



Newsletter

No.25: April 2022

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

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

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?

I have had good feedback on this with a number of members expressing an interest in assisting. The more the merrier! KRMFC is now registered to take part. More details will be emailed closer to the date.

KRMFC AGM

The first AGM for KRMFC since 2019 will take place at 1pm on Sunday 24th April 2022 at the field. If the weather is inclement then the event will be postponed until another Sunday when the sun shines. Please forward any items for the agenda to Neil Grayson at neilgrayson@sky.com.

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

You are reminded that this year's club fees were due by 31st March 2022.

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.

Club Helicopters

The club now has two helicopters that can be used for training. They are both Thunder Tiger raptors. The 30 size we have had for a long time, Tom Wilson gave it to the club years ago. The engine had become unusable but parts from two engines were combined to give a usable engine. Kyle Murray was flying it with Tom on a buddy lead last week. The other raptor is a 50 size it was given to the club in kit form. It was rebuilt and the engine was repaired with a new piston ring and bearings.

The club also has a fixed wing trainer. It is a 55" high wing IC model made by Koysho. It just needs a test flight and a buddy lead set up and it will be ready to go.



The two club helicopters

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

**Precision Flying Introduction & Coaching Day
CLYDE VALLEY FLYERS Club Flying Site
21st May 2022**

Scottish Aerobatics



On the 21st May, CVF will be running an Intro & Coaching Day for Precision Aerobatics at the CVF club site starting at 10:00 AM and running until about 3:00 PM. This day is aimed at pilots who want to see what F3a is all about without the pressure of turning up at a competition, and also aimed at established pilots who want to brush up on their skills and previous competitors who want to get back into competitive flying. Entry is free.

To book your place or express an interest please contact Malcolm Balfour at Malcolm.Balfour@nhs.scot or Tom Laird at tomlaird100@gmail.com

Contents of the Day:

- what is an F3a competition
- which model do I need?
- demo of the Clubman schedule
- basic coaching flights flown by you under the guidance of experienced aerobatic pilots
- advice and assistance on trimming your model
- advance at your own pace

Entry Requirements:

Unless you are coming with an instructor for the day, you will need an SAA "Bronze" or BMFA "A" certificate.

Location: [N7CFcZzJvN4AvZZA](https://www.flightaware.com/live/flight/N7CFcZzJvN4AvZZA)

Sunday Flying *by Ian McLuckie*

For me, a while ago, Sunday was always a flying day, a day for a compulsory visit to Perth or Dundee Airport regardless of the weather. If it turned out to be a 'no flying' day, and there were lots of them, then an instructor might do an hour-long lecture. Steep learning curves were everywhere.

Typically, it would be about navigation. It was tough in those days. Even on a flying test you had to have two feet on the pedals, one hand on the yoke, one hand to hold the chart, one hand with a pencil, one hand to tune the VOR* to get the bearings, one hand to work the vector calculator, the other hand to press the radio transmitter to argue with air traffic control at 'Scottish' and finally a hand to reach the sick bag as you dropped 200 feet in 2 seconds. To be honest you had to be very handy to fly a Warrior or Cessna with the 'traditional' instrumentation.

These days with glass cockpits, it's a bit easier, you only need one finger to touch the screen, tough if you have big fingers! But it does allow two fingers to be used whilst arguing with the lady controller at Leuchars Radar Air Traffic Control (military) whose deliberately cultured sultry voice you will come to respect.

If you were in a hurry to get back, sometimes you might take a short cut through Leuchars MATZ**. The radio work used to go something like this... factual but abbreviated: -

Me....."Leuchars Radar this is Golf-Bravo India India Tango request MATZ penetration".

Fed up Sunday bored female RAF air traffic with sultry voice returns ... "Golf-Bravo India India Tango repeat request"

Me... "Leuchars Radar request MATZ penetration".

Sultry female voice who is convinced that she owns the MATZ... "You want to penetrate my MATZ?"

Me... "Affirmed" ...a little bit of laughter in the cockpit.

Sultry female voice returns "Are you big enough to squawk"

Me... "Affirmed" ...a little bit more laughter in the cockpit.

Sultry female voice returns "Squawk 7030 with heading 245, can you keep it straight?"

Me... "Squawk 7030 with 245, I can keep it straight."

Sultry female voice returns... "Let me know when you exit".

Me... "Wilco".

It was standard military stuff but for us it was hilarious, so much so that I thought my trousers would never dry.

