Newsletter

No.23: February 2022

The club house is now open!

Due to changes announced by the Scottish Government which took effect from 31 January 2022 it is now possible to use the Clubhouse. But please read the following (taken from the Scottish Government Website):

There are no limits on the number of people or households you can meet at home and in public places.

But to reduce your risk:

- take care when socialising - try to keep gatherings small
- keep a safe distance from people not in your household, especially indoors – the greater the distance the greater the protection
- meet outdoors if possible, as this is safer than meeting indoors
- avoid crowded places
- open windows if you meet inside - the more fresh air you let in the safer it will be

There have been two updates from the SAA in regard to Flyer ID and Article 16 which only applies to members who are insured with the SAA. I include them below:

FLYER ID

To all SAA members,

This is a reminder of the need for all members to have a CAA Flyer ID as well as an Operator ID. In order to get a Flyer ID, you will need to pass the CAA DMARES test which is free to do, just click on the link below and follow the instructions:

https://register-drones.caa.co.uk/individual/register-and-take-test-to-fly

This is now a CAA requirement as the previous exemption whereby members with an SAA Bronze award or above did not require a Flyer ID, expired on 1st January 2022, see detail in CAP722F Section 2.2.

Please note that this is a legal requirement and that your SAA insurance covers you for flying within the law.

Steve McDonald
SAA Chairman

ARTICLE 16

To all SAA Members,

Yesterday, *[end of December]* our Article 16 renewal application was submitted to the CAA and I would like to thank our secretary Bob Lemm and our treasurer Richard Blanski for their help in this matter. It has taken some considerable time to get to this stage as it required a complete rewrite of Our Safety Code, a substantial update on the Achievement Scheme and the completion of the CAA Article 16 Compliance Checklist. This would not have been possible without the hard work of our safety committee, consisting of Dougie Sheppard, Don Imrie, Duncan Gray and John Miller and my thanks go to them all for the efforts. I would also like to thank the vast majority of the membership for their patience and understanding while we went through this process, and we hope that we will all be flying under the SAA's Article 16 authorisation early in the new year.

We have also agreed terms for 2022 Insurance and are awaiting the final documentation from our insurance broker Tysers. Cost is pretty much on a par with last year albeit slightly cheaper. As soon as the policy documentation arrives, it will be posted on the website and emailed to all club secretaries and country members.

Steve

Steve McDonald
SAA Chairman

KRMFC AGM

Once again, the committee is asking you to indicate if you would be willing to attend an AGM held at Orwell Bowling Club (date and time to be arranged), by sending an email to the committee at krmfccommittee@gmail.com. The last request, copied below, elicited a very poor response. Ideas for the agenda would also be most welcome.

There has been no AGM due to Covid-19 since November 2019 so it is long overdue. It is hoped to have an AGM in the Spring to discuss various subjects regarding the running of the club. We need enough people to attend to create a quorum (the minimum number of members that must be present to make the proceedings of the meeting valid). Failing that, it would be a waste of time, effort and club funds.

Clause 7.2 of the Club Constitution:

"The quorum for any General Meeting will be 51% of the current members of whom at least eight must not be Committee members and of whom twelve must be adult members"

Current membership is 51, so 51% equals 25 members. Deduct the committee of 6 members and we therefore need 19 more members to attend an AGM to produce a quorum.

Suggestions for subjects to discuss at the AGM include:

- Events for this year.
- Repairs and upgrades at the field (new benches and pilot boxes).
- Further FPV racing events.
- Do we have a club trainer? (If so, what is it and is it flyable?).
- Are we as a club taking on the Splash-In at Loch Leven? (Bill McDiarmid, a member of our club, did it on his own this year!).
- Do we have anyone who would volunteer to be an instructor?
- Is anyone else willing and able to qualify to conduct certification?
- Are any members interested in taking a more active part in the club and being on the committee?

These operational topics would be in addition to covering the usual business of an AGM, which this year also include:

- Both the secretary and the treasurer are interim. Voting needs to take place to make them permanent.
- Proposed changes to the constitution.

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

Swap box!

It has been proposed that we put a box in the club house/maintenance container to put books and unwanted model bits in for free exchange. It might need to be a sealed box to keep out condensation but is probably do-able if members think this is a good idea.

Glow Fuel for Sale

The club still 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/contact Tom Wilson or Mike Hill if you want to make a purchase.

