Newsletter

No.26: June 2022

North/South Emergency Runway

To create an emergency landing area the grass has been cut from the mid helicopter patch to the main runway. This can be used in severe crosswind situations where it is dangerous to land on the main runway.

The guidelines for this landing area are:

- Emergency landings only
- The pilot must verbally call an emergency and move to the pilot box at the helicopter pad.
- Helicopter pilots using the hovering area will land and retrieve their model prior to the landing strip being used.
- No pilots will cross the hovering patch while the pilot box is occupied.
- Any pilot at the west helicopter pad will remain at the pad until the emergency landing has been completed.
- Normal site no fly areas remain unchanged and the landing approach must be on the west side of the no fly zone.

World Record Attempt

Many thanks to all the members who took part in the BMFA centenary record attempt on 15th May. 10 members flew with 4 helicopters, 4 fixed wing planes, 1 glider and a drone. Many thanks also to the SAA members who assisted with getting the planes airborne and then back on the ground in one piece.

The following is the latest update from the BMFA:

'We are pleased to report that we had a total of 3109 models in the air at 12 noon at 263 flying sites across the UK. We have therefore achieved a new BMFA National absolute record. We will be submitting a dossier to the FAI for the issue of the Diploma to acknowledge the achievement and, when successfully issued, apply for a World Record.

On behalf of the team at HQ we would like to thank everyone who participated and the clubs hosting the attempt and a very special thank you to all the Record attempt co-ordinators, the real stars of the record. Without your efforts it simply would not have worked. Thank you.

Andy Symons
BMFA Club Support Officer'

Members who took part in the record attempt. From L to R: Tom Roberts, Tom Wilson, Mike Hill, Billy Wilkie, Paul Hudson, Neil Grayson, Ian McLuckie, Jim Walsh, Bob Gadd, Douglas Fulton.

KRMFC AGM

Many thanks to everyone who attended the AGM on Sunday 24th April 2022 at the Girl Guide Hall in Milnathort. A total of 18 members attended including committee members. It is hoped to hold the next AGM towards the end of the year reverting to the regular month of November. The draft

minute has been distributed by email and WhatsApp to all members and a copy is hanging in the club house.

KRMFC current committee members are:

Tom Wilson – Chairman

Neil Grayson – Secretary

Mike Hill – Treasurer

Bill McDiarmid – Committee Member

Jim Walsh – Committee Member

Billy Wilkie – Committee Member

Bob Gadd – Honorary Committee Member

South Stile

The south stile has now been replaced and upgraded in case your plane ever decides to come down in the corn field. It is understood that most members will never have to make use of it but it is there if needed! Please use the support on the right as the post to the left is very wobbly and still needs to be secured in place.

Litter

Please ensure that all litter is removed from the flying site when you leave. If you find anything that has blown in then just take it home with you rather than letting it blow into the farmers' fields.

Drone Racing Events at KRMFC

After negotiations with the Fife FPV Racing Club it has been decided to hire out our site to them during the dates above. The format will be the same as last year in that they will set up on Friday afternoon/evening, race on Saturday and then have it all cleared up in time for our Sunday flying. It will generate much needed income for the club and there is potential to attract some new members.

Needless to say we will not be able to fly ourselves during their racing events but they are happy for us to attend and spectate.

Upcoming Events Around Scotland In June

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

Glow Fuel for Sale

The club still has a stock of fuel for sale. 20% nitro is £32 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 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 me 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, technical expertise etc...

Normally, I aim to publish the Newsletter around the 1st of each month. The Email address for articles is: neilgrayson@sky.com

‘Departures’ *by Ian McLuckie*

I have only been with the club for a few months and the windy, wet winter plus Covid have only allowed a few minutes actual flying time. But, even in that short time, I have heard of, and been associated with, what we might call, ‘departures’.

A ‘departure’ occurs when you go through Edinburgh airport security, pass through all the expensive shops and sit in a warm comfortable lounge drinking costa coffee before venturing down the ramp and saying to the air stewardess ‘good morning, how are you?’ noting her stock reply ‘I’m wonderful’. What do you say to that at 06:30am? Then, on to the aeroplane to settle in with the free newspaper anticipating a hot breakfast somewhere over north England before hitting Heathrow.

Unfortunately, it’s not quite the same at Kinross airfield… it’s definitely of a lesser standard but I am not complaining; I like it. There is no warm lounge, the shops are missing and the seats are wet and cold, you carry your own bag, the toilets are…at home. But there are still ‘departures’.

So, what are these ‘departures’?