So, after a lecture, there was time to rake through the library, usually to see what faults were logged up against the aeroplanes. You always log the faults when handing back a plane after use and you must read the faults and sign it out before flying, accepting any faults logged ...or not.

Now, from time to time the RAF would have half a dozen 18-year-old cadet flying officers at Perth or Dundee airport to work towards their first solo flight. They had 12 hours, which is tight. Always well presented in flying suits with lots of badges and leather gloves, most made it. Leather gloves? - they said it was in case of fire in the cockpit...fighter pilots in the making! I just had an old jersey and jeans; it was a

messy business fueling and oiling up an aeroplane. Perhaps these officer cadets were a bit spoilt, or perhaps they would not let them near a fuel bowser. Strangely, they seem to have only two gloves!

Looking through the aeroplanes logs in the library I found some interesting stuff. Officer Cadet (OC) comments put in the aircraft log book after flying, followed by the aircraft maintenance engineer's (E) remarks: -

<i>OC. Left hand tyre almost needs replacement.</i>	<i>E. Almost replaced left hand tyre.</i>
<i>OC. Circuit flight OK but auto-land very rough</i>	<i>E. Autoland not installed in Cessna 152.</i>
<i>OC. Evidence of leak on right main landing gear.</i>	<i>E. Evidence removed.</i>
<i>OC. Friction locks cause throttle to stick</i>	<i>E. That is what they are there for.</i>
<i>OC. Engine missing coming in to land.</i>	<i>E. Engine found; it was at the front.</i>
<i>OC. Radio hums in downwind circuit.</i>	<i>E. Radio reprogrammed with light music.</i>

Hope for me yet I thought. Then I found another book. It was by the local instructor about the OCs themselves; it shouldn't have been left lying about. Here are some of the comments reporting on the students' progress: -

OC(a) Since my last report he has reached rock bottom and started to dig.

OC(b) He has carried out each and every one of his duties to his entire satisfaction.

OC(c) This cadet will go far and the sooner the better.

OC(d) Works well when under constant supervision and cornered like a rat in a trap.

OC(e) I expect in the future his men will follow him anywhere but only out of curiosity.

OC(f) He seems to think that the RAF is for transporting his genitals from airport to airport and his fellow students for carrying him from bar to bar in Dundee.

I have no idea if any of them made it to the fighter jets, but I hope they all did. They were a good set of lads willing to serve their country.

So, what's this to do with RC aero? That's easy. I am in no doubt whatsoever that some of these young lads, now in their 'middle' years after a long career in aviation have, or will, turn up at RC aero clubs all across the country - to learn how to fly all over again. They will need their 12 hours, but nobody is judging this time, nobody's logging their progress. It's for fun, and gloves are not compulsory except at Kinross when it can be so cold in the winter it is difficult to open your flask of tea.