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 neilgrayson@sky.com

Members' Building Projects

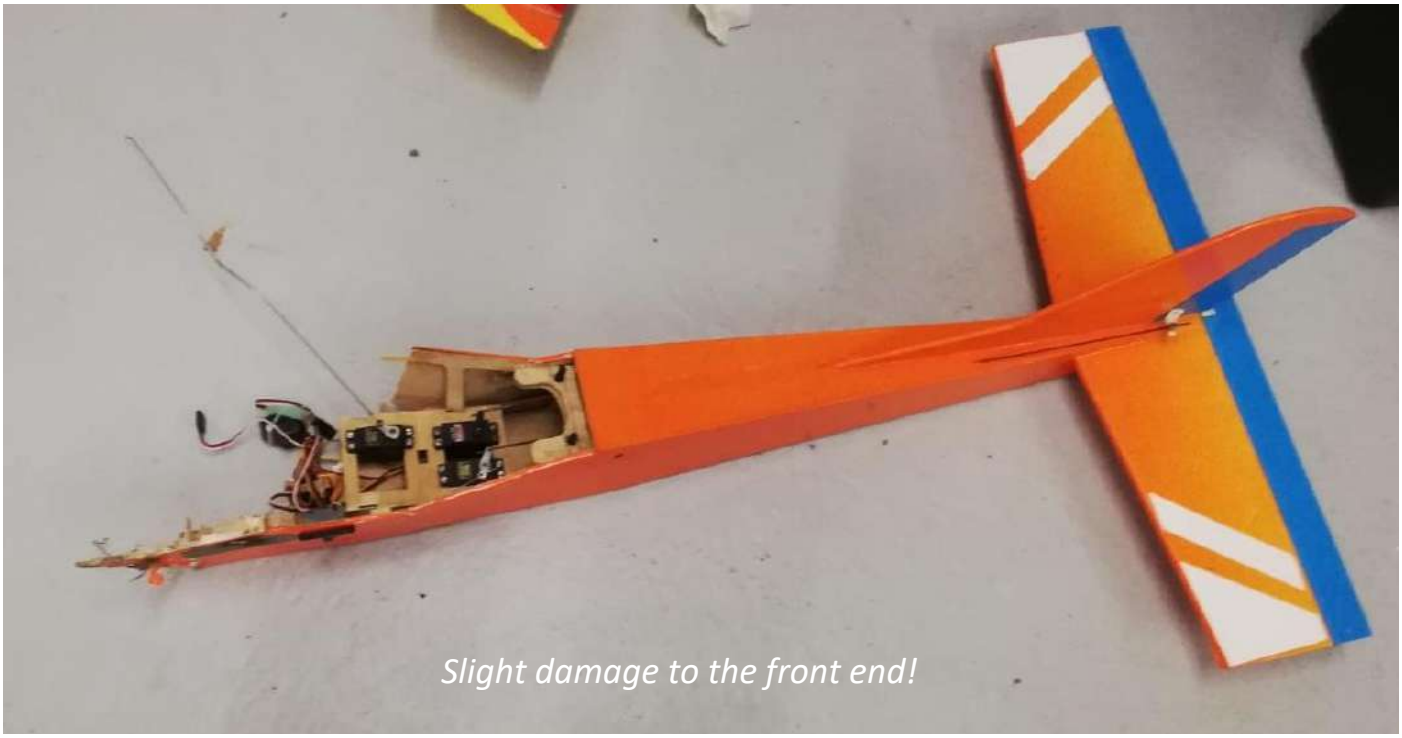
The Fall and Rise of a Seagull Boomerang - A Short Story *by Douglas Fulton*

I purchased the Boomerang last summer from a seller on RC Classifieds. The model came 'ARTF' as they say and only required a receiver to match my system. It included an OS 46 engine, which although probably quite old, looked in good condition. The seller fired up the engine and it ran well. I believe it had been the seller's son's trainer as it had some really garish stickers on the wings. Fortunately, with some gentle persuasion they came off, leaving an all over orange colour as you can see. It also came with a spare wing!

In flight the model flew very well, stable and with plenty of power from the 46 unit. Neil and I had a race or two with my old model and Neil's new Boomerang V2. In a straight line my old boomerang was outpacing the new kid on the block but to be fair I can't remember which engine Neil had. (an OS40 FP – ed)

A few months later Neil and I were on site enjoying some relaxing flights when it all went wrong. As I turned onto the base leg for a landing I suddenly lost control and the model entered a death dive. For a few nano seconds I couldn't quite grasp what had gone wrong then realised I was flying a fuselage! In my periphery vision I noticed the wing fluttering down on its own. As the fuselage buried itself in mother earth Neil confirmed the wing was just about to land.

On arriving at the crash site we were confronted with the inevitable damage. The fuselage from the middle of the wing seat forward was mince and the engine had to be pulled from the mud (a good thing it turned out). Neil recovered the wing which had landed about twenty metres away without as much as a scratch.



Slight damage to the front end!

As you can see - not pretty, but the tail still looked good ..... On inspection the failure was caused by both wing bolts shearing at the bolt head.

When I acquired the model it was fitted with wing band dowels but I converted it to front pegs and screws - although rubber bands work they do get a tad messy. The bolts were standard 6mm wing bolts from a model shop and I have used them on other models with no failures. I am not an expert on plastics but this pair were in a box for a few years so maybe they were brittle - don't know, maybe I over tightened them but I am usually careful when screwing down plastic bolts. Any comments welcomed. They are still sold today. Similarly, although the wing has a pronounced dihedral I glued a compensation plate to the top of the wing to ensure a distributed load on the bolts.