It occurs when a radio control aeroplane decides to leave the airfield circuit in an uncontrolled manner for an undesignated destination at a time not specified and not instructed by the pilot or owner after a failsafe failure. It’s a ‘fly away’; the model disappears and you’re left standing there not believing what has just happened. The sky is empty, there is no noise, it’s a strange feeling and there is nothing you can do.

I have heard of, and experienced, such momentous Kinross ‘departures’.

Some examples. I was buddy boxed with a Club member. The plane disappeared to the west in haze and cloud. A week or so later it was found by a farmer 2.5 miles away. A Club member lost a motorised glider because of the bright sunshine, weeks later it was found to the north in a tree hidden by the foliage. My white Bixler 3 had an argument with a low white cloud and disappeared for a week only to turn up at the airfield gate in a shopping bag. Rumour has it that a ‘departure’ made its way to Loanhead, a good 30 miles away but safely returned after a call from the police. And, I have heard of other ‘departures’ to the south.

So, what to do? Build a warm comfortable post departure lounge and hire an expensive counsellor specialising in the psychology of post departure bereavement stress syndrome (PDBSS)? You heard it here first, it could be a new medical term. That would be very ‘PC’ (politically correct) even ‘woke’ these days, whatever that means. Well, that’s not my style. I got my wellies on, printed off a map, did some sums and went for long country walks looking for my aeroplane. I was not successful, and a white model on snow did not help. As it turned out, when it was returned, the Bixler looked like it had gone through a chain linked fence at 30 mph. You could call it a ‘cheese grater effect’ (CGE). You heard it here first once again, it could be a new aeronautical term. I would not have recognised it. It is now rebuilt and flying better than ever.

So, what to do? I notice that the Club’s highly skilled pilots never seem to have this problem and might dismiss the possibility of a ‘departure’ as absurd, and I can understand that. There are some incredibly skilled Club members and I doubt I’ll ever reach such high standards. Never the less, for us mere mortals, ‘departures’ are very serious. It’s not so much the money, it is the dozens of hours spent building and testing the models…no, it’s the money.

Basically, I now have a deep psychological need to know where my aeroplane is at all times, even when I am watching TV at night (not really), and there is the insurance thing as well, should a ‘departure’ damage something or someone. By way of a solution, I thought about ‘on- board’ smoke, parachutes, noise

emitting devices, VHF/ UHF radio trackers, ‘air tags’ - I think you call them, but limited to Bluetooth range and the need for a smart device to be close, and much more which might indicate an RC aeroplane’s location. But each has serious drawbacks and limited range.

I think I have solved the problem and I’ll ask the Editor if I can post it in the newsletter next time round.

Mascot Repairs *by Neil Grayson*

As reported in the April edition of the newsletter Neil’s DB Mascot suffered a catastrophic encounter with the ground after the leading edge dowel came loose. The front half of the fuselage was demolished.

The good news is that repairs are proceeding well after the purchase of some light ply from SLEC and it should be ready to fly again soon. Delays have been caused by trying to get the nosewheel pushrod fitted, puncturing the new tank with an electric drill (fixed with fibre glass and resin) and getting everything aligned and the same size without a plan. Of course attention will be paid to refixing the leading edge dowel so that it doesn’t come out again but fibre glass and resin should make a stronger joint.

Lightning and Wren 160 *by Lindsay Dickie*

In the last newsletter there was mention of me turning up at the field with a Lightning and test running the engine prior to using a fire extinguisher on it. Well, both facts are true, but as usual there was more to it than what might be obvious…. To tell the story we need to go back a bit in time….