** VOR Omni-directional Range, a type of radio navigation system for aircraft.*

*** MATZ A Military Aerodrome Traffic Zone, known as a MATZ, is the airspace surrounding a military aerodrome.*

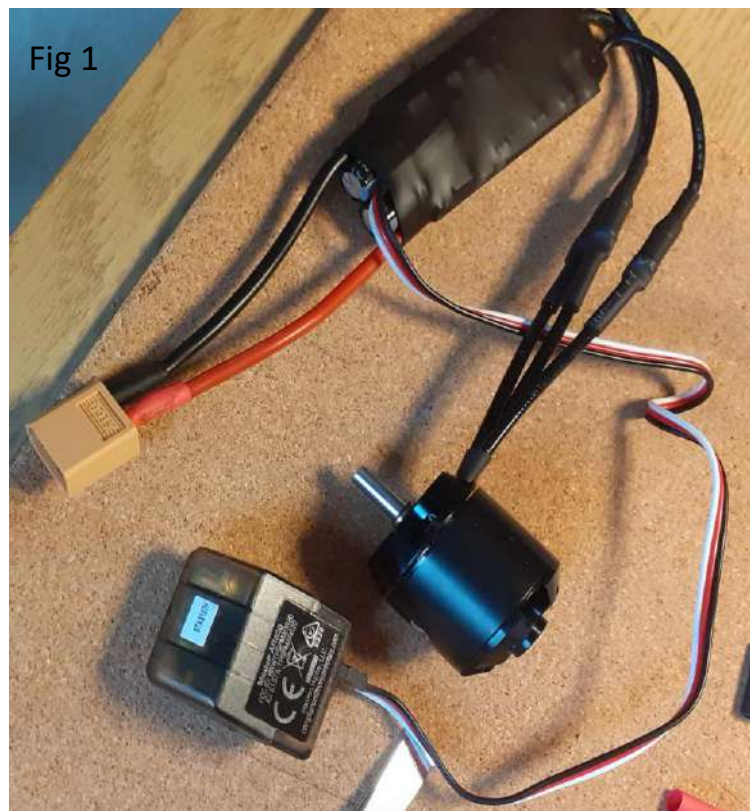
Connector Test Bed *by Tim Knowles*

I have come back to radio controlled gliders after a 30 year break from thermal flying from flat fields. This year after a stalled attempt at Glenrothes RC Club (not attributing any reasons, it just stalled). So to KRMFC and the flat field – great!

I can put up with me being the problem but I had no experience to tell whether it was the plane or radio gear so trying to rule out those problems I plumped for reputable manufacturers and known planes.

One of the servos from MPX was playing up, I wouldn't have thought after such a short active life this would happen but something was wrong. I needed a test bed of sorts to check it out.

I'm in a steep learning curve whichever way I look, I would describe it as being at the bottom of a 3D parabola! I had bought an ESC, a motor and LiPo for a different project but decided a test rig was more important. First up the connectors for the ESC and LiPo didn't match! My inexperience shines through everywhere... Fig 1



Out came the soldering iron and with my memory of soldering electronic bits and bobs on a course about 15 years ago. I did a beautiful job BUT, soldered the female connector onto the ESC. Unsoldering wasn't easy and then soldering onto the right connector even more difficult. Eventually after my left fingers had been hit by the curse of inexperienced soldering a less than good job was effected. Fig 2



It worked and after trying a good servo, proved the MPX servo was goosed. The next job for the test rig was to test a lead I made using a JR kit of pins, plugs and connectors. Fig 3. Happily the lead worked and is now in use.



Activity at the Field - March

Tuesday 1st March

Neil Grayson arrived at around 10:00 and found a pile of foam parts at the gate. It turned out to be Ian McLuckie's Bixler 3 which was lost on 26th February. On examination it turned out that all the components were there: motor, servos, receiver and every single bit of foam! The only thing missing was the battery. Neil put it into his car then gave it to Alan Veitch when he turned up later. Ian assures us that it will be rebuilt.

Neil flew his Apprentice then Charles Malcolm, Alan Veitch, Billy Hatley and Douglas Gilmour turned up around midday. Great days flying with light winds and sunny skies. Charles flew his Vulcan and Autogyro and Billy flew his large Yak. Neil flew his DB Mascot a couple of times then had to leave around 12:30.

Saturday 5th March

Forecast promised light winds, increasing as the day went on.

Alan Veitch arrived at 9.30am hoping to get a few flights in before the day deteriorated too far, to find a frost covered runway with a firm breeze from the north. There were clear skies with a low blinding sun. This was the first time since last Autumn that Alan had ventured out with an IC model. After fitting the plane together, the electric fuel pump on his starter box made plenty of noise but wasn't pumping fuel, the hand pump was, as expected left behind at home. It was electric yet again for him until Dave Kelly arrived to lend him a pump to prime the electric one. With the engine finally started he took off, but with a strong northerly wind it was an awkward and uncomfortable landing. Alan resorted back to electrics, mainly due to being able to land across the runway but was scuppered by the nose snapping off the battered Kingfisher which only left him with his small Ares Gamma to fly.

Lindsay Dickie flew his 3D profile electric without much difficulty, and didn't seem to be troubled with the wind, flying his aerobatics pattern ship despite not having flown for a couple of months, his father watching his every manoeuvre from the car. He also had a bench test of his BAC Lightning jet turbine engine, which needed the fire



Tom Roberts with his Kraken (familiar pose!)

extinguisher on its first wind up. Once going it seemed to run okay, but restarting again was troublesome. Let's hope he can iron out the troubles and get it in the air. Tom Roberts had an incident with his Kraken helicopter, but fortunately cut the rotors before impact. The damage looks extensive but it could have been worse. Kyle Murray even managed to get the crash on video from his drone! Not sure if that's a good thing or not.

Douglas Fulton decided not to bother getting his plane out of the car as the sun in the eyes, lack of crosswind runway combined with troublesome thumbs made it unwise to risk flying. He just enjoyed the conversation and atmosphere of our vibrant club.