The cause of the crash

I left the bits in the garage for a few weeks and then decided to try and fix it (having seen what Alan can achieve, albeit I don't have his skill set). On inspection; receiver good, engine needed a clean, all servos and linkages with a bit of wire bending, working. Fuel tank gubbed, battery still in the field despite searches by Neil and myself.

Rebuild

After an initial clean the engine needed dunking in fuel to remove some residual grit. Fired up first time and appeared to run normally - no sign of bearing or crankshaft damage (good old mud).

During the interim period I bought another new Boomerang, a bit of an overreaction but they are cheap and I had a spare engine and all the necessary electrics etc lying around. I should have bought something different, however, it gave me an exact profile etc to build the new front end. I don't have much in the way of fancy tools so I built most of it using a Dremel and a small electric drill. I simply built a new box front with formers and reinforcements in the obvious places. Joining the parts was relatively straightforward as the original servo tray was a good fit along with the old undercarriage support (a solid and substantial piece of hardwood). After that it was a case of lining up and clamping the joining plywood strips in place. I don't have a building jig so alignment involved a sheet of glass to achieve a consistent level between front and back and thereafter measurements back to the elevator and forward to the centreline of the engine. The finished alignment looks not too bad and with the wing on, front and rear measurements are within a couple of millimetres. Only issue with the build was sourcing balsa sheet as it's in short supply but Alan gave me a spare sheet to finish it.

I will hopefully find out soon if it was worth the effort - if we get some decent weather!

The Finished Result.

Lateral Balancing – who said pulleys were old fashioned?

Ready to go....but will it fly?

Sebart Fiat G91 EDF *by Lindsay Dickie*

Whilst this is not a "build" article as such, it may be of interest to the club members….

I've been a fan of the G-91 for many years – it's from the 1950/60's which is my favourite period of jets. My first experience of the G-91 was when Don Imrie purchased an Italian manufacturer called "Zanin" model in a stunning Frecce Tricolori colour scheme. I spent quite a bit of time modifying the model, which was intended for their pulsejet power, into a JPX powered turbine model. Don and I spent some years flying it with JPX-T240 and latterly T-250 engines. It flew very well, and this encouraged me to make another one. I spent many hours building that one, including opening camera nose and scratch made undercarriage oleos, wheel hubs, drop tanks and moulded fuel tanks and engine bypass ducting. That one was in the colour scheme of the last ever G-91 R and the full size still exists in Treviso Italy…. Unfortunately, however, my model was not very long lasting. It debuted at the 2005 Jet World Masters in Hungary, but as luck would have it, the turbine oil supplied by the organisers was not of a good quality and my engine was one of many which succumbed and failed on my second flight take off run. A Jetcat transplant in the pits allowed my third flight to take place. Four years later it was shot down whilst on a practice flight at the Jet World Masters in Northern Ireland, due to chaotic (None) frequency control (35 MHz days), all kindly broadcast by BBC Northern Ireland that night. But I digress….

So one fateful evening I was on Dumfries model flying's website looking for some bits for F3A aerobatics and noticed a "sale" item of a discounted Sebart G91 EDF model in Frecce colours (Last one of course). Having always been a fan of the Gina, I fancied having a go at it. My last Electric Ducted Fan was a Kyosho T-33, which could barely keep in the air and flew for about 3 minutes on a fully charged nicad pack – things must have improved in the intervening 20 years, must they not?

Sebart Fiat G91 "Gina" Ready to Go

Damaged Nose Cone

After spending a few beer vouchers (much more than planned of course – 2 x 5000 mAh 6S high discharge batteries are not cheap), a large box arrived. All was nicely packaged and looked great. All servos and cables installed, electric retracts and lights and Dave Kelly's favourite feature - the working braking parachute…. So, onto assembling the model – I say assembling as its only gluing some foam together… Following the instructions as we all do, I glued the nosecone on and used masking tape to hold it on whilst drying – as instructed to. I'm therefore very unimpressed when half of the paint comes off when removing the masking tape. My "new" G91 is now looking very second hand and it's not even partly assembled. Not a happy bunny. Still it's a flying pizza box so I get over it and move on. Next "issue" arises when trying to install the battery recommended for the model – it won't go far enough back to get the correct CG… A bit (lot) of trimming foam in the cockpit and hey presto its balanced. Time for setting up rates and test flying this wee beastie.