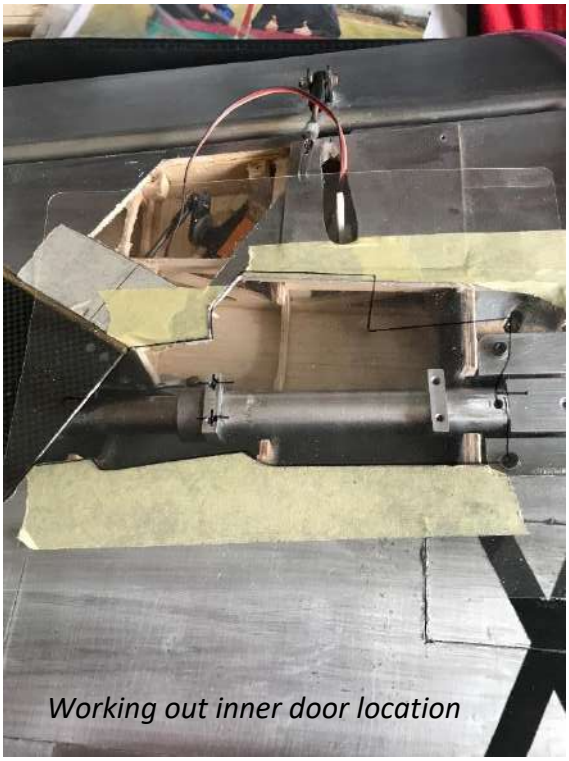
As you will probably know I've been into Jets a long time and my favourite sports jet is the Mick Reeves "Super Reaper MK2" which I've flown quite a few times at Kinross. Unfortunately, it's well over 7.5 Kg wet weight, so thanks to article 16 stuff, its currently grounded. I could technically fly it under 400 ft but that is pointless, hence it's currently gathering dust in the loft. Unfortunately, my hair is getting greyer all the time and it's a reminder that I'm sadly getting old and need to think about my bucket list prior to retirement. On said list for some time have been the Hawker Hunter and English Electric Lightning, both of which have been kitted by Mick Reeves models over the last few years. I'd always planned on getting both, the Hunter being a replacement for my now retired Westbury models Hunter, and the Lightning was a wish list item… The Hunter has "kind of" been sorted as I acquired a "Ripmax " models (says FB Jets on the wheels (?)) Hunter, which is apparently based on the Mick Reeves model, but with fully moulded flying surfaces instead of built up as per the kit. The one I bought a few years ago was much more "used" than I was led to believe and has never actually seen the light of day yet. One of its many issues was main gear retract mounts which had been "repaired" by a so-called expert modeller. Anyway, it's still not airworthy and has been on the back burner for some time and not really the subject of this article….

The Lightning on the other hand was always planned to be built from the kit and I'd always fancied converting it from the F Mk1a kit version to the F1 – the initial pre-production version as per the Duxford Museum specimen… I even got to the point of contacting Jim Reeves a couple of years ago with my credit card in hand wishing to purchase all the relevant bits from him. Following a disappointing response of not having any kits and not knowing when he would be getting round to making any more, this project, regrettably, also found itself on the back burner. One thing it did do was identify the cost of making a new one from scratch, which was not ridiculous, but not cheap either. I also spent some time researching the kit on "RC Universe" where Harry Curzon, a well know jet builder and flyer from southern England, had done an in-depth review of the build and had a "warts and all" discussion of the pros and cons of it all – mostly cons it has to be said unfortunately. Having said that, there are very few other options available for the prospective Lightning pilot – the other one being the ¼ scale Airworld one, which is frankly out of my league price wise and far too big to store or transport for a normal modeller. Even the Mike Reeve's one is borderline without splitting the fuselage. So that was that, until I got a text message from Dave Kelly again – Harry was wanting to sell his and would I be interested? Having talked it over with "the Boss" and receiving authorisation to proceed, I phoned him and a deal was quickly struck. Harry was very open and honest about the model and kindly sent me a "YouTube walk around" of it, showing how everything worked right down to the braking parachute and reheat lights… He also told me the joys of the engine – a Wren 160 kerosene start version. I've had Wrens for years including my kit build Mk4 in my L-39 and seen loads more being used successfully. Dave Kelly has used his kit built Mk3 and super sport versions for years too. The bigger 160 was a bit of an unknown though and a bit of googling did not show it as being a resounding success, with many compressor failures - although an upgraded CNC machined compressor was supposedly the more reliable option. The one in the Lightning had apparently been so upgraded. As the turbine was effectively worthless now, the deal was done to leave it in there. Harry's plans for it post Lightning were as a shelf ornament. So, a week or two later Mrs D and I enjoyed a weekend trip down to Cheltenham to pick it up, and following an enjoyable couple of hours chatting with Harry, we brought it

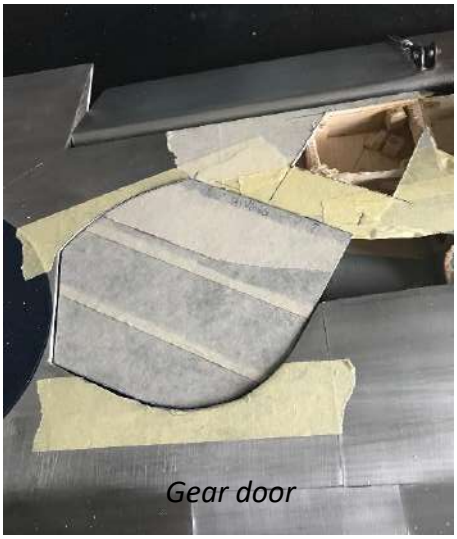
home. Since then, I've spent a bit of time looking around it and poking and prodding it – as you do with anything you've just purchased. One of the first things I noticed was the wings are a bit on the bendy side – Harry had told me that originally the wing tubes were unsupported inside the fuselage, causing them to bend alarmingly in flight. Dave Wilshire has also mentioned that was an issue on one he had. Harry had installed phenolic tubes in the fuselage to fix this, but on my first assembly of the model it was still more flexible than I'd have liked. This has now been finally fixed by sleeving the tubes internally with 2 mm thick carbon fibre tubing – which of course is easier said than done….. The root cause of course is that the wing tubes are only ¾" OD thin alloy tubes and should have been much larger O/D in the first place – and probably fully carbon too.

