



Newsletter

No.18: June 2021

COVID-19

Both Perth & Kinross and Fife are now in Level 2 Covid restrictions, moving to Level 1 from 5 June 2021, which means that up to 8 people from 3 households can meet in an indoor public place.

As no more than 3 people should be in the clubhouse at one time it will remain closed until further notice.

Please remember that when you visit the field during the current restrictions you must send an email to the following address:

KRMFCtrackandtrace@gmail.com

Contacting the Committee

An email address has been created for members to contact the Committee about Club matters. If you have any questions, suggestions or general comments, then please send them to the following email address:

KRMFCcommittee@gmail.com

BMFA Affiliation

KRMFC is now affiliated to the BMFA. Many thanks to Mike Hill for signing us up. This means we are insured for up to £10,000 for Buildings and Contents. If anyone who is with the BMFA would like to make KRMFC their main club then please forward Mike Hill your details. He will need the name and email address you used for registering with the BMFA and your BMFA number. As a BMFA member, if you do not want KRMFC to be your main club, could you again let Mike know.

Glow Fuel for Sale

The club now has a stock of fuel for sale. 20% nitro is £30 a gallon and 5% is £24 a gallon. Please note that the containers are full gallons and not 4.5 litre cans. See Tom Wilson if you want to make a purchase.

Article 16

Following a 'strategic review of model flying' which the CAA completed earlier this year, they took the decision that each model flying Association would be issued with its own specific Article 16 Authorisation (rather than the combined one which came into effect on 31st December). Unfortunately, the SAA has not yet been issued with its own specific Article 16 Authorisation, whereas the BMFA has.

The following is the latest statement from the SAA in regard to ARTICLE 16.

Following the revocation of the SAA's Article 16, the Safety Committee in consultation with the CAA, have been working extremely hard to rectify the situation as quickly as possible. To this end, our Safety Code has been rewritten and is currently being proof read prior to sending to the CAA for approval.

The SAA Council along with the Safety Committee are hopeful that our Article 16 authorisation will be reinstated very soon, and we thank the membership for their patience whilst we are working towards a resolution. We also apologise for any inconvenience that having to fly in the 'open category' for this interim period may have caused.

Steve McDonald, SAA Chairman

If you are with the SAA and unsure if you are properly registered with the CAA and that your insurance could be in doubt, then go to <https://register-drones.caa.co.uk/check-a-registration> and enter your Operator ID or Flyer ID and this will tell you if you are registered and flying legally.

Unlike the SAA the BMFA has now been issued with a revised Article 16 Authorisation for the benefit of its members, which is effective immediately (from 17 May 2021).

Click on the link below and it will give you all the information you require about Article 16 and how it affects you.

[BMFA Article 16 Quick Start Guide](#)

Newsletter Feedback and Contributions

Please let Neil or Alan know of anything you would like to see included in the Newsletter. Also, any feedback is much appreciated. If anything interesting happens whilst you are there send us an email (with pictures) for the Activities at the Field section. Articles are always needed and are a very popular read. Members are interested in how you got into the hobby, what planes you have owned etc...

Normally, we aim to publish the Newsletter around the 1st of each month. Email addresses for articles are: alnvkrmfc@gmail.com or krmfcng@gmail.com.

However, please note.....

The newsletter will be taking a summer break and will be back on 1st September. I want to try and get the website updated and take a couple of holidays, although I will still be a regular down at the field. During this time, please continue contributing articles, happenings down the field, member profiles and photographs.