Parachute Compartment

After a wait for a decent day, I head over to East Fortune for a test fly. Having assembled the model and range checked it etc, it's time to try it! Full power and its gaining speed along the tarmac - right up to the point when the left main gear decides to collapse, sending it hurtling into the grass and breaking off the left drop tank and pitot tube. After much gnashing of teeth and Mr Kelly not saying a word, smart chap, I pick up the even worse for wear looking "new" model and trudge back to the car for a debrief… seems the

left gear lock is defective, and the trunnion can rotate with the crosshead block still in its fully extended position… Electric retracts are great aren't they? After a few emails and videos to Sebart, and thanks to the intervention of Bill from Dumfries models, a replacement set of retracts arrived – complete with plastic trunnion blocks versus the metallic ones in the original set. After much deliberation, a Frankenstein set is made and installed into the now bruised and battered "new" model. One thing the trip to EF did tell me was that the nose gear spring would be more suited to one of my bigger turbine models. Unfortunately, this would make an unwelcome appearance later too. So my next attempted flight was at Kinross a few weeks later when Dave K and I tried again. Everything went well until I retracted the gear and got an instant massive rolling moment and only two gear legs tucked away…. Oh dear – we have a problem. The post flight analysis was I was a pratt and had plugged in one flap and retract the wrong way around. Seems my pre-flight control checks hadn't shown up the issue either. Anyway after a lot of trimming and deciding whether it was better to land on one leg or two, it survived and I got away without any further damage… This was going swell.

Fast forward to the next availability of tarmac and a rewire of the wing connectors to Ashlocks to prevent any repeat of being a pratt. To be honest the weather was probably too windy for the wee model, but as I'd driven a distance it was flying whether it was suitable or not. After a not quite perfect, but far from bad, touchdown, the shower of white foam confetti coming down the runway at me did not improve my mood at all. The stupidly stiff nose leg had catapulted the model skywards and straight to the point of the impact, removing the nose gear unit and breaking all the gear doors…. At this point I'd had enough, and the Gina was relegated to the naughty shelf in the loft, complete with above noted confetti in a wee bag. The bag also contained the remains of the cheap nosewheel oleo, which had also disintegrated.

At this point the sensible thing to do would probably be to cut my losses and harvest any useable items and throw the rest in the bin. However, I've at this point invested a reasonable number of pennies and an unreasonable amount of hours into this thing and its rewarded me with one fairly excitingly out of control and one windy and frankly pointless flight – and lots of repairs and modifications already. This was an Almost Ready To Fly model wasn't it…. Hmm. Well as I'm a stubborn kind of guy I decided it was time to fix this once and for all. I had a holiday week booked for East Fortune caravan site and the prospect of playing with my Gina in a warm calm sunny week was appealing… Yes, I do know this is Scotland we live in. No, I'm not on drugs.

As I'm an Engineer to trade and have a pretty good home workshop, I decided it was time to salvage what useable parts were available from the original nose leg and make new parts for the bits that were now unserviceable. I had some alloy bar lying about and a few minutes of band sawing had it cut to rough shape. Into the four-jaw chuck and the squarish section was now nice and round. A couple of setups in the mill and we were looking good. A wee bit of drilling and tapping and final shaping with a mark 1 file and the job is a good one – much better than the original anyway. A spring that was more like the correct rate was found from my stocks and it was time to fit it back again. Once I had made a new joining pin for the retract that was. More turning and a bit of silver soldering required. We now have a nose leg which I'd claim was airworthy and much more slop free.

Creating the New Nose Leg

Nose Leg

After lots more epoxy was expended gluing the nose leg mount back in and recreating pulverised gear door hinges, it was time to fix the landing light – which had melted itself much earlier in this sorry story. I must be bonkers but I acquired a switching unit to allow the nosewheel light to energise on gear down – the original was on full time…

So – onto East fortune again and my holiday and yes, the weather was very nice…. 8 flights later and it's pretty well trimmed, after setting up flight modes and trimming for normal flight, take off flap and landing flaps. Take off is still a bit iffy directionally – I've traced that to all the slop in the main gear oleos – If I run out of projects over the winter I may fix them, but that's rather unlikely looking at all the half or three quarter finished projects in my workshop….

My conclusions on the "Sebart" (Apparently made by Freewing for them) Fiat G91? If I knew what it would be like I wouldn't have bothered. I'd probably have had more fun just burning some cash. As Dave K says – these foamie models "age" very quickly with hanger rash making them look very tatty very quickly.

To be fair it looks nice in the air and flies quite well now I have it trimmed out – with a pet hate of 3mm up elevator for straight and level – that's not good at all. Apparently, they are all the same which means the tailplanes at the wrong angle. It's not got great power – mine is the Mk 1 with a 6 blade fan – later Mk 2's have a 12 blade fan and better motor with more thrust. I did look at upgrading it but I've already wasted too much money and time on it so its staying as it is. Endurance with a bit of throttle management is about 4 ½ minutes which isn't great either. It rolls well but just makes it over a loop – so not quite what you would consider Jet like performance. To be fair the original aircraft was known to a bit gutless too – the Bristol Orpheus engine production an astounding 5000 lbs of thrust with 12125 lb max take-off weight….

