Newsletter

No.28: October 2022

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

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 £25 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.

Pickled Onions

Neil was in the mower container recently looking for the wind sock and found a three quarters full jar of silver skin pickled onions, and they were in date! Perhaps Tom has a couple whilst he is

mowing the grass, perhaps they are Mike's and he uses them to keep the flies away when he is flying his plane? Anyhow it turns out that George Robertson recommended them for deterring moles. You stick them down the mole hole, the mole finds it, turns round and comes to the surface elsewhere. Who would have thought? It seems to work as there doesn't seem to have been a mole hill for a while.

West Stile

If your plane goes down in the field to the west of the runway be careful when climbing the stile as it has two steps missing on the field side and long nails sticking out. It will be fixed soon.

Club Fixed Wing Nitro Trainer

The Club Trainer is now available for buddy box flying. Please see Mike Hill or Tom Wilson if you want to practice with it. It is supposed to be bright!

Drone Flying at KRMFC

Fife FPV Racing have asked if they could have an additional day at our field for a fun fly and prize giving day. It has been agreed that they would use our field again on Saturday 8th October 2022.

Come along and find out what it is all about.

Summary of the Loch Leven Seaplanes Event *by Bill McDiarmid*

The event, held 13th & 14th August was a great success, with over 40 flyers from as far afield as Inverness and Yorkshire. Helped by terrific weather and great support from KRMFC, the event made over £100 for the club. For the last few years we've simply made sure the event went ahead, with no thought of 'extras' like a raffle, teas/coffees or burgers for visitors, but we could consider these for next year if we feel it would benefit the club.

On the key topic of Safety, it seems we now share the loch with swimmers, kayakers, paddleboarders etc so some better 'separation' will be essential. Any ideas from KRMFC members welcome, but I'm considering:

- A roped-off area of the water for our landing site, with more notices on the other water-access points to ask other users to keep away;

- A rota to ensure a 'flight-line spotter' or similar is on duty to direct flyers away from people on the water.

We had a spectacular crash of the largest Schneider-trophy-style model, right in front of the spectators (probably due to a £3 receiver-switch failure – lessons to be learned for all of us!) but earlier, in that exact spot, some kayakers had popped round the jetty to land on 'our' beach. Sobering!

Link to a report of the event on the SAA website by Barry Widley [Loch Leven 2022.pdf (saaweb.uk)]

She Refused to Fly *by Ian McLuckie*

She refused to fly. No, not my wife, she flies off the handle every other day. I am talking about my 1.8 metre J3 Piper Covid Cub. Covid Cub? That's because lockdown provided enforced spare time, ideal for building a model aeroplane. Pretty straight forward, after all I had ample experience from my Keilcraft balsa kit days with tissue paper and dope, and rubber band engine… 65 years ago. Surely a good grounding for my new career, what's to learn?

So, I needed a scale, traditional, simple aeroplane to fly. I have never piloted a full-size taildragger but I know they have a fearsome reputation for take offs and landings. On take-off you have to keep the stick fully back (yes 'back') before letting the tail up, then dance on the pedals to keep it in a straight line. That is a difficult skill to learn. Landing? Well, the dreaded ground-loop stalks you. But *models* just take off, nothing to worry about and I am sure the J3 will look the ticket.

Did I contact a Club or speak to anybody about this new venture...**No**!...not required. I'll fly it in the park.

It arrived in a flat box of 4 sheets of plywood and 2 sheets of balsa, all laser cut. Great, that was new, I didn't need a Stanley knife and hundreds of hours to cut out the frames and struts. So, I bought a big jar of industrial glue from Screwfix and set to work. The glue smell just about killed me, it made me hilarious – no, the word I am looking for is 'high'. Extractor fans were soon employed.

Four months later the fuselage, empennage and wings were built. Tolerances? Well, it looked not too bad, some spaces here and there, what's a degree or two between friends? A lot, I eventually found out.

Next was the yellow paper to stick all over it. Where was the tissue paper? Oh, - I see, you iron it on.

***'Can I borrow your steam iron 'luv'* ?** I shouted.

'It's in the cupboard, you won't recognise it, you wouldn't know how to use it.' said my wife.

But the yellow paper wouldn't stick and the steam was a nuisance.

The secret was – take the backing paper off, and turn off the steam! It was easy, it stuck, but crinkly. No problem, a 3 kW industrial heat gun sorted that out, a bit on the strong side though, start again!