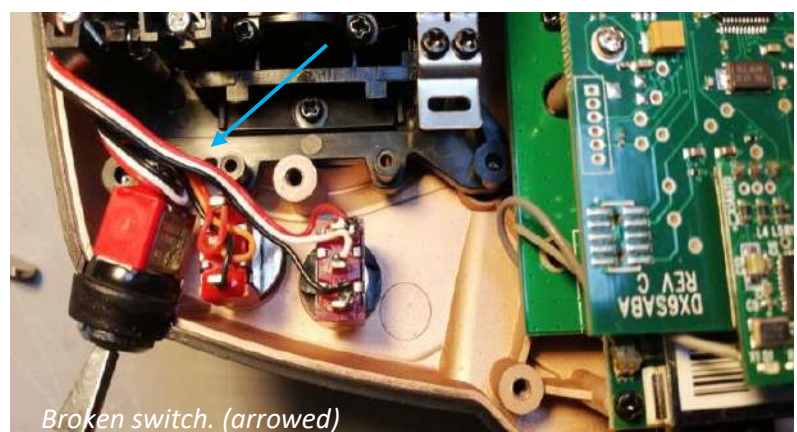
Spektrum DX6 Transmitter Switch Replacement *by Douglas Fulton*

On a recent visit to the club, I managed to knock my transmitter over on to its face, resulting in the demise of the extra-long three position switch (top left, the only one I can usually find whilst flying). Although it didn't break off it ended up at a jaunty angle and spun round on its axis - not good. Ok, no problem - I assigned the function to another switch, but it was a useful switch so I opted to try and replace it despite my inept soldering abilities. After a tour of YouTube, the bottom line was - easy job, 15 mins if you follow the video.

Access should be straightforward, remove battery and eight screws. But the battery is a very tight fit with no apparent room for the connecting cable and a bit of a fiddle to remove. Similarly, the cable attachment to the board socket looks quite fragile so a gentle easing off is required.

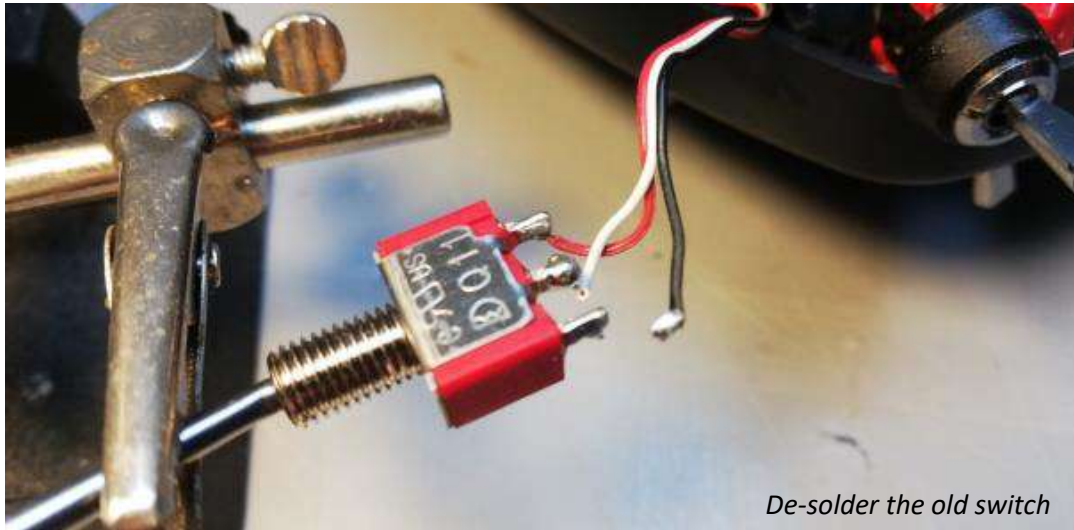


The radio splits into two parts very easily with only one cable joining the front and rear sections. You could unplug this for easier access but I chose to leave it connected as access to the dud switch was more than adequate.

