



Newsletter

No.24: March 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

World Record Attempt

The BMFA, as part of its Centenary is planning to hold a world record attempt for the most model aircraft in the air simultaneously. Any model aircraft can take part including a chuck glider, multi-engined scale model, a racing drone or a camera drone. It can be free flight, radio controlled or control line.

The attempt will take place on the 15th May 2022 at 12 noon. The record will be for the total number of aircraft in the air at 12 noon on the 15th May 2022 simultaneously across the UK

More details can be found in the February edition of the BMFA News or in more detail online at www.100.bmfa.org/record

Currently, according to the Guinness Book of World Records, the record was set with 179 fixed wing planes on 16 July 2016 in a large field in Malvern, Ohio, USA.

If KRMFC is interested in taking part then we need to register our interest at the above address, nominate a Record Attempt Co-Ordinator and complete the registration form.

The following is taken from the BMFA website:

Participants must hold current BMFA membership and be pre-registered for the event. Each participant will be provided with a registration number, allowing their flight to be logged. Clubs will be required to record the attempt on a short video which must show the current time and date (either from a recorded clock, mobile phone screen etc) and the models flying at the designated flying site. A very short form verifying the attempt will need to be completed by the club and uploaded, along with the video, to the record attempt portal. The collection will then be scrutinised (if needed) by Guinness World Records and the record set!

This would be an ideal opportunity to have an event at the field, which hasn't happened for a number of years due to Covid-19.

What are members thoughts and do we have any volunteers to assist with the paperwork?

KRMFC AGM

Further communications will be made later in the month regarding a long overdue AGM.

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

Members are reminded that subscriptions are due no later than 31 March.

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 and Repair Projects

Repaired Rookie 68 Wings *by Neil Grayson*

Work has been taking place over the last few weeks to attempt a repair on my glider's wings after it spiralled into the ground on 9th January 2022 (See February's newsletter). Finally, after raiding my small stock of balsa, sanding things to fit and using epoxy, superglue and wood glue, repairs are complete (I am sure they are now 80% glue!). Nose weight has been reduced as I am sure that is what caused the problem. I will wait however for a warm sunny day in the spring before I test fly again as it does fly better in warm weather and I would prefer not to be walking across muddy fields!



Rookie wings ready to fly again

A Flying Memory – by Alan Veitch



Tremendous view whilst flying!



Cabin view

Many of us have embedded memories that are etched onto our brains by an object. The first time you fly for many of us is one such moment, even if that is as a passenger staring out of an airliner window. I was very fortunate that mine was on a Viscount 800 series. And when I say window seat I really mean WINDOW, not like the tiny keyholes on some aircraft.

Along with its super smooth turboprop engines, non-shoehorned seating arrangements even as cattle class, all went to make it a very memorable journey with BKS. (Only photo I can find of the plane I flew in)

G-AOYH BKS Air Transport Vickers Viscount 806



Photo Copyright © Peter Scharkowski

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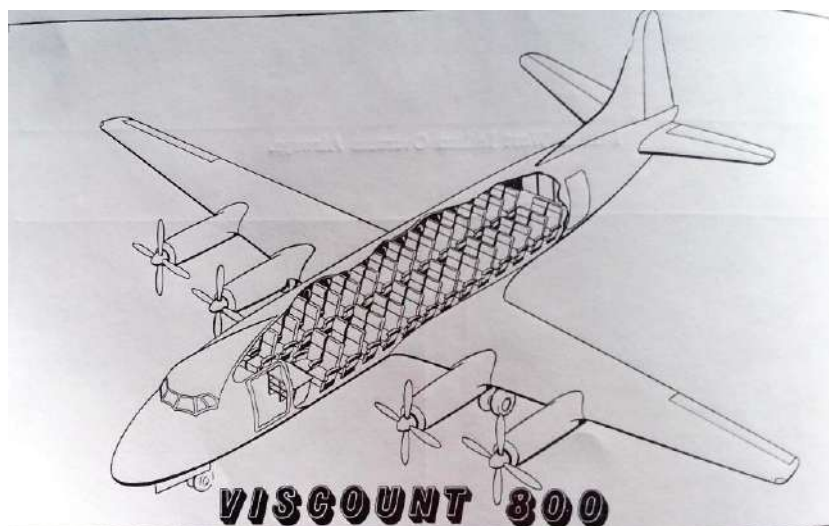
Britain has made a few notable firsts in aviation history, yet its current day airliner achievements are now practically none. First jet airliner in service (Comet). First turboprop airliner in service (Viscount). First viable supersonic airliner (Concorde).

