



# Newsletter

No.19: September 2021

**To our Members and other interested readers,  
Welcome back to our Newsletter after its summer break.**

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## **Good News re COVID-19**

Scotland moved to “Beyond Level 0” on 9<sup>th</sup> August 2021. Legal restrictions on physical distancing and the size of social gatherings are now lifted. Members remaining outdoors at the club no longer need to complete the Track & Trace email. Anyone using the club hut should leave the doors open where possible and still continue to use the Track & Trace system.

[KRMFCtrackandtrace@gmail.com](mailto:KRMFCtrackandtrace@gmail.com)

See Covid 19 – Release Bulletin No. 7 for more details on the SAA Webpage.

<https://www.saaweb.uk/>

## **KRMFC current committee members are:**

Tom Wilson – Chairman

Neil Grayson – Interim Secretary

Mike Hill – Interim Treasurer

Bob Gadd – Committee Member

Jim Walsh – Co-opted Committee Member

George Robertson – Co-opted Committee Member

## 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](mailto: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

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

### Update 6th August 2021

Following confirmation from Tysers, our insurers, *it is not possible to fly under Article 16 as an associate member of the LMA using SAA insurance.* This is due to changes in the way liability is covered and is not the result we were hoping for.

The LMA have however offered full membership starting **from 1st September 2021** and ending 31<sup>st</sup> December 2022 for £30, the BMFA have a reduced membership of £29 but only covers you until 31<sup>st</sup> December 2021.

It has been confirmed that if joint full membership of the SAA and either the LMA or the BMFA are held, then the LMA or BMFA insurance will provide cover when flying under Article 16.

SAA members can continue to fly in the open category under the SAA insurance, however, should any member of the SAA wish to fly under Article 16, they will require full membership of either the LMA or the BMFA.

*Note: Although Article 16 permits flying above 120m(400ft), the Maximum Take-Off Weight (MTOM) of a powered aircraft must not exceed 7.5kg including fuel. For gliders the MTOM is 14kg*

*and they can be flown at a height greater than 120m above the ground directly beneath them, but no more 120m above the pilot.*

I hope this clarifies the situation, but feel free to contact me if you are unsure.

In the meantime, the team are working hard to regain Article 16 authorisation and the Council, thank you for your continued patience, support and understanding.

Happy landings

Steve McDonald  
SAA Chairmain

## Event

On Sunday 25th September the club will be hosting a Drone Racing Event for the pilots of Scotland. The event will be run by Graeme Tait from Fife FPV. This will run from approximately 10:00 till 17:30 so there will be no flying on that day. Feel free to pop down and see them on the day. It will be good publicity for the club and will put some money into the funds.

## 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](mailto:alnvkrmfc@gmail.com) or [krmfcng@gmail.com](mailto:krmfcng@gmail.com).

# A Tale of Two Missing Aircraft *by Neil Grayson*

I was down the field on 15 July happily test flying the Rookie 68 glider which I had spent weeks building during the lockdown. I had a Cox 0.049 glow plug engine fitted in the pod now rather than the DC Dart which I had found to be underpowered. The rudder was operating in the right direction after Tom Wilson had pointed out that it was reversed.

I threw it into the wind and it climbed steadily away and got to a height of over 100 metres. After about 5 minutes the engine cut out having run out of fuel and I flew around looking for thermals and hoping the wind would keep it airborne. I was thoroughly enjoying myself and feeling proud that a plane that I had built from balsa parts and an engine that I had owned since the early seventies was now flying well. But then..... the glider disappeared into the sun. I hadn't bothered with my sunglasses and they were still in the car. I looked around in panic and thought that it would appear any minute. I wriggled the rudder so that it would go in a circle and not escape. Then I put in some down elevator. But it had gone! I knew it was flying in a westerly direction when it went into the sun and I knew the wind was going from west to east, but I had no idea where it was heading once I had wriggled the rudder and elevator.

Of course, sod's law, I was the only person there so no one else to ask. I don't think the buzzard overhead was particularly interested!

Ian McLuckie then arrived at the field so he joined me in the hunt and we headed off to look in the long grass and towards the chicken farm, presuming that the glider would have turned and gone in the same direction as the wind. Scott, the farmer was cutting the grass in the adjacent field at the time and, keeping a wary watch on his activity, I was relieved to see no shredded red covering appearing behind his tractor.

I returned to the field in the evening when Jon Gruitt had a search with his drone but nothing glider shaped appeared in the footage. 7 hours after it had disappeared, someone, (I can't remember who), suggested standing on the stile with my transmitter and making a 360 degree turn to check for a telemetry signal. Great idea! To the northeast the signal was at its maximum; I did a bit of wriggling of the controls to see if I could hear the surfaces moving and then.... the signal disappeared indicating that the battery had died.