The engine was electric. A quick study was needed. I was amazed that it was actually a three-phase motor developing a full horse power from a DC source, and the armature was inside out. That is clever, great stuff, but I needed a battery.

How much Mr Scoonie? - £48 for a '4s' ('**s**' for cell, who made that up?) and what's this dangerous Lipo stuff. I eventually sorted it all out and bought a proper charger.

It had always worried me as to where I would fly the Cub. I ruled out Beveridge Park in Kirkcaldy not because it was dangerous or there were people around, no… too many trees. I needed at least a 3-mile radius and 1,000 feet to the underside of the cloud base; I was a serious flyer. I got caught out though, I had to do an online exam and get some numbers for the side of the aeroplane, and get insurance. All sorted.

'You should join a Club.' the lady who owned the steam iron shouted into the garage.

'I don't know any Clubs - look on the internet for me…please.' I shouted back.

'They say Kinross is the best'. She turned out to be right.

So, I joined up and didn't know a soul, but I carefully watched experienced members flying complex aeroplanes and realised this was a skilful business. More so, when I tried to taxi the Cub, it would not go straight and the insidious west wind kept tipping it over.

This did not bode well for flying.

The first doubts about my hedonistic, innate, self-assured, flying ability crept in. Difficult to swallow as I still hold a full Private Pilot's License but not 'current' by a great number of years. But swallow I did.

'Ask somebody to fly it at the Club' she shouted into the garage ***'and go and cut the hedges… you're never out of that garage.'***

I didn't know their names (they would probably not want to be associated with this sad tale in any case) but I asked two very senior Club members to try the Cub out – they call it a '*maiden'* flight apparently. It did not go well, 3 feet, perhaps even a metre off the ground it tipped over and smashed into the grass….**6 times**.

Sympathetic Club members gathered round and suggested reasons for the carnage such as longitudinal balance and the P-Factor (asymmetric propeller loading which causes the aeroplane to yaw to the left when at high angles of attack). These were sound technical reasons but to me the Cub was way over weight because I had used lots of nuts and bolts for strength; it just lacked power. I was thinking like Jeremy Clarkson of Top Gear fame… "more power, more power".

Over the winter I stripped out the electrics and installed an OS 62 four stroke. Yes, it was a big job and the opposite to that normally done. The learning curve was very steep but good fun and it was my own design. It all held together and worked.

By good fortune Charles took an interest in my hapless activities. After taxiing the Cub and achieving the usual 'wing tip' stall, he thoroughly scrutinised the airframe and introduced me to incidence gauges and angle meters. Charles performed a long hard worryingly puzzled inspection of the fuselage while Neil and I stood back in trepidation patiently awaiting the outcome.

The verdict was handed down.

Charles prescribed… 3 to 5 degrees downthrust with some slight thrust to the starboard side, lift the port wing trailing edge by about 3mm so that the angle of incidence was constant for the two wings (about 4 degrees with the stabiliser horizontal by spirit level) and make the dihedral the same for both wings, say 2.5 degrees.

He handed his instruments to me, tore the top sheet from his 'prescription pad' and I took it to the Chemist.

The Chemist said ***'I am sorry sir we don't do 'RC aero' reconstruction but we can give you some headache tablets.'***

'That will do nicely, thank you'. I replied.

Then came a week of… how do you work to plus or minus a degree and a few minutes, with balsa which keeps moving about? But it was done, and the yellow stuff repatriated using a proper heating iron at the correct working temperature. Now I had a model, not for looks, but for flying.

Back to the field on a specially selected low wind day.

I can report that the model 1.8 metre J3 Piper Cub, after two years in the making, at 12:03 Zulu time, on the 18 August 2022 at KRMFC's airstrip, 21 miles south of Perth, Scotland, UK, flew in an exemplary manner, piloted by Charles.

I now know how Orville Wright felt in 1903…well almost.

My sincere thanks go to Charles and all the friendly and helpful Club Members who contributed, and helped me out.

..... Unfortunately on Friday 26th August after a few minor repairs the Cub flew again, this time piloted (not quite as well as previously!) by Neil Grayson. After a false start due to a binding port wheel it took off, climbed to a height of 30 metres, continued to bank left and crashed into the south field. For some reason there was no lateral control and it refused to bank to the right. Will it fly again? Only Ian can answer that question.