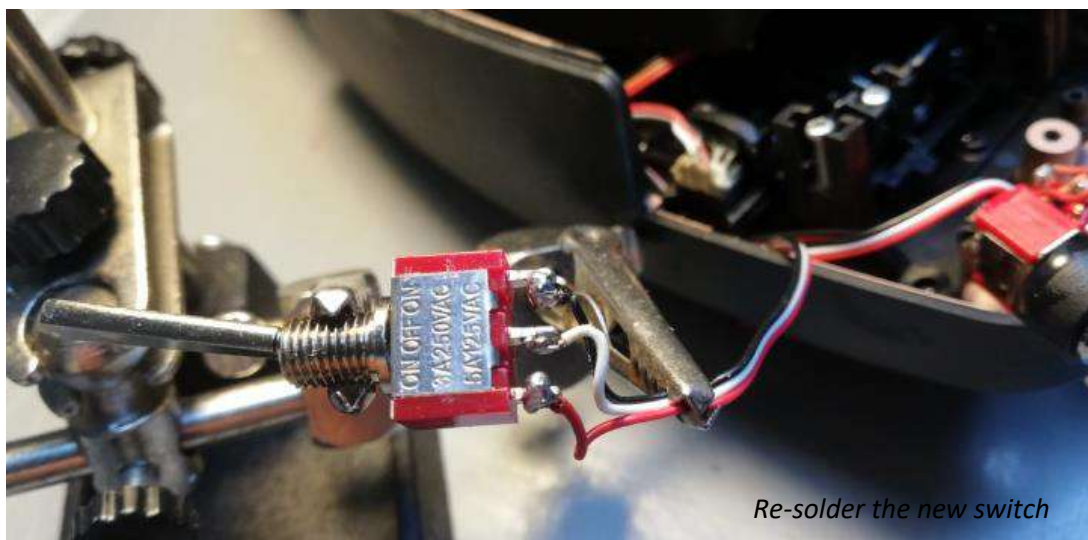


Apparently, the switches are more or less generic and there is no need to find a 'Spektrum' genuine part! The switches are available from model shops but were either out of stock or expensive. Rightly or wrongly, I bought two on eBay, £6 delivered in three days, it came with ten white LEDs and ten diode thingies. This was identical to the broken switch, no doubt from the same factory in China. Same size, same thread with

the same connectors. Removing the old switch was very easy, just photograph the wire positions and de-solder.



Solder and fit new switch - very straightforward, albeit my soldering isn't exactly neat and tidy (George has given me some useful tips for next time). Slot the switch back into place using spacers from the old switch and fit the nut on the outside. I found a pair of tweezers that picked up the split slot on the external nut.



Job done, reassemble radio, fit battery (hardest bit - a pain trying to connect it and find a place for the wire that Spektrum ignored). Switched the radio on, re-assigned the switch, fired up the model – and it works! Time taken was just over twenty minutes for fitting the switch and about ten minutes getting the annoying battery in and out

Waterplanes at Lochearnhead *by Bill McDiarmid*

The waterplane people got going again after all the lockdowns, with a terrific event at Lochearnhead on Sat/Sun/Mon 29th-31st May. I went up for the day on Saturday, had a couple of good flights with my JEN 47-powered Seamaster. I'm not sure how many other KRMFC members were there - I saw Jim Kane but maybe others went too? You can camp, caravan or stay in the local hotel and some people made a real long weekend of it. There must have been over 30 flyers on Saturday, and more across the whole weekend.

Flying off water is a wee bit trickier than a grass runway - the plane doesn't stop until you run onto the beach or stop the engine. High-wingers can tip if the wind gets under one wing, and a slightly poor landing can have much worse consequences than bumping onto the runway.....You can catch up with all the stuff on Facebook [Seaplanes Scotland | Facebook](#)

I've taken on the organising of the Loch Leven event in Kirkgate Park in recent years - this year we're planning 14th and 15th August (10am - 4pm both days). Maybe see you there!



Activity at the Field – May 2021

Saturday 1st May 2021

Overcast, cold day with strong gusts of wind. Tom and Jim Kane (Styks) at the field. Jim flew his twin engine Bronco which went well, apart from the landing when he bent one of the retracts.

Jim and intact Bronco



Bronco with bent retract on the starboard side.



Sunday 2nd May 2021

All flags flying at half-mast today as the old mower has finally gone from the field, RIP. It served us well but was well due retirement. Scott the farmer's son drove it down to his farm after instructions from Tom on how to start and drive it.



Saturday 8th May 2021

Work commenced on the new flight box today. It had been agreed that the west end of the runway was unusable. This is due to the sphagnum moss retaining water and it constantly being wet and muddy. That end of the runway would be allowed to grow and the flight box would be moved further up the runway. The new box in is now in place and just to be finished. The old box has been removed and rolled and just needs to be reseeded. Many thanks to Tom W, Billy W and Mike H.