A comprehensive search was subsequently made both on foot and with Craig McVeigh's and Jon Gruitt's drones but nothing turned up. Jon Gruitt even kindly lent me his drone which was very brave/foolish of him as I now seem to have a reputation for losing aircraft quite regularly!

Over the next couple of weeks I became quite competent with that drone, scouring the neighbouring fields for the glider, flying low over the long grass and wild flowers.

The local community were also on the case via social media. Descriptions of the lost glider appeared on the Kinross-shire Community Facebook page and the Kinross Community Newsletter's Facebook page.

However, it seemed it had just disappeared into thin air. Eventually, bitten, stung, sunburnt and covered in bits of vegetation, I gave up the search and tried to accept that my glider had gone for ever.

And so we move on. On 1 August all the helicopter boys were gathered at the field practicing their hovering and whatever else they do with their helicopters (I think some swearing and crashing is involved!). Separately, I was helping a club member to learn to fly using my Apprentice and a buddy box.

I took off and handed over control and everything was going well, both of us thinking that it is a tremendous way to fly. Unfortunately, the Apprentice got too high, too far away too quickly and by the time I took control again it was a little dot to the west disappearing over the trees. I vainly tried to get it to turn round but by that stage it may have been a bird that I could see rather than the Apprentice. My student and I took off across the fields and searched along the tree line and way past South Kilduff Farm towards the chicken farm but found nothing. Getting back to the field I had to face the helicopter boys, and Tom Wilson in particular, and admit that the plane was also now lost. Advice and abuse were given in equal measure!

Two days later, Lynne and I set off across the fields again and headed southwest as far as the B9097 and did a search with Jon Gruitt's drone, but again it was a fruitless search.

On 5 August, Lynne forwarded me a WhatsApp message with a picture of the Apprentice sitting on bales of hay in a farmer's barn. One of her walking pals had seen it on the Kinross-shire Community Facebook page but was a bit confused as it looked like a different plane than the one I had described previously. I had to confess to the population of Kinross that I had now lost two planes and this was the other one!



We were put in touch with the farmer, John Sim from Parks of Aldie and arranged to go and pick it up the next afternoon. John explained to us that his daughter, Beth had found the plane upside



down in one of their fields. They were amazed how it had got there as KRMFC flying field is about 4 kilometres away! No damage to the plane apart from the battery being ruined as it had discharged completely.

On 10 August, Lynne and I decided to go and test fly the Apprentice to make sure everything was working correctly after its little adventure. She also wanted to make sure it didn't get lost again too quickly. As we were heading down the track towards the field she shouted "there's your plane!" we could make it out plainly, hanging about 3 metres up a tree.

We parked the car at the flying field then got the ladder out of the container. It was very difficult to access the tree as it was so overgrown around the base and there was a ditch to navigate in front of the row of trees. I managed to climb up the tree and rescue the plane but then had trouble



getting down again, not being as young and flexible as I used to be. For some reason Lynne refused to phone the fire brigade to help so, finally with hunger and rain clouds setting in, I managed to get out of the tree and surveyed the damage to my Rookie 68. Amazingly, apart from it being very wet and the covering having become a bit slack and unstuck in places it looked OK. We just made it back to the car before the heavens opened. Phew!

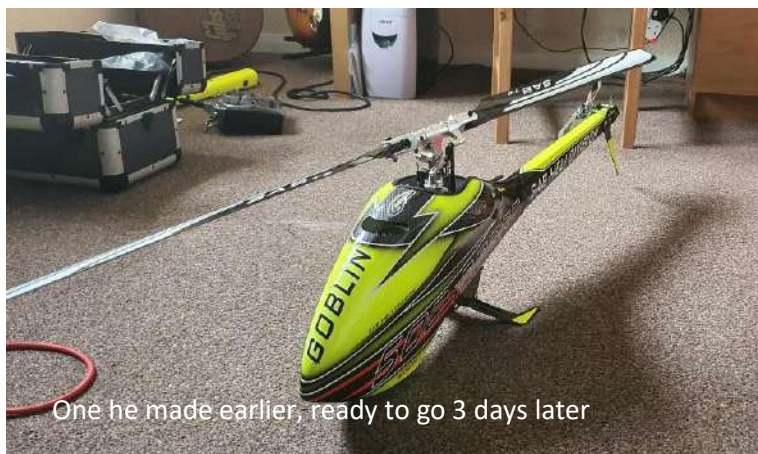
The Rookie took 3 days of drying out in the airing cupboard. I tested all the electronics and they were fine. A bit of a going over with a heat gun and it was ready to fly again. 5 days short of a month hanging in the tree and it is none the worse for its experience. I put it down to how well it was built!

So, all's well that ends well. Lynne is happy, and frankly a bit smug, but isn't enthusiastic about my suggestion that she offers her plane finding skills to the club. I'm delighted of course (although I can't help feeling there's a missed opportunity for a new plane out of all this). Ho hum!