The Viscount Story

It began in 1945 when Vickers Armstrong's Viking medium range airliner evolved from the Wellington bomber, hardly had it first flown when they decided to replace it with a modern intercity airliner. It was to have a new type of engine, a pressurised cabin and nose wheel undercarriage. Seating up to 32 passengers in comfort. At first it was envisaged as a high wing twin jet configuration. But as passenger comfort was essential it was decided to use 4 smaller newly developed RR Dart turboprop engines on a low wing. Mainly as passengers felt safer in a 4 engine plane, and the plane could conserve fuel by using only two engines when circling awaiting landing. The prototype first flew in 1948, while development of the aircraft continued Rolls Royce had improved their engine design so that instead of 1000 HP. The engines were producing 1400 HP, allowing seating to be increased to 53. British European Airways placed an order for 20 of them. In August 1950 they went into service between London-Paris, and London – Edinburgh making it the first turboprop airliner anywhere in the world in regular service. All passengers enjoyed the vibrationless flights, with little exhaust noise and smooth running Darts in contrast to the dull throb of piston engines. A favourite pastime of passengers was the balancing of coins on edge, and pencils on ends for practically the whole flight. My old thruppenny bit (3d) was testimony to this.

Throughout the intensive two and a half years of testing for extreme weather the prototype Viscount 700 reg. No. G-AMAV passed all tests with ease. It then was given the name Endeavour and entered into the London to New Zealand Air Race of 1953. It covered the 12,367 miles of the race in 40hrs 43 min, at an average speed of 320mph. It had beaten its nearest rival a Douglas DC6 by over 9 hours. It then went on to tour New Zealand, Australia, and India before returning home, a distance of 29,599 miles, with no other snag than one burst tyre.

By 1954 the Viscount was still only in service with 3 airlines B.E.A., Air France, and Aer Lingus. Then it made the history books again being purchased by Capital Airlines one of the big US operators. This was news indeed. For long we in Britain had been used to seeing American airliners in the colours of our National carriers, now the tables were being reversed. For the first time in history a British airliner of any type was going to be used to carry passengers in the United States!!!!Capital Airlines ordered 60 aircraft and the first American passengers carried were just as enthusiastic about its quietness, smoothness and large windows as those in Britain had been five years earlier.



To my knowledge no other British airliner has managed to infiltrate the US market, not even the Trident with its world beating triple safety features, and first Automatic landing system failed to gain any US orders.

A Tale of Two Sundays *by Ian McLuckie*

It was Sunday morning, the sun was shining, there were no clouds to be seen and the smell of fresh cut summer grass was everywhere. It was a cracking flying day. I was waiting to fly a Cessna 152 at Perth Airport for my 12th flying lesson.

Over the last few weeks I had been flying in the circuit with some additional EFATO training (engine failure just after take-off). That's when the instructor puts the engine to zero revs at 300 feet and sits back to see what you do; you have almost three minutes to sort it out. By the time you fluff your radio call 'Mayday, Mayday two souls on board...' thing, dropped the flaps and found a convenient spot to crash, it's all over. You never try to turn back to the runway; you'll not make it. The instructor 'always' rescues you and puts the throttle to full when he too becomes terrified.

So, sitting on the grass you hear the instructor shout your name and the aeroplane Registration Number, and he tells you to do the checks. All done, we taxi out and he says we are doing circuits, and 'try and miss the slow microlights and any helicopters' coming in to land. My first circuit was a bit dodgy; it was difficult to get the Cessna down on the approach because the heat rising from the ploughed fields was making the plane float. The second circuit was a bit rough involving a bounce and slight drift to the side, but there was no damage.

Very unusually, the instructor then said 'move off the runway to the taxiway and close everything down'. He then pronounced that he needed to speak to the Chief Instructor. That was a bad sign. Did I need the top man to teach me because my instructor was giving up? Well, after a while the Chief arrived and strapped himself in and said 'fly me a circuit and come back to this taxiway'.

I did just that, it wasn't so bad, I did all my stuff then shut everything down as instructed. He said nothing; he just sat there in thought. Then suddenly he unbuckled his seat harness and got out of the plane. Surely this was curtains! But, half smiling, he leaned in the door and said the unforgettable words "I offer you a solo circuit then return to the hanger", and walked away. He just walked away.

The aeroplane was suddenly very silent. I had never been in a plane cockpit on my own before. I just looked at all those instruments most of which I couldn't name. But I got on with it and stuck to my trusty checklist. Only once did my brain wonder what to do next but I got down safely. Some say if you walk away it was a 'good' landing. If the aeroplane can be used again that is a 'great' landing. It was a great landing...some say!

Some 30 years later...

It was Sunday morning the sun was shining, there were no clouds to be seen and the smell of fresh cut summer grass was everywhere. It was a cracking flying day. I was waiting to fly my RC Cessna 152 at Kinross Club for my first maiden flight...for both me and the aeroplane.