Monday 10th May 2021

Alan Veitch's son John, who lives in Gloucester, visited. Alan hasn't seen John for two years due to Covid restrictions. They had a good morning of flying. Alan taught his son everything he knew and demonstrated all his moves, before John tore the sky to pieces from the new pilot box. The wind wasn't too bad but they had to dodge the rain as, when it came, it was very heavy.



Thursday 13th May 2021

Douglas Fulton arrived early and had the field to himself for several flights with his Acrowot foamie until Alan Veitch and Ian McLuckie turned up with the gusty wind in tow. After Ian put together his electric Cub for taxi trials, Douglas had to force his plane to land due to the wind and it pulled out the undercarriage, ending his morning. He did notice before leaving however, that Ian's ailerons were set the wrong way. Ian conducted ground taxi trials, getting used for the first time to a plane on the receiving end of his transmitter. After Douglas had left Ian had a fly of Alan's battered old Kingfisher. He managed well, but did say it felt a bit different to flying the full-sized plane. We may have convinced him that a gyro in the plane to start off might be the way to go. If you see him at the field, please offer him help, he probably needs it with Alan giving him his first RC lesson on the sticks!

Friday 14th May 2021

Billy Hatley, Stuart, Ian McLuckie and Alan Veitch at the field when Neil Grayson arrived late morning. Billy Hatley had an immaculate Seagull Edge 540 with a 2 stroke engine which he flew round the sky in his usual expert way.



Neil was trying to get his OS 40 FP in his new Boomerang running reliably as it had cut out recently and caused a lot of damage. Unfortunately using a chicken stick it broke off the needle valve so flying was abandoned.

Ian McLuckie had a yellow cub at the field which he was hoping to maiden. Billy H was persuaded to take it up and trim the flying surfaces but unfortunately take off speed couldn't be reached as the wheels were binding. Ian will



sort out the wheels and will try again. Ian flew Alan's Apprentice for practice until he can get his Cub airborne. Tom Wilson appeared as Neil was leaving to cut the grass.

Saturday 15th May 2021

Tom Wilson and Mike Hill tidied up the helicopter bench. The mesh was fixed and a back edge was added to stop bits, pieces and tools from falling off. Dave Kelly was flying a Baby Boomerang jet he got from Jim Kane (see our website for the video. Turn up the volume!). Lindsay Dickie flew his J.R Perkins Impact aerobatic electric powered model. Tom flew his scale helicopter and Mike H flew his T-Rex 700 but had an engine cut, luckily the damage was limited to a stripped servo and broken link. Mike H also got the engine started on his Synergy N9 helicopter. It was a new engine so he just ran a tank through it whilst hovering as he didn't want to be too adventurous.

Douglas Gilmour had a few successful flights with his high wing 80s trainer.





Douglas Gilmour's 80s trainer

Sunday 16th May 2021

During the morning it was mostly helicopter flying with some fixed wing. Mike Hill flew his Synergy N5C and put another tank through the Synergy N9. Tom had a dead stick with his helicopter, which to everyone's delight was captured by Mike as he was taking a photo at the time! Not much damage and repaired that night. George Robertson flew his new Align T-Rex 450 helicopter. Billy Wilkie flew his SAB on the buddy box with Tom W.



Tom's crashed helicopter whoops!

A new guy Tom Roberts was at the field with his SAB 500, members managed to get it set up for him and it had its first flight. Tom has now got his insurance and CAA sorted out and plans on joining the club.

In the afternoon visitors increased with Neil G, Stuart (?), Alan V and Bill Mc arriving. Neil G was there with his Boomerang and troublesome OS 40 engine. The broken needle valve was replaced using a spare from a 50 year old OS Max 20 which fitted perfectly. The air bleed valve was adjusted and ran steadily at idle and full throttle. The first flight lasted 10 minutes and landed with the engine still running. On the second flight the engine spluttered and finally cut out again at full throttle. It landed in the muddy field but only the nose wheel was bent. More adjustment required.