So what's broken on it? Retracts have been very poor – even the replacement ones have not deployed properly every time. Oleos have loads of slop – I tried flying it at Kinross a couple of weeks ago and couldn't keep it on the runway. The grass was a bit long too which didn't help. Dave K's favourite feature

of the braking parachute doesn't work either. I had to replace the actuating servo as it failed, but the brake parachute is now hanging up inside the housing. I have a plan and some PTFE sheet to fix it but that's another story. Paintwork is coming off the foam and making it look really tatty. Again, I could fix it, and now its flying a bit better I may do so. The recesses in the fuselage for the aileron / flap and gear connectors are too small and needed opening out. Latest failure was one of the wing retention brackets which came out of the foam fuselage when I managed to find 10 minutes of sun to get a picture of it for this article. More epoxy needed – I'll leave it to next year as something else will probably break over the winter storage….

In summary it's not very well developed – I hate it when companies sell stuff that doesn't actually work properly. Isn't an ARTF supposed to work out the box? I guess there wouldn't have been a Mk2 with upgraded motor and fan and 3 axis Gyro if the Mk 1 was perfect would there? Maybe they also quietly fixed the other issues I've had on mine? No I don't think so either.

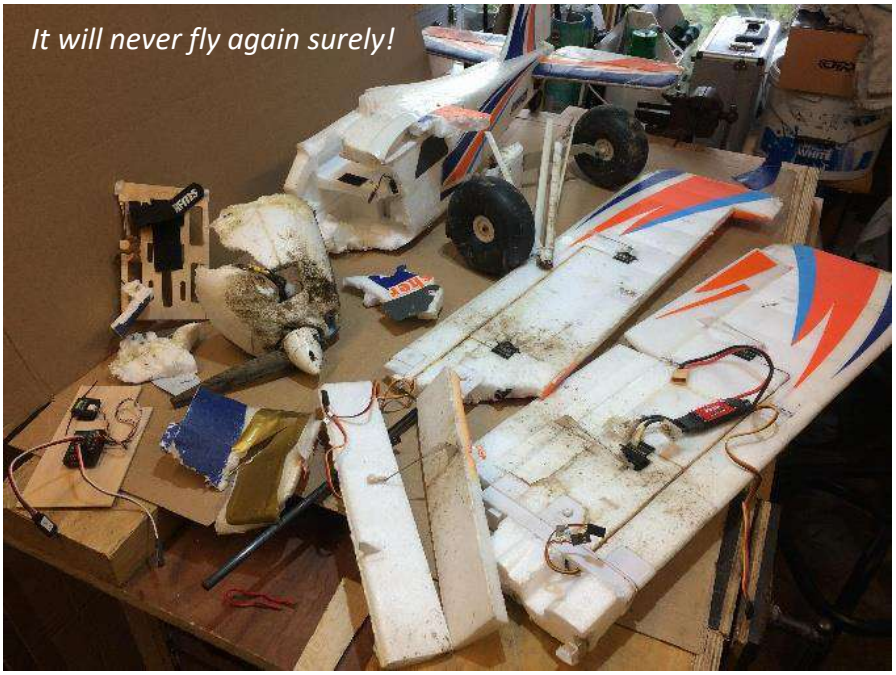
Phoenix Kingfisher Again *by Alan Veitch*

The lump of polystyrene that I have been dragging around for longer that I care to remember, in the form of a plane has yet again fixed me. Whilst flying alone on Wednesday in perfect flying weather, I once again lost orientation and splattered it into the sheep field.

Inverted Landing

Oh dear!

Last time I did this I had difficulty putting it back together and tried to buy a replacement, none available, my money returned, I tried again lots of in stock or due in 2 days this time. Only when orders were placed still non available. I have flown this plane every flying session for years and it was as if someone had removed my thumbs when I contemplated flying without it. So out came the glue gun.

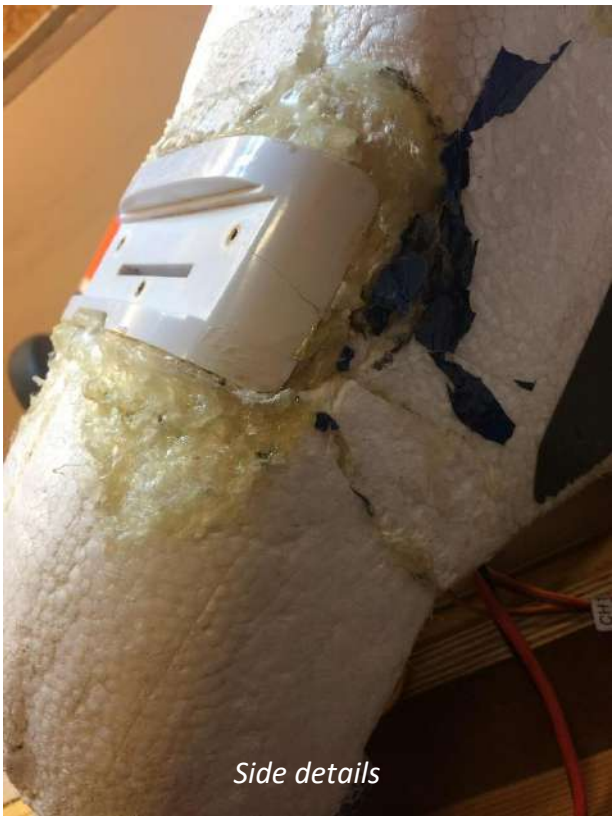


It will never fly again surely!