Lost and found *by Tim Knowles*

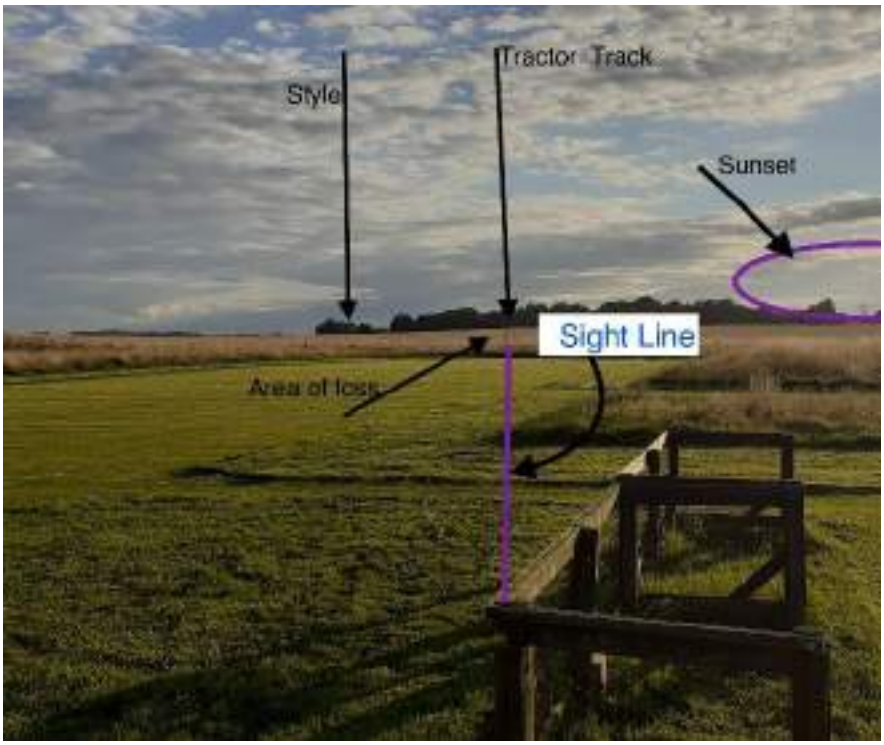
The ten foot carbon wing spar more used to resisting 5g loads at the bottom of the zoom was now struggling with the splines of the combine harvester and then meshed in the internal gears that drove the front roller and as this happened, shards of carbon fibre pierced the plastic coating of the LiPo 4S 4250mAh battery and eventually everything of my ten foot glider was chewed up and deposited in the hopper of the combine. Further drying of the wheat added the next hole in the Swiss Cheese, bits of the LiPo were scattered in the wheat and started to ignite. This was just as the combine was ejecting the dried wheat into the hopper being pulled alongside by the tractor.

It wasn't until the combine driver saw smoke coming from the hopper that he realised something was wrong…. He radioed the tractor driver but the battery in the radio had died, it then took 4mins 30 secs to retrieve his number from his mobile and tell tractor driver his hopper was on fire.

The tractor driver turned towards his hopper then the combine because now both were smoking. The combine harvester had no flame retardant system so as the farmer jumped out of combine to be picked up by tractor driver. He was watching £450,000 going up in smoke but worse was to come. The evening katabatic wind from the Cleish Hills was now fanning the flames. Fire fighters were called but it wouldn't be another 20 mins before they arrived but by then the fire had been blown to the farmer's out buildings and strewn hay was catching fire and being blown into and around the house…..

In the long hot drought of the summer of 2022 this coincided with me gaining experience on my second hand Nan XPro. I left the airfield seeing a combine harvester in the distance and didn't sleep well, believing the above could happen….

I had searched the area, the wheat field to the East of the run way but in the evening light all I could see was corn and with my colour vision (red, green, blue, purple) it appeared as a highly pixelated black and white photograph.



Previous losses had all been found using my system of getting a bearing. Stand still!!! look where you think it went down and look at the horizon for some easy object to see. Look behind at some easy object to see then look for things between the two.

On the evening the XPro went down the two objects were the flight box and a tractor track going up the cornfield towards the wood another object was the stile into the corn field but that was to the left of where it went down.

Over the stile, I brought my transmitter and got onto the track at where I thought the plane had gone down and lined up with the track half way up, the flight box and the stile now to the right. Up and down I went then moved to the tractor track, further South moving the controls but the wind noise really prevented me from hearing any of the servo movement or the motor switched on for a second. Then onto a tractor track to the North of the original one and still nothing.

The two tractor tracks either side of the original didnt look right when looking back to the field.