## Activity at the Field – August 2021

### Sunday 1st August 2021

Lots of helicopter flyers at the field today. Tom Roberts had a nightmare with his Goblin which came down after Tom Wilson encouraged him to try a new move at low altitude. (Tom ignore Tom!).



Mike Hill had a successful flight of his repaired Chipmunk. He flew it well and landed it superbly. It was previously seriously damaged after hitting the fence on its maiden flight 25<sup>th</sup> May 2021. See video [Chipmunk Crash](#)

Neil Grayson also lost his Apprentice on this day but that is a long story so see separate article.



# Weekend Saturday 14th & Sunday 15th August 2021

It was a busy model flying day around Kinross today. There was a water fly-in at Kirkgate alongside the banks of Loch Leven organised by our own Bill McDiarmid and an F3A aerobatic competition at the flying field.

The water fly-in at Kirkgate was well attended with Kevin Routledge from Barrow-in-Furness flying a large blue Anderson Kingfisher, and on Sunday a large Tiger Moth. Both Moki 135 glow-powered. Alasdair Sutherland, an ex-BA 747 captain, flew his own-designed pink plane on Saturday, and a jet turbine on Sunday (kerosene tank made from a regular plastic cider bottle!). Members from the following clubs attended: KRMFC, Balbedie, Glenrothes, Dundee, Blackridge, Angus, Cumbernauld, Dallachy, East Kilbride, Ullswater, Carlisle, Elgin amongst others. KRMFC was well represented with members attending on both days.

About 18 fliers on Saturday, an additional 15 on Sunday. The boat was in regular use on both days keeping paddleboarders away from the take-off and landing area and rescuing ditched planes.





See the excellent video made by Irina from Carmel Studios: [Loch Leven Model Aeroplanes](#)

Meanwhile our own Dave Kelly came 4<sup>th</sup> out of 6 in the F3A competition. He assures me that there were no crashes that day and crashes are rare anyway because everyone flies their models and schedules so much. The only time there is any damage is when there is an equipment failure or outfield landing.

### F3A Results at KRMFC 14<sup>th</sup> August 2021

	Round 1	Round 2	Round 3	Normalised Round 1	Normalised Round 2	Normalised Round 3	Best 2	Rank
Lindsay Dickie	156	229	0	345.90	525.23	0.00	871.13	6
Dave Kelly	340	314	346	753.88	720.18	755.46	1509.34	4
David Balfour	0	395	458	0.00	905.96	1000.00	1905.96	2
Malcolm Balfour	451	436	451	1000.00	1000.00	984.72	2000.00	1
Ali Bell	328	231	314	727.27	529.82	685.59	1412.86	5
Gary Eunson	366	384	402	811.53	880.73	877.73	1758.46	3



Dave's Mythos Pro 2M

## Thursday 19th August 2021

Charles Malcolm and Douglas Fulton at the field today. Douglas crashed his Boomerang. The plane lost electrical power on the first turn and the engine went to idle. The plane wasn't very high so it landed on the edge of the runway. The nose wheel bracket broke in two and the propeller snapped. Subsequent investigations showed that the power switch was faulty pushing the switch to the full on position wasn't making contact and it just cut out. The lesson learnt is don't buy a cheap switch made in China. Fail safe cut the engine but kept the plane in a banking position.

## Monday 23rd August 2021

Neil Grayson was at the field, no one else there. Warm and sunny but flies were everywhere! Both the Apprentice and the glider were maidenised post lost, found and repaired. The glider flew for a maximum of 4:45 minutes after the engine cut out with no wind which is a record hopefully soon to be beaten when there is a breeze.



Neil's found and repaired Rookie 68

## Tuesday 24th August 2021

Neil Grayson went down to the field late in the afternoon arriving around 5pm and found Douglas Fulton there flying his planes. He had been there since 2:30pm and no one else had visited the field. The weather was very warm and the sky was almost cloudless with few flies (unlike the day before). Neil flew his glider a few times but the wind was very light and glide times were low again. Hairy moment when the glider headed towards Douglas and his car but was saved by the fence. No damage. Douglas had a heavy landing with his Acrowot foamie and ripped the undercarriage off but he carried out repairs at the field so he took it home in one piece.

Bill McDiarmid visited the field 7pm to 7.30pm and flew his blue Electric Junior 60.



## Wednesday 25th August 2021

Douglas Fulton arrived at the field for a few flights at 15:20. The Wednesday club including George Robertson, Derrick Grater, Jim Walsh and David Callender were just leaving. Without doubt some flying and a lot of talking would have taken place.

## Friday 27<sup>th</sup> August 2021

The weather was warm and sunny with very little wind apart from the odd gust. What wind there was changed direction from taking off to landing so the wind sock was vital.