Another issue Harry had fixed was that the Mick Reeve retract units were not very robust and these have been replaced by stronger units. Jim didn't even offer retracts to me when I enquired – instead he suggested electric units from electron. The original main oleo legs are still used as these require to turn as they retract into the wing which is quite simply and cleverly done using a drag link with a couple of ball joints.

Before modifications begin



Working out inner door location



Gear door

Gear door with servo

As the Lightning has very shallow wings, Harry had decided not to fit doors on the main gear – presumably as it was too much of a faff and as he says it's not noticeable in flight anyway. As I'm a glutton for punishment, that is the current upgrade I'm working on – servo operated main gear doors and slave doors attached to the main gear oleo legs. The main gear doors are quite large (140 mm square) and by luck are flat – I've made them by a sandwich of two layers of 0.5 mm carbon fibre sheet either side of 1.5 mm balsa and they are very light but rigid. I've used my tried and tested home-made brass tube, brass sheet and


Inner door mounted


Gear door blanks

Main gear

piano wire surface mount hinges. As the doors are quite big and quite likely to impact stuff whilst being manoeuvred around the field, I've silver soldered them for strength. I've made up the carbon fibre operating arms and installed some small digital servos in the wing to provide the power. Bizarrely, I'm using the mounts Harry had already installed in there before an apparent change of mind occurred. The secondary gear doors are installed on the oleo leg and as the photographs I have shown there are actually three of them. Having built the Hunter years ago I thought those gear doors were complicated, but the Lightning is on another level. At this point I'm contemplating simplifying it considerably for a couple of reasons. One being that the full size uses a massive drag strut to operate or lock the main oleo – the model obviously doesn't either need or have that – it may do in the future but not now. I think getting the geometry right to make that work won't be simple. The second is the previously mentioned functional drag link to rotate the oleo leg – that gets in the way and I think functionality in this case takes priority… That's as far as I've got with the mods so far but work continues – currently machining brackets to mount the doors to the Oleo strut….

So back to the "Engine fire" during testing… The Wren 160 is basically worthless now for several reasons. One being that Wren went out of business a few years ago - the company was bought over and the company who bought it do not provide any parts or repairs other than offering bearing changes. Secondly as previously mentioned, the 160 had a poor reputation for reliability with several failing with compressor failures. The third one is more specifically an issue with this particular engine – namely it seizes during initial starting. The initial start of the day tends to end in a screeching sound during the "fuel ramp up phase" followed by a small fire as the unburnt kerosene burns off. Following this, the engine tends to run OK for the rest of the day! Harry told me all about this before I obtained the engine. He had adjusted a number of ECU settings to allow longer warm up times, under the instruction of then Wren MD Mike Murphy, however the adjustments were insufficient to cure the issue. So back to the engine fire on testing…. Before spending any time diagnosing and curing the issues the engine has, I wanted to test it and see for myself what happened. Hence the small fire was not unexpected. In my 20 plus years of jet flying, I think I've used the fire extinguisher a couple of times and always on somebody else's model. Once the

initial seizure occurred, the engine did indeed start and run OK. The failure to start again afterwards I've traced to my LiPo being too small and unable to run both the kerosene igniter plug and the starter at the same time. I now know why some of the modern engines use the starter as a generator to top up the batteries as they go!

Anyway, that's enough waffle for now. I've attached a few pictures of the Lightning and the modification work ongoing. As I write this, the engine has been modified and is almost back together and ready for testing again – I'll do a wee article if anyone is interested?

The Lightning and Lindsay's Dad

My First Solo Plane Flight *by Tim Knowles*

Every step of flying has been a steep learning curve. It's like being at the bottom of an egg cup with steep sides of learning in every aspect. Whether it is the transmitter, receiver, LiPo's, rules of the flying site and FLYING. I've tried to follow a logical path extending my knowledge bit by bit whether it is setting up the transmitter, setting up the receiver, setting up the model and giving myself goals on the flying side e.g., 5 take off and landings. Five turns one way then another, trying to find lift and landing when other people are flying.