This time it had caused a fair amount of damage; two of the servos were damaged, broken prop and spinner, undercarriage housing, and motor mounting plate. The flaps had disintegrated, but as I never used them anyway, I ended up gluing them solid into the wing. I've never been much into jigsaws, so it was hard to piece it all together. I thought I had picked up every bit of foam from the field, but my annoyance that I'd missed a couple of bits some no smaller than a 1p piece was extreme.

The windshield part, which is rather expensive to replace at £14 for a bit of shaped polystyrene. No wonder nearly everywhere has actual physical stock ready to send out. I had a jumble of 6 bits that needed joining together with only a corner piece missing. Out came the glue gun, and I stuck a lump from a washing machine packaging block into it and shaped it with a hotwire tool made from an old guitar string.

Its not pretty but it works!



Side details

Lining up the fuselage was difficult even after pouring boiling water over the distorted bits. Hence my floats will not fix on without a lot of metal bending if ever.

Fixed again and looking good!

It doesn't look very pretty but it works and within a couple of days I'm back in the air with my go to plane, ***until the next time***.

Ready to Go

Twister Electrifying – *by Bill McDiarmid*

I'm electrifying a Twister which used to be fitted with a .46 IC engine. I'm going to fly it on a 3S battery but I suspect it might go better on a 4S. It should be similar to a Max Thrust balsa Ruckus for power requirements I think. Electric motors are a bit different than IC engines as it is all about the prop and a power meter is all important when setting up an electric model.

The motor is a 4220, 650kv with a 60A ESC and a 13 x 6.5 propeller. On 3S it pulls 250W which might not be enough for sparkling performance on an 1800g model (4lb in old money!) so I might have to buy a 4S battery. That's a lot of numbers! I'm still getting my head round all this. There's a couple of good articles in RCM&E November 2016, and another in RC Model World which I have electronic copies of. The Twister was designed for .32 engines, but I've flown my old one on a .25 which made it quite docile, then a .52 four-stroke (a bit heavy but flew fine) and eventually a .46 which made it fairly ballistic! Buried the engine 6 inches down in a field....Still got the engine in another model, still got the bits of the Twister for another project one day! This new airframe was someone else's, donated to my other club with missing U/C and missing firewall.

Well finished Twister

Electric Engine Fitted

It's the motor numbers that get me! But I think I have finally worked it out. My 650kv motor does 650 rpm per volt. So on 3S which is 12v nominal, it will do 7800 rpm at full throttle which is a bit less than most 4 stroke engines. So it needs a big prop.

Activity at the Field - December

(Brief reports for December and January in this newsletter due to receiving fewer updates).

Wednesday 8th December 2021

Alan Veitch was at the field for 1pm but he wasn't sure if he had missed the crowd or he was the only one to turn up. On his first flight he lost orientation and crashed his Kingfisher. Damage was substantial so he went home. (See article above).

Thursday 9th December 2021

Douglas Fulton was at the field in the morning and had a few flights with his Acrowot foamie with the superb paintjob. Charles Malcolm dropped by but wasn't flying. Douglas managed to land in the rough after misjudging his approach and knocked off the undercarriage of his plane but it was easily fixed. There was little wind and it was hazy so no sun but not too cold.

Douglas Fulton's ye olde foamie Acrowot

Neil Grayson, Ian McLuckie and Alan Veitch arrived at the field in the afternoon and flew Ian's new Bixler between us. Ian was at the controls for the maiden flight and he flew it well. Neil flew his refurbished Mascot which is almost but not quite set up perfectly. It was freezing cold and it was starting to go dark when Neil and Ian left.

Friday 10th December 2021

A superb picture of Tom Roberts Kraken Goblin helicopter. Don't look at the pictures from the 19th December if you are squeamish!

Lovely evening sunset. Bit cold !

Sunday 12th December 2021

Alan Veitch arrived at the field at 10.15 to a perfect flying day but was alone until about 10:45 when Neil Gourlay turned up with his 600 helicopter. It was a long time since they had been together at the flying field so enjoyed a good chat about everything. Neil flew his helicopter and Alan re-maidened his repaired Kingfisher? George Robertson turned up around 12:00.

Sunday 19th December 2021

The helicopter pilots were at the field today. Unfortunately Tom Roberts had a serious crash. He lost control of it and it just nosed dived into the ground, he has no idea what happened. Tom Wilson says that he managed to hit the only coo pat in the field.

Precision Crashing!

Helicopter in a bag anybody?

Activity at the Field - January

Sunday 9th January 2022

Neil Grayson arrived at the field first at 11:30. It was drizzling (which wasn't forecast!) so he sat in the car waiting for the weather to improve. Ian McLuckie arrived at 11:55 but the rain was still coming down so they both sat in the car for a while till it stopped.