Dave Kelly was practicing the latest aerobatic schedule with his electric pattern ship, he utilised several members to call the routine. If you get the chance get involved, even if you will never be able to fly it, even reading the instructions to a pilot is exciting. He then flew his Thunder Tiger trainer as if it were an aerobatic plane, and topped it off with the Chilly Wind which really lived up to its name cutting the air as if it was a perfectly calm day, combined with pylon racer speed into a headwind strong enough to harrier some other planes at anything less than full throttle. A good day for some, an expensive one for others.

Sunday 6th March 2022

A sunny day and reasonable warm in the sun. The wind varied from non-existent to a gentle breeze. A good flying day was promised.

Tom Wilson, Neil Grayson, Douglas Fulton, Jim McGouldrick, Billy Wilkie, Tim Knowles, Douglas Gilmour, Bob Gadd. Tom Roberts and Kyle Murray were all at the field.

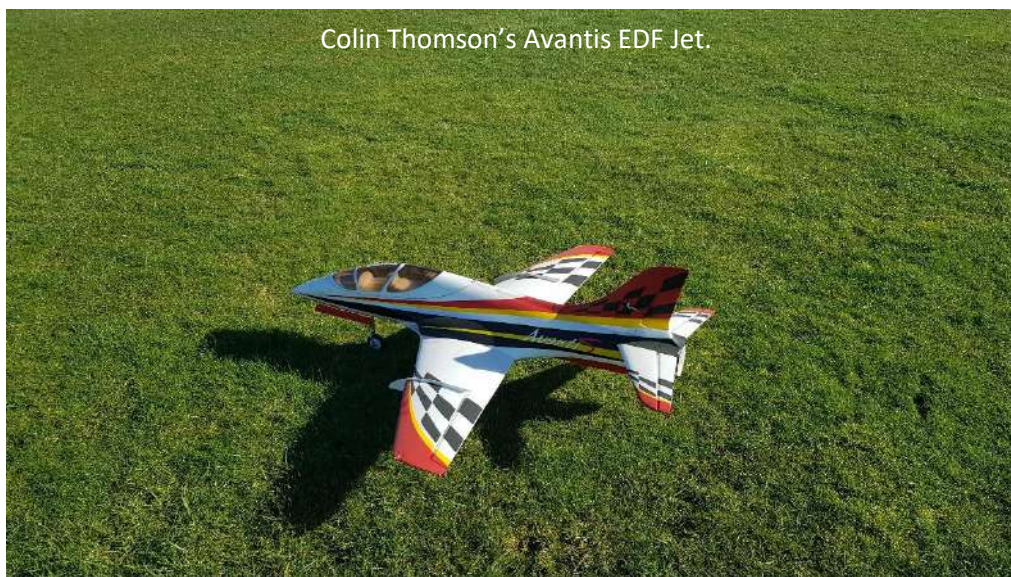
Billy was flying his Taylorcraft 85" plane with a 23cc petrol engine. He has recently repaired it after a catastrophic crash at the end of May last year when it collided with the barbed wire fence at the top right of the field. It currently has a masking tape cockpit cover. No crashes today.



Douglas Fulton was practicing his drone flying. Always a new skill to learn.

Tim Knowles spent a long time with his electric glider in the air and occasionally landed it on the flying field! He is getting quite proficient now and is very happy that he has got back into the hobby.

A friend of Tom Wilson's appeared, Colin Thomson. He is from the Lanark club and he flies turbine jets and helicopters. He is also an aircraft examiner. He arrived with an Avantis EDF jet. It takes a 6S battery and makes a great sound as it flies round the field. Very fast and aerobatic. 3 flights made.



There was a visitor at the field with his wife and son to see what was going on and perhaps to join. The son showed some interest but then went back to the car to play his video game. The father showed a lot of interest and Neil Grayson demonstrated his Apprentice in flight. The father said that he would bring his other son next time to see if he showed any more interest.

Neil Grayson flew his Mascot and Apprentice. On the last flight of the day with the Apprentice, he was flying inverted low over the runway when it spiralled into the ground. Pilot error! The fuselage snapped and the cowl was shattered. The fuselage has been glued with clear Gorilla glue and a replacement cowl has been ordered. If inverted practice is to be undertaken, the aircraft needs to be 2 mistakes high next time.

Douglas Gilmour appeared around 15:00 and flew his 80s high wing plane.

Saturday 19 March 2022

Unusual weather conditions today as there was a steady breeze of 10mph from the East which increased slightly as the afternoon wore on.