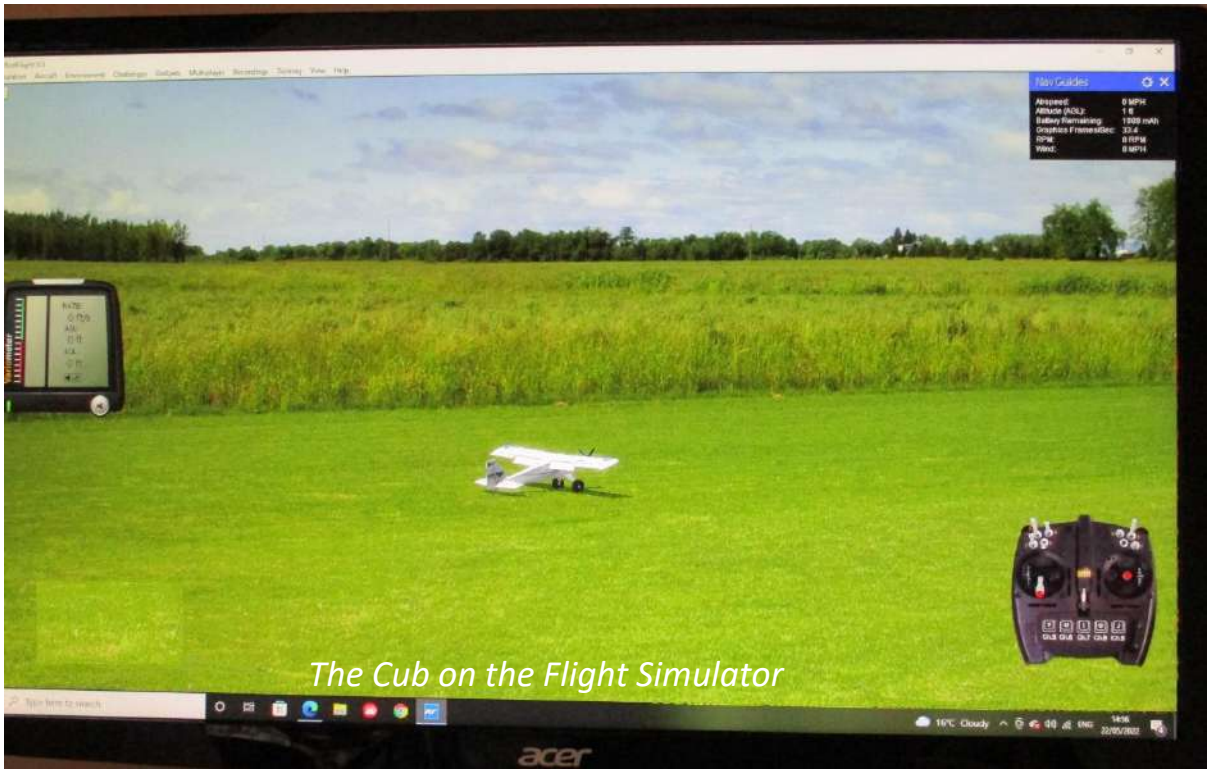
KRMFC flying field has been a great help, there have been loads of days when I have been the only person there, allowing me to make mistakes and concentrate on my small steps forward in a very safe environment. One of my overriding guides has been no crashes. There have been some but due to my inexperience, rather than being foolhardy.

My Bronze Power certificate had stalled at Glenrothes for many reasons and this left me a bit miffed. Flying at Glenrothes and on the simulator 3 factors kept occurring 1) the plane getting out of sight - crash, 2) Spiral dives – crash and 3) speed of the plane in excess of my control - crash.

So, the plane chosen had to be big, fly easily and slowly and also have flaps (my thing). Trawling through various E trainers I decided upon the MPX Fun Cub, it had a wingspan of 55 inches, a wing loading of 10oz/foot2 which compared to the Ezy Glider 9oz/foot2 and Heron 12oz/foot2, it was a foamy ARTF, and it looked like one of the easier planes I had flown on the simulator, Cessna 182, E flight Apprentice, E Flight Timber and Ripmax Wot 4.

An airfield on the simulator, Carl Henson Field was reminiscent of the real-life field. So, I practiced.

I believed I could fly the Cub with my experience gained from the Ezy and Heron E-gliders but I hadn't done a take-off or landing for real at any time or any place with a plane, except on the simulator!