The Cessna was a small electric trainer looking very smart with black wheels and white spats. Luckily two very generous Club members had volunteered to help me. I will not embarrass them by naming them, but

thanks go to Neil and Alan! They had bravely agreed to oversee my maiden flight which of course would be a doddle, me having spent years flying. What could go wrong?

Once we got the propellor the right way round and reversed the ailerons we were good to go. I should have spotted that...maybe I needed to do some pre-flight checks but there were no check lists included with the plane, clearly not my fault!

All revved up, along the grass we went until the plane just stopped. It just stopped. 'Off with the spats'... that was the problem. All done, away we go again. Same thing, dear oh dear. 'Wheels too small' came the advice. 'Hand launch' that's the next move - I was advised. OK but how do you do that? Just chuck it at 45 degrees. 'Ok, let's do it'. The Cessna nose-dived into ground, it was not balanced and the propeller broke. Oh no, that's £5, but I had a spare. We go again after some magic C of G balancing. It flew. It went almost vertical then dived at a tremendous speed, I hadn't a clue what stick to push or pull... my brain was not keeping up. There seemed to be a blockage between my thumbs and my brain, and, between my eyes and my brain. Unlike the big Cessna there was no sensory feedback, my backside was not sitting on the seat which used to tell me everything I needed to know. It suddenly came straight towards us and we all ducked down just in time. It narrowly missed the club house. Neil lost his glasses, he almost stood on them. Alan's hat fell off. I laughed, then thought I'd better apologise. When we recovered, the plane was nowhere to be seen. A great start, what was going on?

Well, twenty minutes later we found the plane in the wheat field to the north in 3 sizeable parts. It has since been rebuilt and waits for another day.

Maybe I shouldn't fly Sundays, or maybe I shouldn't fly, I hear you say.

By way of conclusion, I think it is actually easier to fly and control a big Cessna as opposed to a small, one metre fast Cessna in the early 'ab initio' days, later on is a different story, but, as always, you have to put the hours in.

The first Sunday story is very true. The second Sunday story is, shall we say, - 'mostly or almost' true?

My thanks to Neil and Alan for their patient tuition. I ask them to kindly ignore the dramatic licence used above.

Activity at the Field - January (missed from last newsletter)

Sunday 30th January 2022

Today was a very slight respite due to the horrendous winds that have been causing damage all over the country lately. And when there's a break in the weather you can nearly guarantee one of us will be taking advantage at the field. Young Tom Roberts was advising Kyle Murray with his recently acquired drone and flying at quite a height when Alan V arrived with his grandson. Tom then put on an impressive display flying his helicopter in "Oh Ahh Ooooh Wow", mode, at least that's what I heard whilst he was heating up his large hand warmers, I mean 6s batteries. Alan's young grandson was full of fear following last year's crash of his Apprentice and needed adult thumbs shadowing his movements but actually managed 2 good flights.



Grandson with repaired Apprentice

Activity at the Field - February

Wednesday 2nd February 2022

It is not often this happens but 2 club days in a row scattered among storms and gales, when it's actually flyable. Mike Hill was there just before lunch with his recently acquired Piper Pawnee, which in a couple of flights had finally ended in a dead stick on landing approach, due to a slightly lean mixture. Although a quick run of the needle valve to make the mixture slightly richer cured the problem. Unfortunately due to the fact that on its untimely arrival in the rough just off the runway it lost a wheel collet which ended his flying day. Once again in our hobby 'for the want of a nail.....horse..... the battle was lost.'

Tim Knowles was flying his Multiplex Easyglider and gradually managing to get his landings closer and closer to the runway. There were a couple of near misses of the field fence on both sides, then one on the edge of the runway, and finally dead centre of the runway – success! Stopping on a high note he decided to call it a day, wise move, go out on a high. He was kind enough to comment on Alan Veitch's slow flying under increasing wind conditions as good piloting skills, until he was shown that as the wind was increasing, so was the gain on the wind gyro being racked up to compensate. 🙄

Saturday 19th February 2022

Only two idiots at the field today, both called Tom as the weather was 'bloody freezing' and there was a pond in the adjacent field and snow on the runway. Vertical take-offs and landings were compulsory so only helicopters flying today.



Tom Roberts getting his helicopter ready



A hover of helicopters on the bench

Friday 25th February 2022

Neil Grayson arrived at the field around 11am. He had to force the gate open as snow had fallen around the gate. Mud and slush on the approach road then deep snow on the road from the gate to the club house. He checked the runway but it was covered in a thick coat of hard snow then softer below, ideal for wheels to sink in on take-off and landing. There was a dead and well eaten large hare between the mower container and the club house. Presumably it has disappeared now as no one else has mentioned it.