Loads of members visiting today especially the Helicopter boys. Billy Wilkie, Neil Gourlay, Tom Roberts, Tom Wilson. Tom Roberts has now converted his Kraken helicopter to IC so he can no longer be called "electric Tom" to differentiate between him and Tom Wilson we will have to call him "Young Tom" instead.

Craig McVie had a car full of planes but his low wing plane had no rachet on the needle valve so wouldn't keep its setting. His scale foamie had issues with the leads to the alerion servos and he couldn't be bothered to take the wings off. Eventually he had two good flights with his electric Acrowot.

Neil Grayson got the replacement Enya running well in his Boomerang which seems to provide more power than the OS 40 FP which was fitted previously. Mascot flown as well but had a dead stick landing on the final flight.

Billy Hatley was flying his Kyosho Calmato Sport 60 with a new OS 75 AX engine which provided a lot more power than his OS65 AX which was the previous power plant. When going at full throttle the engine sounds very aggressive. He was complaining about stall turns as left rudder doesn't seem to give much authority and it appears the rudder is a little on the small side considering the length of the fuselage.

Bill McDermid flew his electric glider as it was too windy for his vintage floaty plane.

Tuesday 22 March 2022

Warm and sunny. Ian McLuckie was flying his repaired Bixler aided by Alan Veitch. Billy Hatley was flying his Yak. Tim Knowles managed a lot of long flights with his glider. The Bixler came down in the west field after Ian misjudged the distance but there was no damage.



Tim Knowles starting another epic flight with his glider

Neil Grayson arrived just after 2pm. He flew his Rookie glider but the lift was poor even though the Cox 0.049 engine ran well. On the third flight with his Mascot trainer the wings did a “Douglas” and they separated from the fuselage on a tight turn. The leading edge dowel broke free and the fuselage plummeted to the ground at full throttle, the wings gently spinning down to a leisurely soft landing. He had



Neil's slightly damaged mascot

been cautioned by Bill McDiarmid about this possibility only days before! 2 thirds of the front end was smashed to smithereens with a punctured fuel tank, broken engine mount and a broken and bent needle valve.

Alan Veitch was still flying his tatty Kingfisher as his new one can't be added to his transmitter for some reason at the moment as he is not able to access the menus.

Friday 25th March 2022

At the field today was David Tabb, flying his new high winger with a 10cc Saito petrol 4 stroke engine. It was his first time back on the thumbs for nearly 2 years and he flew very well. Charles Malcolm arrived with his dusted down pusher autogyro, nearly flying backwards in the wind which was supposed to be 5mph (forecast my foot). Ian Sutherland was flying a magnatella style plane. Alan Veitch was flying his trusty and well used Kingfisher practicing rudder turns ready for this summer's maiden of his autogyro. A lot of talking and discussion also done with the world put to rights. As everyone was leaving Tom Roberts turned up with his converted electric to IC Kraken.

Saturday 26th March 2022

Excellent day at the field today with very light to no wind and warm enough for just a T shirt. Alan Veitch was flying his IC Arising Star which is a repaired job donated from Douglas Gilmour. Neil Grayson was flying his Apprentice and Charles had a couple of great flights with his autogyro and his oddly shaped Howard DGA-5 "Ike" white plane. The plane flies great now but if the speed is reduced too much then it becomes unstable and starts to see-saw.



Charles Malcolm and his famous white plane

Billy Hatley was flying his Kyosho Calmato again but after the first flight the tail wheel became detached. Some superglue and tightened screws resolved the problem. He was still complaining about the too small rudder however.

Tom Wilson had a problem with two of his helicopters and slight damage was sustained. Tom Roberts went home with his IC converted Kraken intact!

Sunday 29th March 2022

No reports of flying today but Tom Wilson did an excellent job of cutting the grass. First cut of the year!

Monday 28th March 2022

Only 3 members at the field this afternoon. Was anyone there in the morning? Neil Grayson arrived around 2:45pm with Craig McVeigh following him in. Craig was flying his drone and managed to get in-flight pictures of Neil's Apprentice which are now on YouTube. <https://youtu.be/TJ259bCDPGQ> Craig had various models with him but had trouble getting any in the air as various parts were missing and he admitted he was a bit disorganised and needed to sort his car out!

Douglas Gilmour came down the field for an afternoon session. He flew his 80's high wing Esquire trainer but it was a bit bouncy in the breeze blowing in a south easterly direction across the runway. He also flew his Seagull 40 with an OS 46 and gave an impressive display of his aerobatic skills.

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://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!