Tom was throwing his helicopter round the sky when Neil arrived. (Obviously not the one he had crashed earlier!).



Saturday 22nd May 2021

No comments about today only that there were one or two crashes. See Facebook or our website for crash footage of the Chipmunk.





Thursday 27th May 2021

Unusual flying conditions which you don't see at our field very often. The winds were changeable and light about 2 – 3 mph but unpredictable if you need a headwind for landing as it could move 180 degrees during a single flight!

Charles Malcolm attempted a maiden of Ian McLuckie's new Cessna 180 foamie. It ran up the runway quite well at first, but just as it was reaching take off speed it swung left and headed for the fence. It has quite small wheels and scale spats, the grass on the runway was just a little too long for it. It is thought that the front spat had caught the grass and pulled it off course at take-off. Next attempt was a hand launch, not the easiest thing with a maiden. Unfortunately, it hit the ground and broke the front wheel.

Charles M flew his Bixler styled glider, and a large glider style plane, which looks like a glider; smooth lines and a high tail. It doesn't glide but thrashes around the sky like a formula one vehicle. Douglas Gilmour flew his 80s style trainer, with character like landings, with no headwind it's always going to end up standing on the prop. His Ares Gamma was cutting up the sky well. Alan Veitch flew the Acrowot his son had forced on him and his old faithful the electric Kingfisher. As Alan reluctantly left the field Douglas Fulton was setting up his Seagull 40 for a flight.

As Neil Grayson arrived Douglas Gilmour was just collecting his plane from the adjacent field. The front end was rather smashed in but it looked repairable. The wings were undamaged. It appeared that he lost control of it as he was making a right hand turn on approach for landing.

Neil set up his Rookie powered glider and managed to get the vintage DC Dart diesel engine running steadily after reconfiguring the pipework in the external fuel tank. A couple of unpowered glide tests were done into the long grass which seemed OK then it was time for its first powered flight. With the engine running it was thrown along the runway but climbed, stalled and dived to the right. No damage sustained but it is thought that more lead is needed in the nose and the left wing. Care also needs to be taken with the amount of fuel added to the fuel tank or it could be airborne for some time!

Derek Grater and his wife Sandra arrived. Derek wasn't flying but running his new engine in his Kyosho Calmato 60 Sports. His engine is a 15cc OS GGT15 Gasoline Engine. It is a petrol engine that uses a glow plug and is equivalent to a .61-.91 engine. Using a glow plug it means it doesn't need an ignition module. He had a 3-blade prop on his plane and you could certainly feel its power.

Neil flew his Boomerang twice with the OS20 needle valve and had no issues with the engine this time.



Friday 28th May 2021

Near perfect flying conditions today but only 3 members took advantage of the weather. It was like a mini vintage IC day with Douglas Fulton flying his old Boomerang trainer, although he seemed to be having difficulty coming off full throttle. Alan tried to show him how it's done with his old 1980 Acrowot, but as it was going so slow it was more likely to have stalled. Somewhere in between might have been better. Billy Hatley bucked the trend of the vintage day by flying his Yak, and put the rest of us to shame with his usual display like flying. Bert Nicholson called in for a chat on his Honda. He just needs a couple of wings and that beast could fly.

Saturday 29th May 2021

Great weather, very light winds. Where was everybody?

Bert Nicholson was there for half a day and had numerous great flights with his electric Arising Star. The rest of the day it was just Neil Grayson and the helicopter boys; Tom Wilson, Billy Wilkie and new member Tom Roberts. Loads of helicopters lined up on the revamped bench.

Helicopter bench almost full



New member Tom R had a few buddie sessions with Tom W with his Blade 450X electric helicopter, learning to hover. He lost a blade on one of the practices which ended up halfway across the next field. After that he moved on to hover with a SAB Goblin Sport 500 helicopter on the main runway. Billy Wilkie successfully flew his large Taylor Craft fixed wing aircraft in between practising on his helicopter but had a disaster on his second flight when he

Taylor Craft after a crash



misjudged the distance to the barb wire fence and it came down in the triangle of fencing to the west. He was convinced that the fence had moved! After a close examination of the damage and as the wings were undamaged he decided that he will rebuild it and it will fly again.