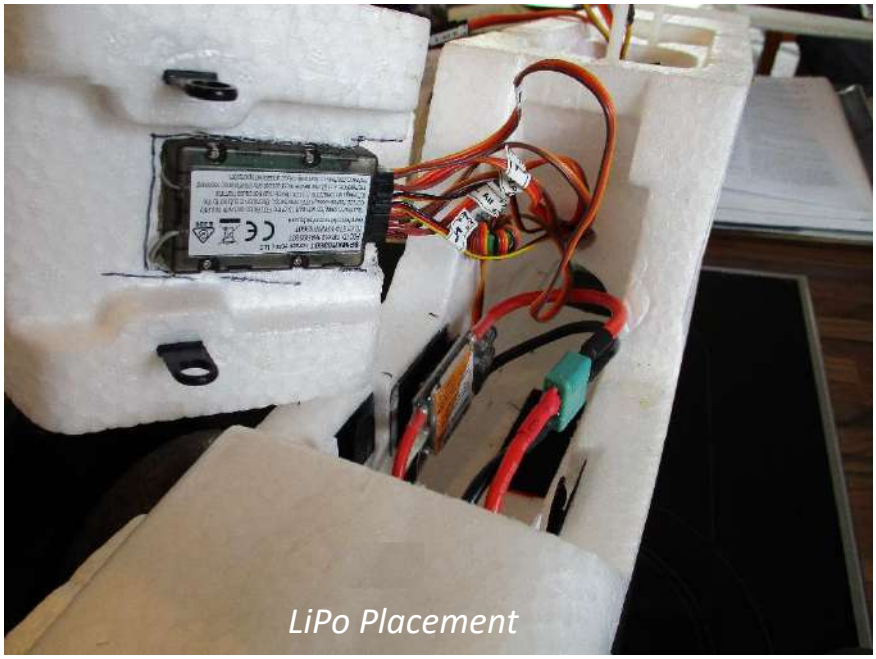


The Cub on the Flight Simulator

Getting the Cub Ready

Thirty years ago, me and my dad fitted flaps on a glider but divorce and time away from radio control meant we never came to the end of the experiment. So, I did fit flaps on the Ezy glider and have experimented with flaps and ailerons moving in sync and or opposing, just ailerons and separate flaps, flaps mixed with elevator movement. That meant 6 servo leads in the Cub, each lead and each junction was labelled. My colour vision isn't great so the positioning of the fold on the label also helped matching the correct wires, i.e., orange to orange (is there an orange?)

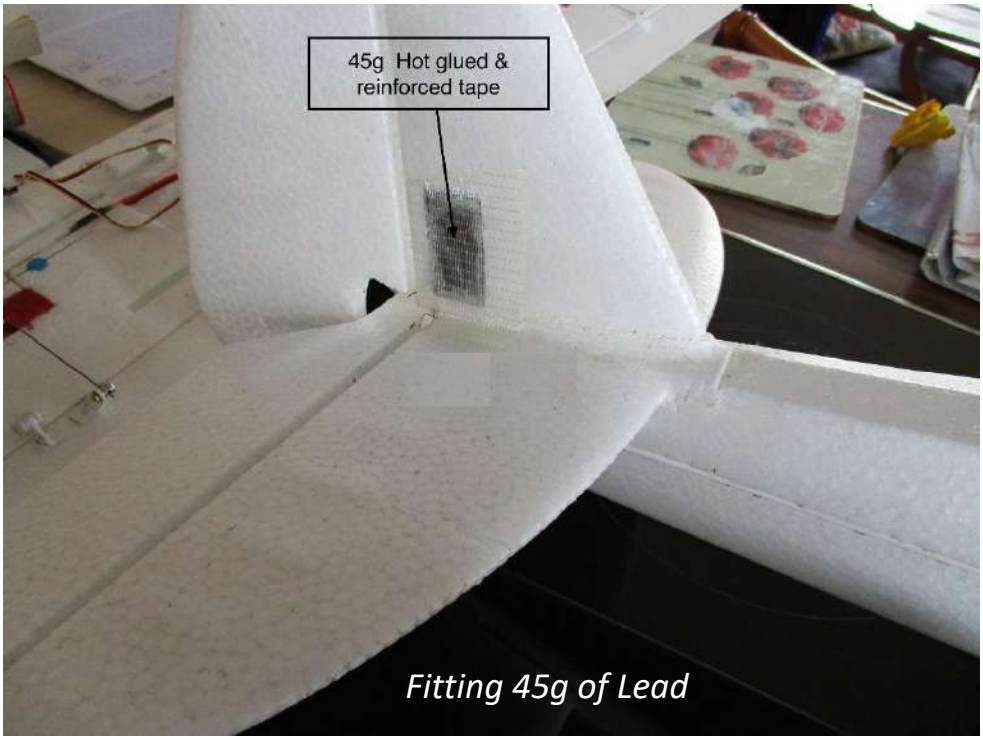
Checking Centre of Gravity



LiPo Placement

The Cub was put onto my new C of G machine and it became clear the LiPo couldn't be placed far enough rearwards without cutting into the foam which supports the wings and dissipates the forces from the undercarriage. The LiPo and Tx leads also tangled with the ESC making its placement and removal difficult. Because of my inexperience I took a long time to come to the conclusion of: 1) move the ESC forward 2) put the LiPo in a position that's easily accessible and 3) add some lead in the none moving part of the rudder.

