



# Newsletter

No10 2020 October

## **Kinross Newsletter and Dalgety Bay Diary.**

The article about KRMFC submitted to the Dalgety Bay Diary and the Kinross Newsletter appeared in both publications in their September editions.

## **Activity at the Field – September 2020**

### **Sunday 6<sup>th</sup> September 2020**

Loads of people at the field. Dave Kelly, Alan V. People just kept arriving! Derek, George, Billy H. Maxim, Jon Gruitt, Bert. Billy and Tom came down for a committee meeting which we had in the sun outside the Clubhouse which was very constructive.

Brian Barclay turned up with his campervan and trailer. Glenrothes club had been shut as asbestos waste had been dumped near to the flying field.

The wind was very light, almost non-existent but when it did blow it wasn't sure which direction to come from.

George Robertson crashed in the field behind with his Piper. He had trouble with the take off as it didn't seem to be tracking correctly then lost control. He says it won't be repaired. Hopefully the 4 stroke engine is OK.

Neil and Alan cut the grass.

### **Saturday 12th September 2020**

Jon Gruitt and Maxim Popelyushko at the field today and had the place to themselves. Very breezy but Max maiden his new A-10 EDF. Great to watch.



## Monday 14th September 2020

Neil and Alan were at the field from 10:00. The painting of the fence posts and wooden fittings was continued along with plenty of aircraft flying. The wind was lighter than forecast and the sun came out eventually which turned the temperature pleasantly warm. Neil flew his Tutor 2 twice practicing touch and go landings. Charles arrived about 13:00 and test flew his Vulcan after repairs which sounds and flies superbly. Douglas Gilmour was just arriving as Neil left to practice flying his IC Arising Star.

## Tuesday 15th September 2020

Day of the mower trial. It was raining in the morning when everyone arrived which wasn't expected but in the afternoon the sun came out and it was very warm. Alan was there early and did a tremendous job of getting the field ready as Nicola Sturgeon had just imposed further lock down restrictions. 15 people from 5 different households were allowed with socially distancing measures in place. Names and contact details gathered. Bunting up at the end of the field and hand sanitiser by the gate. There was a good turnout of members with a great deal of interest on how the mower would perform. Around 10 members attended.

Mr McEwen arrived around 13:15 and demonstrated the mower by mowing by the right hand side helicopter pilot box, a circular area was cleared which gave a good short cut. A timed run down the runway was completed which took 1 minute 30 seconds which did compare well with our current mower, however the cutting width was much shorter. Thicker grass was more of a problem as it was just flattened rather than cut, this was probably due to the wetness.

## Wednesday 16th September 2020

A Spitfire was due to over fly the flying Field 10:00 to 10:30. Flying from Dunfermline to Perth. Did anyone see it?

## Thursday 17th September 2020

Neil visited the field with his elderly dad about 16:15. The weather was glorious and warm. Douglas Gilmour was there flying his Arising Star which he is getting very proficient at. Bob (?) came down with his Hawk which he flew very well despite him saying that he hadn't been down the field for over a year. It made a great sound as it made low passes over the runway. Difficult for orientation as it was only a small model. Neil had trouble with his Tutor 2. The engine seemed to be losing power and stalling. The engine cut out completely after a loop and performed an excellent dead stick landing. The clunk seems to be stuck against the wall of the tank.



## Friday 18th September 2020

Billy Hatley, John Carson and Douglas Fulton at the field. No witnesses to say if John was flying anything. Billy's Zero had a bad landing but only had minor damage to the fuselage and a bent wing tube. Douglas flew his Acrowot foamy after he had carried out some minor repairs renewing an undercarriage bolt. Fair easterly wind in the afternoon but very flyable. Martin Kaplan's 2.4m glider





was very at home in the conditions and topped out at a considerable elevation. Martin is working on the programming of his glider for local conditions. The glider has a very powerful motor as Douglas discovered whilst assisting with a hand launch.

## Military registrations *by Alan Veitch*

Following on from my previous article about making our models more realistic, by an understanding of the registrations system used on civilian aircraft. Here's my understanding of the British basic system of military aircraft registrations. Apologies for any mistakes, as it's only my understanding of the system.

British Military aircraft markings are used to identify any flying and some non-flying machines, within the armed forces of the United Kingdom. Whilst we can make up any sequence we want to decorate our models, we can however make them more authentic by putting viable registrations on them. But apart from modelling them on an actual aircraft, what can we do to make ones that would be possible but not actual.

Fancy just the number 1, yes that's possible, it was allocated to a Short S34 of the RNAS. In fact you can have any number from 1 to 10,000 but to be authentic it would need to be an aircraft type manufactured before 1916, as that's when the 10,000 number was reached. The registration numbers are allocated at the time the contract for supply is placed with the aircraft manufacturer or supplier.