Trevor Adams a previous member of KRMFC who moved down to Birmingham a couple of years ago visited the club for a weekend of flying. He maidenized an Aeropet 50 but its first flight was a bit hairy as it was very sensitive on the ailerons. A quick circuit, a goodish landing which bent the undercarriage, then a slight adjustment and the second flight was a success.





Trevor also flew a Max Thrust Aggressor which is a powered glider, for the first time. The centre section of the wings can be left out which gives it a 1.5 metre wingspan and a hot aerobatic performance. With its full 2.1 metre wingspan it is an excellent glider.



Neil flew his glider and Boomerang. Bill flew his blue Electric Junior 60. Tom arrived about 17:00 and strimmed around the edges of the grass. Finishing off the longer grass with the mower that Neil had started. Alan Veitch was there flying his Kingfisher.

## Saturday 28<sup>th</sup> August 2021

A good turn out early in the day. Craig Wishart, who has just joined the club wanted to see Craig McVeigh fly his Carbon Cub with a view to buying it. Craig put on a magnificent display flying for 7 or so minutes. He did rolls, loops, inverted flying and some Immelmann's. On coming back across the runway he flipped it inverted over the field then realised that something was wrong and it was going down. He kept his calm, gave it full power and gave it some full down elevator (it was inverted). Less than a foot from the crops he managed to get it level and slowly climbed, still inverted, fighting a tip stall. Once he had gained height he flipped back the right way round and landed. Later investigation showed that the battery had come loose and shifted the C of G. After that spectacular demonstration Craig bought the plane.

Billy Hatley maidenized Trevor's large Seagull Pilatus PC-9 and had a hot but good landing, some adjustments to make before Trevor plucks up the courage to fly it himself. Craig also flew a smaller .46 powered PC-9 ending in a perfect landing. Trevor also flew a Freewing Avanti S EDF jet beautifully.

Craig McVeigh also flew his 450 Helicopter, swooping around and managing not to crash.

Neil Grayson flew his lost and found glider again. 10g of weight was added to the nose and it flew much better. No see-sawing and it gained height quickly with its Cox 0.049 engine running sweetly. Maximum time now after the engine stopped is over 7 minutes and that was only because it was so high it was just a dot in the sky and in danger of disappearing again so some down elevator was introduced to bring it to a decent height.

Richard Banksi from Glenrothes was visiting flying his nitro aerobatic models. He hopes to join KRMFC soon.

## Sunday 29<sup>th</sup> August 2021

All the helicopter enthusiasts were at the field by 10:30: Tom Wilson, Mike Hill and Tom Roberts along with Trevor Adams who had the model table filled with models he was hoping to fly for the first time. Over the weekend Trevor had maiden flights with five newly acquired planes. A big Seagull Pilatus PC-9, A Black Horse Orbit, An Aero pet 50, a Wots Wot, a Max Thrust Aggressor Sport Glider and a tatty old Spitfire. All went back almost in one piece, probably suffering more damage from being packed into his small car than taking to the air!

Craig McVeigh arrived later on today and discovered that Trevor had lost his Avanti EDF jet in the cornfield. He flew over the field with his Mavic drone, found it then hovered until Trevor reached the marked position. See the video which shows how far away the jet landed - [Overhead View](#) Very little damage was sustained and the jet flew again but had a hard landing.



Craig Wishart's transmitter and receiver were paired with his newly acquired Carbon Cub but unfortunately he was unable to fly and trim it as it had got too windy by then.

## Web Links and Shops

Model Shop Leeds - [www.modelshopleeds.co.uk/](http://www.modelshopleeds.co.uk/)

Wheelspin Models - [wheelspinmodels.co.uk](http://wheelspinmodels.co.uk)

Sussex Model Centre - [www.sussex-model-centre.co.uk](http://www.sussex-model-centre.co.uk)

The Balsa Cabin - [www.balsacabin.co.uk](http://www.balsacabin.co.uk)

The Vintage Model Company - [www.vintagemodelcompany.com](http://www.vintagemodelcompany.com)

Kings Lynn Model Shop - [www.kingslynnmodelshop.co.uk](http://www.kingslynnmodelshop.co.uk)

Scoonies - [www.scoonie-hobbies.co.uk](http://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](http://www.densmodelsupplies.co.uk). Excellent for spares for vintage Cox engines.

Hobby King - [hobbyking.com/](http://hobbyking.com/)

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

ACCU – [www.accu.co.uk](http://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.

RC World - [www.rcworld.co.uk](http://www.rcworld.co.uk). Located in South Wales between Cardiff and Newport. Stock values on each product are displayed which reflect what are physically in stock, not held at a suppliers warehouse. Derek Grater has used and recommends.

The committee wishes you all good health

STAY WELL

See you all soon