With a small hot foam cutter, a compartment was cut for a push fit of the balancing 45g of lead, hot glued and sealed with reinforced Sellotape. By good fortune the two different size LiPo's in position, it didn't alter the C of G, what a win-win.



Fitting 45g of Lead

Checking the Throws and Mixing

The throws of rudder, elevator, ailerons and flaps and flaps to elevator mixing were set on the Tx and plane using the manual. With each surface having its own servo, centering, differential throws on the ailerons and accurate down movement of the flaps were a fairly easy process. A recess was cut in the foam windscreen and the Rx was held by a push fit in the correct orientation to get the auto stabilisation to function. I could not get it to work and after an hour with the manual and YouTube still couldn't, so gave up. With my inexperience I didn't know whether it was me, a glitch in the Tx or Rx. The next day was forecast little or no wind and overcast – ideal for a maiden plane flight.

My plan

- ✓ Gain competence in taxiing - straight lines, turns on the ground.
- ✓ Increase the speed as my experience and confidence grew to flying speed.
- ✓ I thought taking off should take care of itself and I would have enough experience on the gliders to do the flying.
- ✓ Accomplish five take off and landings with no crashes.

Taxiing

There was no one at the field (I get overly anxious when people are around and more so when their planes are in the air, this just adds more pressure on my limited flying skills something which I can do without). Overcast, 10/10 cloud and virtually no wind – an ideal day. With the big LiPo in I assembled the Cub and checked for correct throws.

I could drive the Cub, yes 'drive' for it was a 3 wheeled trike at this stage, into long grass either side of the runway in seconds, put in the wrong direction when taxiing towards me and tip the plane on its wing because I used too much power with too tight a turn. It was anything but a straight line. Slowly things came together so I moved to the downwind leg of the runway staying directly behind the plane, increasing the speed and tried staying in a straight line before turning round at the up-wind end and bringing the plane back, all this in trike mode. After an hour it dawned on me to reduce the rudder throw and after two taxiing runs decreased the throw by half which made a marked improvement on reducing the wild snaking. Increasing the speed further the plane required some rudder to stop the swing to the right. On the latter runs it had become airborne in a fairly straight line and perhaps may have been two inches from the ground, immediately reducing the power resulted in it coming to rest before the end of the runway and a taxi back. With a few more runs like these I felt competent that a flight from the runway was possible.

First Flight


Simulator


The Real Thing

Keeping flaps in take-off position I thought would slow the process of flying down and give me loads of room to get airborne. Making it easy for myself I kept my position at the downwind end of the runway and said 'Go for it!'

Maiden Flight One

I pushed the throttle further forward and never having left the ground ploughed it into the long grass. This was not how my first flight was envisaged. I had driven the trike so far in I had to walk down the runway and retrieve. Start again but relax, letting my shoulders drop and neck muscles relax (a tip used in my motorbiking).

So started again, Cub and me at the downwind end of the runway fed in power and left rudder to keep it on the runway, the no turning back moment was now, abandon or go for it because I was running out of runway. I pushed the throttle stick forward and the plane jumped off the ground and flew towards the parallel boundary fence. Immediate up elevator and it was over the fence and climbing. I took it up to a comfortable height over the sheep field and just practiced turns away from the runway, turns towards the runway and flying parallel to the runway. With the flaps in the take-off position, it flew like the Ezy glider, easily and predictably. Then as I gained confidence in it and my abilities, time had come for the first landing. So, lining it up with the middle of the runway I brought it towards me and reduced the power. It slowly came down and landed far down the runway because my round out prevented it coming into

contact with mother earth but it did land gently at the far end. Taxiing back to my position at the downwind end, the first flight was repeated, but, this time with a little more power the plane climbed better and once with proper flying speed the swing on take-off disappeared. Loads more turns, loads more runs parallel to the runway, trying to pretend I was a proper plane pilot at the Club.

Two hours had elapsed for the taxiing and first few flights. Definite time for a break. I had a fag and changed the LiPo and made mental notes of progress and a to do list. OK so take offs were too long, and landings all though OK weren't reproducibly good and I hadn't altered the flaps position. Also I hadn't brought myself to the pilot stalls to control from there.