Eventually the rain eased off and Ian flew his Bixler 3 well even though landings were difficult due to the wind. Ian is now much improved at flying and his Bixler 3 went home undamaged.

Bob Gadd came along to see what was happening and to pay his fees. He assisted with the launching of the Bixler 3 and assisted Neil with his Mascot OS40 FP engine starting due to Neil's bad arm. The Mascot had difficulty in the longish wet grass on take-off and did a cartwheel on the first flight. On the second flight the engine stopped but the dead stick landing was perfect. The OS40 FP still needs adjustment. The idle is fine but top end cuts out and doesn't give full power.

It was noticed however that the horizontal tailplane had come loose so the Mascot was retired for the day.

Neil flew his Rookie glider but the C of G now appears to be too far forward as it seesawed then did a spiral dive into the ground once the engine had cut. It was found by Ian and Neil ¼ mile away in a muddy field with the wing snapped in half. Easily fixable.

Rookie 68 Wings

Tom Roberts appeared with his fixed Goblin electric helicopter which he had repaired after its previous catastrophic crash. He flew extremely well with excellent aerobatics and this time it went home in one piece!

The day was cut short about 2pm as the rain started again.

Tuesday 11th January 2022

Douglas Fulton at the field on his own. Low wind and dry but a bit cold on the hands. He flew his Acrowot and Riot. He had 10 flights and ran out of batteries. Once again he was amazed how much flying you can have when there is no one to chat to!

Saturday 15th January 2022

Cold and drizzle started late morning for a while. Not very pleasant.

Busy day at the field today. Neil Grayson, Billy Hatley, Alan Veitch, Tom Roberts, Bill McDiarmid, Charles Malcolm, Craig McVeigh and Dave Kelly attended. Dave was flying his high wing trainer like a 3D aerobatics model. Neil had two successful flights with his Mascot with the engine running fine after further adjustments. Craig M arrived in the afternoon but cut his hand and had to go to minor injuries department for 5 butterfly stitches after his prop caught his right ring finger. Lots of blood and a 1cm gash. Unfortunately, no flying for Craig. Cold and drizzle started late morning. Not a very pleasant day for flying.

Tom from the Glenrothes club dropped off a helicopter and lots of spare parts which he wished to donate to the club.

Sunday 16th January 2022

Alan Veitch was at the field briefly today and had 4 flights. Cold wind.

Thursday 20th January 2022

Neil Grayson and Ian McLuckie arranged to meet so that Ian could practice flying again with his Bixler 3. Ian flew his plane well and once again it went home in one piece. Douglas Fulton and Alan Veitch also at the field. Alan flying his repaired Kingfisher and Douglas flying his Acrowot. Bill McDiarmid called down during his lunch break for a chat but wasn't flying. Tim Knowles, a new member brought down his new glider, a Multiplex RR Easy Glider 4. Small short glides first in the rough grass but he soon progressed to a couple of proper flights. He was very pleased with his progress as he hadn't flown anything solo for 20 years.

Neil flew his Apprentice once to test the repaired battery hatch which has been flying with a piece of masking tape holding it on for about a year. His Mascot flew 3 times with the engine running consistently each time, inverted flying and a loop was completed successfully without the engine cutting out.

Sale of Model Flying Equipment (or Free Giveaways).

Free To a good home – IC Field Box

Field box for glow IC setups, with power panel fitted. It has not been connected to fuel as the previous owner has only ever used a hand pump, so I don't know if the pump section works.

It will need cleaning and I may have a spare 12v battery (7Ah) I could let you have, but not sure if it's got much life left in it.

Standard design with holder for a gallon fuel bottle, I have the connection cap with fittings also, but the fuel can is a bit sticky so I've removed it.

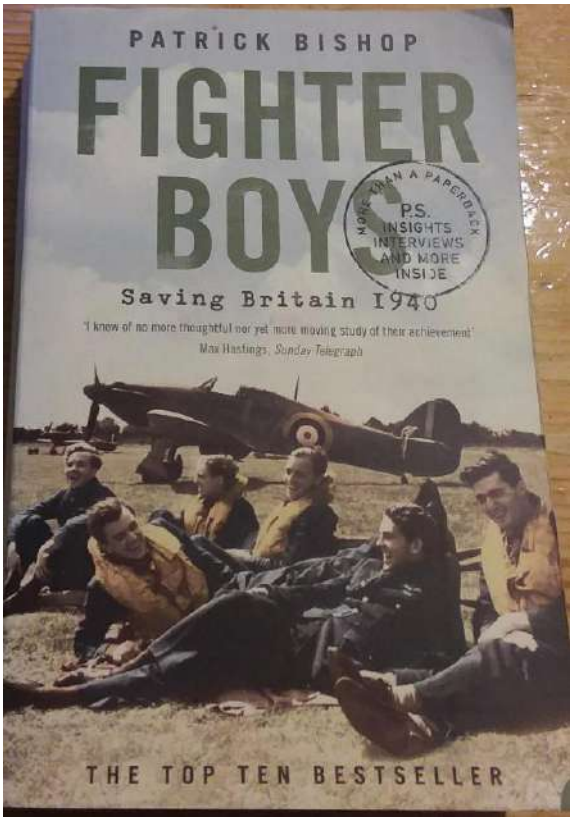
If you want it let me know alnvkrmfc@gmail.com I need the space, if no interest I will cast the net further.

