No load speed: 0.12 sec / 60 deg (4.8 V)

Locked-rotor torque: 1.5-1.7kg/cm (4.8V-6V)

Operating temperature: -30~~+60 degrees Celsius

Dead zone setting: 5 microseconds

Working voltage: 4.8V-6V

A2212 2200kv Motor Specification:

KV: 2200

Ri(M Ω): 0.033

Battery: 2-3Li-Po

Max Power: 342W

Test Prop: 7x3/7x4

With T plug and 3.5mm banana connectors

Note: This ESC is not able to flash the firmware.



Saturday 6th August Another Barbeque

Thank you again to Alan and his wife who put it in a huge amount of effort to make sure the Barbeque is a success and this year may be a record as we have now had 2 Barbeques in one year with the sun shining on us. Will we get another one in?.. Alan / committee, are you up for another one?

If you see a couple of people in the group picture you don't recognise that is because we also invited our friends from PADMAC along, it was good to catch up.



Shall we start an 'interesting' T-shirt competition

Kevin wins this month..





Down at the field – Update from Last month - * UPDATE *

Last month I said I had forgotten what this model of Geoff's was called, using the words 'If only I could remember'....



But now I know and what an interesting model it is, as the 'AstroBlaster' was originally designed for rocket power provide by Estes.

Find out more about Estes rocket engines here <https://estesrockets.com/>. Estes Rockets has been the leader of model rocketry for over 60 years with over 500 million launches (and counting).

If you want to see an 'AstroBlaster' launched with a rocket engine have a look here <https://youtu.be/mLd5aTSL8>.



** THIS MONTH **



It was a great event last year, support it if you can perhaps consider a car-share?



Four models up at once... *Update*

Last month I asked... Can anybody remember the club rules on maximum number of planes in the air at one time? Our safety officer has confirmed that the current limit should be four (4) with a maximum of two (2) being IC at at any one time.



Revisions / Clarifications of our club rules – Aug 2022

Fees:

Renewing members must pay club membership fees before 1st April to continue membership, after this time they may need to re-apply and may not be accepted.

New members joining after 1st August 50% of yearly rate will be due.

Helicopters:

Helicopters and all rotaries are banned, as in the past the occasional use of small electric devices may be acceptable subject to discussion with a committee member / other members flying at the time.

Fixed wing will always take precedence.

Mobile phones:

Mobile phones at the flight line must be either switched off or be in flight mode.

Taxiing and take off:

Taxiing and take off must not be directly towards the flight line.

Flying times:

Although discussed there has been NO changes to flying times, the committee feels that the current flying times will help ensure that our activity does not become an annoyance to our neighbours.

The flying times at the foot of this newsletter are current and correct.

WhatsApp and KIK:

There has been some confusion over KIK and WhatsApp use. The committee are currently trying to work out what might work for all, this will be confirmed as soon as a decision has been made.

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NEW 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!!

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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 |
| 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.