Further Flights

There was plenty to do… I took the Cub up higher and flew parallel runs to the runway over the field and adjusted the flaps. I was taken aback by how quickly it flew when the flaps were up and how steep the plane could lose height if the flaps were down at 90 degrees. More turns to and away from the runway and with some height tried stalls with the flaps in the 3 positions, everything seemed quite gentle and predictable. Over the next few landings, I moved towards the pilot stalls. Everything was going OK until I lost the position of the plane in relation to the boundary fence at the downwind end and landed it in the long grass. I took a rest and changed the LiPo again. Now the plan was take offs in a straight line from the pilot stalls, nice climb, nice landings and more time with the flaps up with the higher flying speed and when the higher flying speed started to fry my brain the flaps were lowered to take off position for a more leisurely flight.

A few landings with flaps fully down produced a real steep descent and I got the flare wrong producing a landing with the plane hitting the ground with too much rate of descent and the wire undercarriage bent a bit but not enough to stop further landings and take offs.

Abandoned Landings

Possibly some of the best decisions were to abort a landing because it was too high, not lined up with the runway or not mentally ready, because the line up with the runway had been too short. The fly arounds I was really pleased with, making a decision that I had messed up showed a certain amount of maturity and spotting a disaster and averting a crash told me I was gaining in experience.

Time to go Home

When to stop flying… I had to go back to my days out with an ex-police motorbike instructor who on one day told me I'd had enough. I hadn't recognised the fact and thought I was OK but he had seen something or a progression of little things that told him, it was time for him to lead and me to follow. So, with a landing that was rather clumsy – If I'd been at home on the simulator, I would have made myself do 5 perfect landings with the inevitable 4 crashes and given up frustrated. But today it was real flying, possible real crashes and terminal consequences, so I decided time to pack up.

The whole few hours just left me with the glow that comes from drinking Sauvignon Blanc NZ, listening to the perfect record, Diana Ross 'Nathan Jones' really loud and a sitting in my favourite chair.

Activity at the Field - May (only a short report this month)

Saturday 7th May

Billy Wilkie was at the field today and maidened his Edge 340. He had 4 flights with a couple of dodgy landings in the south easterly wind but no damage. The petrol engine ran well and started easily after a couple of swings. Craig McVeigh maidened his Eflite T28 Trojan.

Billy Wilkie and his Edge 340


Craig McVeigh's T28 Trojan

Sunday 15th May

The day of the BMFA record attempt. A good gathering at the field around 10am but it was breezy with a heavy drizzle. Around 11am it was decided that we would get our planes and helicopters out and have a few flights. At 11:40 names were taken and a plan was put into place to get as many planes airborne as possible by midday. Engines were started at 11:55 and fixed winged planes took off in stand order from west to east. Helicopter pilots, a glider and a small drone took to the air well-spaced out around the field. Many thanks to Bill McDiarmid for assisting with coordination of take-off and landings. See photo at the start of the newsletter.

Troy Brown and Anna Mitchell, potential junior members, flew Neil Grayson's Apprentice on a buddy system. The wind was a bit strong but both did very well. Anna and her dad John have now become members, please say hello to them when you see them at the field.

Saturday 28th May

The helicopter boys were at the field today but it was very windy. Tom Roberts had a light bump with his helicopter but it wasn't badly damaged. A couple of members of the Fife Drone Racing club came along to

assess the flying site. Tom Wilson cut a path through the grass so that the drone flyers could put their pits on the helicopter patch.

Sunday 29thth May

Ian McLuckie was at the field with his Cub which has now been fitted with an OS 62 Four Stroke as the electric motor he had fitted proved to be lacking in power for such a heavy plane. He had a great day and learned a lot. Bob Gadd assisted him with getting the new engine running and after a few teething problems got the engine running very well. A full tank was run through the engine whilst on the stand over two

sessions and it idled just fine. Ian also flew his Bixler 3 to build his experience but, and after a few minutes he called a dead stick and just about made it back to the field, no damage. It turns out that the propeller shaft had broken, he knew that might happen because the shaft was bent from a previous big crash and was seriously off centre, it was just a matter of time.

The new emergency north/south runway was used today as whilst George Robertson was flying his plane the wind increased from the north. Tom Wilson took over the controls as George's eyes were watering and he landed on the emergency runway. You just have to watch the fence on the south side. Neil Gourlay kept an eye on the fence (in case it moved!). All down in once piece.

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.

SLEC Manufacturing (Sun Lane Engineer Company) - SLEC UK Ltd. A good range of accessories but also a large range of balsa and hardwoods. Also available a laser cutting service and CNC milling service.

Stay well and safe. Good flying!