Neil G was attempting to fly his powered Rookie glider again. After adding more weight to the front end and the left wing tip it was hoped it would fly straighter instead of diving to the right. Tom W took the controls and immediately decided that the rudder was reversed (perhaps that explains the dive to the right?). Once the rudder was moving in the right direction another attempt was made but it wouldn't climb and there wasn't enough wind to keep it airborne. Finally, the general consensus was that the engine lacked enough power to get it to a sufficient height to glide. The DC Dart will be swapped for a Cox 0.049 glow engine but the power pod will have to be redesigned for it to fit.



After retiring the Rookie Neil G flew his Boomerang II. Issues with the engine cutting out were quickly diagnosed by Tom W. as the exhaust tubing detaching with the vibration of the engine once it was airborne. After borrowing a cable tie from Billy W to secure the tubing it appears to be resolved. Simple!

Sunday 30th May 2021

Craig McVeigh was down the field today along with Tom Wilson, Tom Roberts, Alan Veitch, George Robertson and Billy Wilke. A memorable visit for Craig as he got sunburnt, took off with a Cub with reversed ailerons and almost crashed his PC9 trying loops. He flew a 450 helicopter a bit, actually flying rather than hovering and going left to right



and landing but other than that not much. Fun but no crashes. Light rough landing with the Cub, but did an inverted circuit after reversing the ailerons on his Cub.

Monday 31st May 2021

Neil Grayson and Lynne arrived at the field to find that Derek Grater and Sandra had just got to the field and were setting up Derek's Calmato 60 for another go at running in the OS GGT15 Gasoline Engine. Derek wasn't flying again today as he needs to replace the control rods on the elevator and rudder with thicker wire or carbon rods as they flex alarmingly when the control surfaces are moved. He is hoping to have them fitted by Wednesday and maiden his new plane then.

Neil flew his Boomerang II, no engine cut out and a perfect landing on the first flight. Tom Wilson arrived and got the mower out and gave Neil some lessons. Neil cut the runway then Tom did round the pilot boxes (and finished off the bits Neil missed on the runway!).

On Neil's second flight of the Boomerang the engine cut again after about 10 minutes of flight and came down in the west field. Unlike Billy Wilkie's crash in the same field on Saturday it cleared the fence and landed safely in the crops with only a bent nose wheel to show for its ordeal. The exhaust tubing had stayed connected so it could just be an adjustment of the needle valve is required.