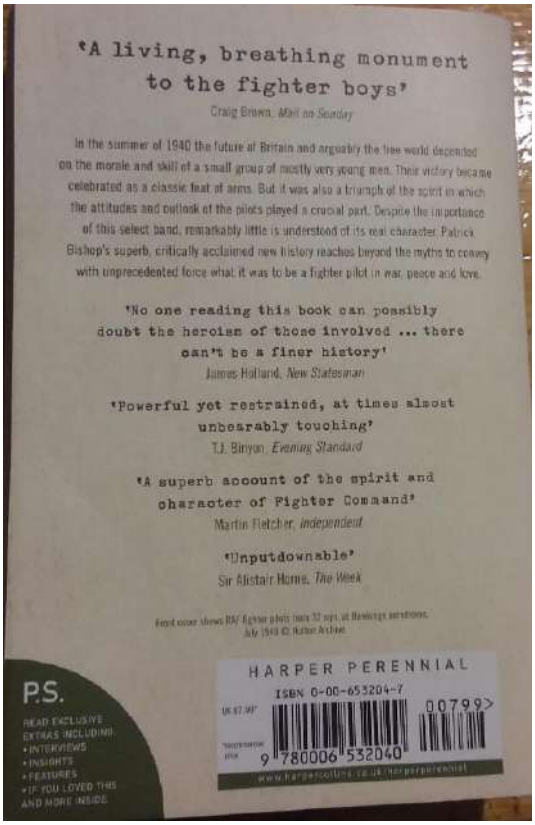
Alan Veitch

Free Books

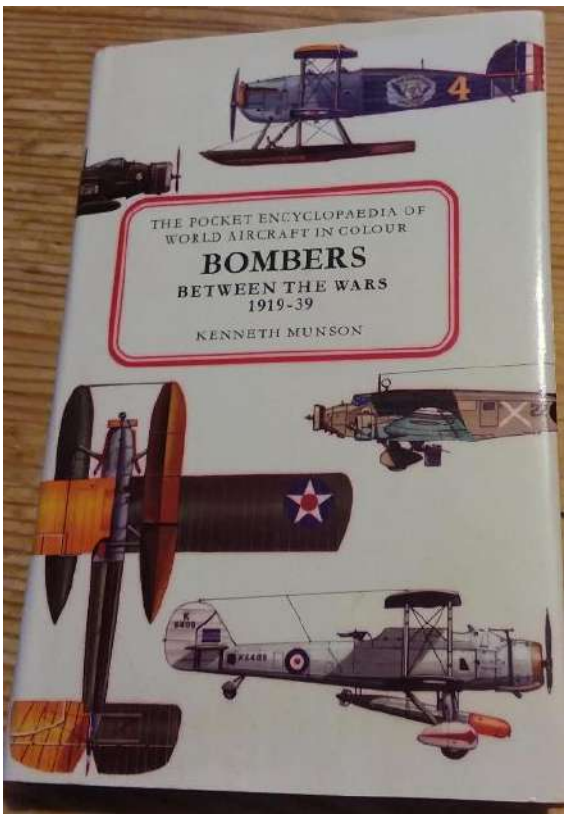
These books are in good condition, if they are wanted by anyone please let me know by email at alnvkrmfc@gmail.com otherwise they will be soon going to the charity shop.

Paperback biography of a fighter pilot 400 pages.





And a pocket hardback encyclopaedia 160 pages.



Century UK Max Thrust Foam Ruckus for Sale

I have too many models and I am selling this lovely model as follows:

Century UK Max thrust Ruckus - RTF, red, 1350mm span. Aircraft grade alloy undercarriage. Tough epoflexy construction, with Microzone MC6A, 6 channel 2.4 GHZ transmitter with 4 AA rechargeable batteries and receiver, 2 Overlander 2200 mAh 3S 11.1V Lipo batteries, GT power SD4 balance charger, bright wing tip LEDs and 2 props - just charge and fly. Only had a few flights. Big saving on new price. Asking for £235 (fixed price).

Contact Robert Boyd on 01506822066 if interested.

Web Links and Shops

(Any suggestions of other shops you have used let me know)

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

Wheelspin Models - wheelspinmodels.co.uk. Free postage for orders over £100

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.

RC World - 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.

Carbon Copy - Carbon Copy (carboncopyuk.com). Located in Stevenage. A wide selection of Carbon and Fibreglass parts. Ideal for undercarriages, cowlings and canopies.

Just Engines - https://www.justengines.co.uk/. Located in Shaftesbury, Dorset. A wide range of engines and spares. If you can't find what you want on the website send them an email or call.

Stay well and safe. Good flying!