Then it was decided to start an alpha numeric system with A1, no not the trunk road from Edinburgh to London but a BE2d. This continued until registration A9999 was reached, then starting from B1 to B9999. The letters A, B, C, D, E, F, H, and J were allocated to the Royal Flying Corps (RFC), and N1 to N9999 and S1 to S9999 to the Royal Naval Air Service (RNAS). When the sequence reached the prefix K it was decided to start at K1000 for all subsequent letters instead of K1. Although the N and S series numbers had already been allocated to RNAS aircraft when the N series was reached going through alphabetical sequence they were reused again, providing the previous aircraft no longer existed. The original naval S series had only reached S1865 a Fairey 111F. Despite this in 1939 when S1000 was reached they skipped the whole series and went straight to T1000 to T9999.

In 1937 it was decided that for propaganda reasons to make others think we had more planes than were actually ordered, not all registrations were allocated. The gaps were referred to as blackout blocks, the first example of this was an order for 200 Avro Manchester bombers, allotted serial numbers from L7276 to L7584 a total of 309 possible registrations. By 1940 a Blenheim Z1978 became the last single letter registered craft, and using the same number of digits started a double letter sequence starting with AA100 to AA999. This system continues today with the numbers 100 to 999 being used up until 1990 when a Douglas Skyraider received a registration of WT097 the numbers being the last 3 of its US Navy serial number. Since then numbers including 001 to 099 have been used, along with reuse of non-allocated registrations. Some letters have been omitted from the sequence due to possible confusion of shape such as C, G – I, L – O, Q – 0, U – V, Y – X



Some aircraft have a suffix G after the registration, these are secretive aircraft, and the G literally means that the craft requires an armed guard on the ground at all times, examples are LZ548/G The prototype DE Havilland Vampire, ML926/G a DE Havilland Mosquito carrying an experimental radar system. Yes I know I'm a De Havilland nutcase there's lots of us around, and a lot of us seem to be called Alan.

We are nearly at the limit reaching ZMnnn registrations when I last looked, but since 2000 they appear to have gone blackout block crazy, giving planes registrations out of sequence completely. Where next you may ask, but we are adding so few planes to the fleet that I don't think that it is worth worrying.

Where do you put these registration marks on your plane or helicopter though? Well up to 4 places, either side of the fuselage is normal, and the underside of the wings.



that the aircraft could be recognised if flying too low by police, but after 1960 most jets were going too fast to be able to see the registrations so they saved paint and rarely bothered with the underwing markings on jets. It must have been a good time for pilots back then buzzing the local police stations testing how fast they needed to go before they were unrecognizable.

# A Blast from the Past



## Weekend 28th & 29th June 2014

### Saturday 28th

The 28<sup>th</sup> saw a few KRMFC members head through to the Strathaven Airfield for the Annual Model Air show. A fantastic range of models were on display from WW1 right through to jets. With trade stalls, indoor "for sale" area and of course a good burger van this all added up to be ingredients for a good weekend.

Although we never stayed the weekend, there is plenty of space for camping and motor homes for anyone who is thinking of going next year. We were met at the entrance by Cadets and shown to our parking area. This set the standard for what is a well organised event.

We even managed to get abuse from Andy at Scoonie Hobbies who shouted something at us from his trade stand. We couldn't quite hear what he said but it could only have been abuse.

### Sunday 29th

Although the weather was on our side it was a fairly quiet Sunday. Billy arrived first and did some strimming to finish things off as Tom had cut the main grass on the Saturday. Others followed shortly thereafter and the first flight of the day went to Malcolm.

Auld Jock had quite a few flights. Landing from the right is Jock's least favourite approach, however, he nailed every landing and went home with everything intact.

Jim Kane showed complete lack of respect by parking in what has become known as the chairman's spot. On driving in, Jim headed straight for the parking place with a few oooo's and ahhh's coming from the onlookers. Jim got out and started shouting "I don't care I'm the Daddy" Tom then arrived back from getting fuel to be surprised and shocked that his place had been taken. Jim then produced a bottle of baby oil and suggested to Tom that

they strip down and wrestle for the parking spot. Needless to say, Jim was allowed to park there for the day.

Bob Gadd has returned from his holiday. Bob has been absent for a few weekends but is now back to keep us all in check.

Dr Tom Bennett has built himself a Delta. Flying very well too. Mid-flight he had his whole front end of the engine come off and land in the Barley Field. A quick trip home and a new engine installed and it was soon back up and running again.

Others at the field were: Ross, George, Jim McG, Jim Choo Choo, Dougie, Davie, Ian, Colin and Pat. Apologies if I have missed your name. We also had a few people park in the visitors car park and have a look at what was going on.

So there you have it, a crash free weekend at KRMFC. Please feel free to read that part again as it's not often we type CRASH FREE.

Next weekend some club members will be heading through to the Thornton Highland Games to form part of a static display. If you want to display something then let me know or if you're out and about why not pop in and say hello.

See you all next weekend.

Billy

Good health to you all

KEEP WELL

The Committee