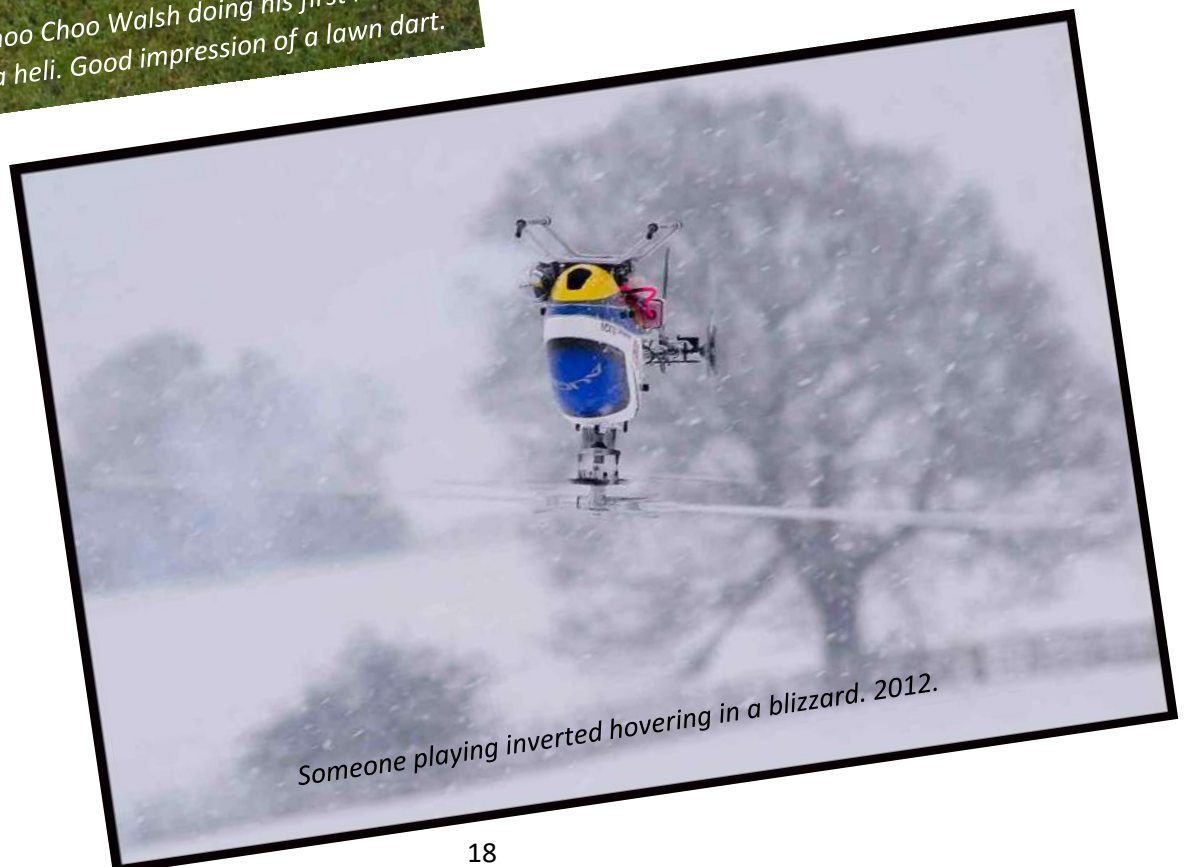
Tom test flew his helicopter with a new engine and was left at the field on his own around 5:30pm hovering and attempting some basic flight.

Blast from the Past

Here are a few photos that Tom W. submitted of previous years at the flying field.

The one of the snow shows how deep it was when cars had to be left at the car park up at the road and some extremely keen members had to dig their way to the field.

The burning van is of Ian Semple, a member of Dundee club and also a former member of our club who was on his way down one Sunday morning. He phoned Tom to pick him up and take him home as he wouldn't make it to the field as he had a bit of a problem with his van. We are unsure if he had any models in the van!





Depth of snow. 26 January 2013



Ian Semple's van

Items Sought and for Sale?

Is there anything you want or have for sale? Send the details including pictures for inclusion in the next Newsletter.

Web Links and Shops

Model Shop Leeds - www.modelshopleeds.co.uk/

Wheelspin Models - wheelspinmodels.co.uk

Sussex Model Centre - www.sussex-model-centre.co.uk

The Balsa Cabin - www.balsacabin.co.uk

The Vintage Model Company - www.vintagemodelcompany.com

Kings Lynn Model Shop - www.kingslynnmodelshop.co.uk

Scoonies - www.scoonie-hobbies.co.uk. Don't bother with the website. Visit the shop in Kirkcaldy.
87 St Clair St, Kirkcaldy KY1 2NW. Tel No: 01592 651792

Dens Model Supplies - www.densmodelsupplies.co.uk. Excellent for spares for vintage Cox engines.

Hobby King - hobbyking.com/

WestonUK – www.westonuk.co.uk Good value fuel in large quantities. Over 20 Litres (4 Gallons) gives you free postage.

ACCU – www.accu.co.uk. Excellent for bolts, screws and washers. Will take requests for bespoke items.

RCM&E - [RCM&E Home Page](#). The website of the best aeromodelling magazine. If you have a question the forum is bound to have an answer.

RC Thoughts - <https://www.rc-thoughts.com/> Finnish website of Tero Salminen. Phoenix Simulator Downloads and updates.

The committee wishes you all good health

STAY WELL

See you all soon