Around noon, despite Neil's warning of the conditions Tim Knowles and Alan Veitch bravely turned up. Tim, using his powered glider was hand launching, so the snow bound runway was no problem. Although the recent repairs to Alan's Kingfisher means that the floats and skis will not fit on at the moment, his balloon wheels might just manage the snow. Alan took off from the snow, but it was nearly vertical, but flying was okay, unfortunately the wind was a lot stronger than forecast. The landing was, as the photo shows was quite short, literally a flop onto the ground.



Alan's battered Kingfisher in the snow

Ian McLuckie arrived with his Bixler 3. His hand launch was fine, but it was continuously being pushed downwind. After a couple of wide circuits he flew over towards the east end of the runway but the plane was climbing rapidly, and when he turned head on into the westerly wind for a runway approach the plane disappeared into the camouflage of the cloud over the chicken farm and became totally invisible. He put it into a spiral dive on the controls in an attempt to see it but nothing. It was drifting downwind rapidly before it disappeared so it could have gone quite some distance. All our sympathy goes out to him for the loss of his plane.

Tom Roberts arrived with his helicopter, and after a quick flight attached a go pro camera to it and had a fly around but so far no sign of the lost plane. Ian's telephone number is clearly visible on the outside of the fuselage so hopefully a kind soul will find it and ring him. Let us hope that like Neil's planes it turns up unscathed eventually.

Tim Knowles had lots of good flights with his powered glider. However, following the first normal take off and short landing Alan Veitch was unable to take off from the ground even with the large wheels as the snow was getting softer so he had to resort to hand launching and nose plants for landing.

Alan did try out his ingenious sun mask as shown in the photo, and although it was prone to being blow over was successful at blocking out the flying through the sun problem, further modifications have been ordered for next time around. What a day !!



Alan's ingenious sunscreen

Sunday 27th February 2022



A gaggle of helicopters

Loads of helicopters flying in the morning today. Light winds and sunny weather early on but the wind increased as the day progressed. Tom Wilson, Tom Roberts , Neil Gourley , and Billy Willkie. Billy was flying his extra plane which has now been fixed and maiden after a crash last time out.



The helicopter bench is put to good use



Just the one fixed wing plane today..

Douglas Fulton was at the field about 13:00 and flew his drone for the first hour as the wind had picked up by then. It was great fun as he could fly it at full speed into the wind, turn into a circuit and the wind brought it straight back.

Jim and Joe arrived to see what was happening. Joe is a friend of Charles from Hamilton and they were interested in the Kinross site.

An update on Ian McLuckie's Bixler 3 which was reported missing on 25th February. An unknown kind soul found it and left it by the club gate on 1st March. It is in at least 23 bits but everything is there and Ian is determined to put it back together. He thanks everyone for their help.

Sale of Model Flying Equipment (or Free Giveaways).

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).



Microzone MC6A



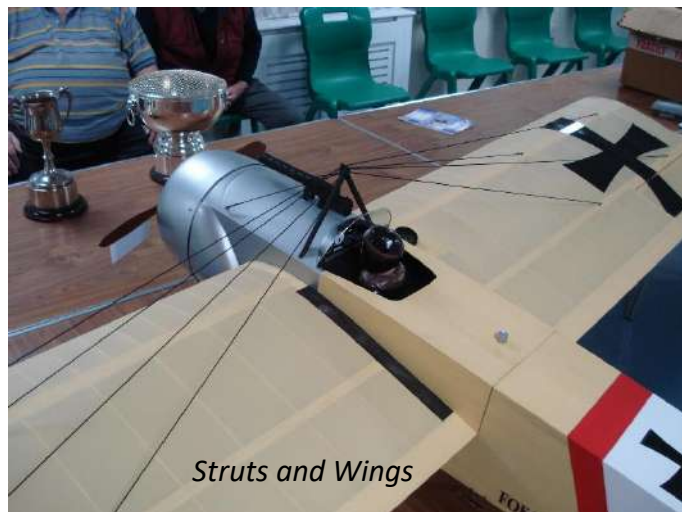
Balsa USA Fokker Eindecker111 For Sale

80" span. Laser 80 engine (13.37cc). All servos included. Futaba 2.4 R617-Receiver, antique Solartex covered. Pilot, Spandau gun, Dubro wheels, 2500 mAh NiMH battery, prop and spinner - £400.00. Buyer to collect

Contact Robert Boyd on 01506822066 if interested in either model.



Pilot and Cockpit Details



Struts and Wings





Laser 80 as fitted to the Eindecker111

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 \(carboncopyuk.com\)](http://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!