View looking towards the field where the XPro had landed

The telemetry voltage was still working intermittently. This lead me to believe the plane was further to the South and I hoped in the morning with no wind I would be able to hear the servos or the motor.

The following morning I walked up the tractor track I thought it was closer to, this being South of the original tractor track. The air was quiet but misty and after switching on the transmitter noticed no telemetry signals coming back from the plane. I walked further up this track than the previous evening and there further North there appeared to be the rudder sticking up at an angle that would suggest a shallow landing. Or was I just kidding myself, seeing what I wanted to see. Not wanting to raise my hopes in case it was something spurious, I walked parallel to the rudder.

50 paces away from the Xpro
None of the 11 foot wing span!

It was only the rudder above the elevator that was visible and I was worried I might lose it so decided to take a line across the field with a big tree, the pylons and a weed I had seen the night before. Down the track I counted my steps and got to 200, this meant at 200 steps up the right track I should spot it.

Up the right track it wasn't until I got to 150 steps that it came into view and as each step put me closer I knew it was the glider. What a relief!

I reached it slap bang in the middle of the original tractor track I thought it was close to and wandered why I hadn't spotted it last night BUT it was further away than I thought and the sun was on the other side of the rudder so it would have been in silhouette making it difficult to spot. The morning sun, what there was came from behind me illuminating the rudder.

Damage - the weak fuselage had a crease and the spinner had come off. Wow! was I relieved a second time.

That was the Friday morning. Friday afternoon I was in Wakefield so called in at Leeds Model shop and amongst other things bought a Spectrum GPS module.

BMFA, CAA and Article 16.

On Monday morning I phoned the BMFA. I told them my worst nightmare scenario and was told I was over thinking it, strangely the receptionist remembered something similar but the advisor couldn't.

If a plane goes out of sight so that the pilot doesn't see it land then the CAA has to be notified, it is mandatory under Article 16. The BMFA have a portal on their website to the relevant forms. I don't think the SAA has?

In this instance the advisor told me because I had seen it come down then the CAA needn't be notified but perhaps the farmer could have been notified.

Spektrum GPS module

When flying on Tuesday I plugged the GPS module on top of the Heron and waited to see what happened.

The receiver and transmitter are telemetry connected. The GPS module is supposedly plug and play and surprisingly it was.

GPS module simply velcro'd to the top of the Heron

On the first flight I took a photograph of the GPS screen and tried to enter the coordinates. I didnt persevere long enough but on getting home and using my lap top and the satellite view, blow me it had taken me to spot on the run way or very close to where it had landed.

Photo of the glider, close to Google Maps position from the Co-ordinates

Entered the Lat Long as 56.197973N 03.501356W.

Google maps then swaps that immediately for Perth and Kinross on my lap top but on my phone keeps the Lat Longs.

This 8 figure reference represents an area of 10m x10m, in other words the size of an area less than a quarter of Wimbledon's centre tennis court but even when stationary the last two numbers vary. I am guessing, but I think the Spectrum GPS module at the flying field puts the aircraft in a 50 by 50 metre box. That's half of the pitch at Murrayfield, still a lot of area to search. A bit more work required to quantify accuracy.

Five days later my friends in Wigan wishes could have come true. Aha but they didn't!

3D Printing – is it Witchcraft? *By Lindsay Dickie*

I'm sure lots of you will, like me, have had a passing interest in 3D printing. I've looked at it for a few years, primarily as a way of making multiple "wee scale bits" like exhaust stacks and similar that would be difficult or impossible to make accurately by hand. I never really got into it until a couple of years ago, when I thought the technology had matured enough to take the plunge. I did a bit of research (on-line of course) and came to the conclusion that a "Creality Ender-3" would suit me just peachy, being of a sensible size (or build volume as its known) and a sensible price. Shortly afterwards, my Dad announced that he was struggling to find a suitable prezzie for my next significant birthday, which was not far away, so the stars aligned and hey presto I had a 3D printer. Well as you will probably have gathered from my previous articles, I have a pretty busy life and tend to swing from one project to another – not as badly as Mr Kelly, but not far off it… So the box duly arrived and shortly after the end of August and my significant day, I decided to build it. A couple of hours later it was assembled and almost ready for use, just requiring some tweaks and adjustments. It was then that I thought to myself – "what am I going to do with it?" At that point my scale building programme had been stalled for some months (er actually years) and so it became another unused item similar to the pasta maker sitting in the kitchen cupboard for the last 10 years…

The Creality Ender-3

Let's take a step back now and have a discussion about what these things are. Many years ago, I used to see amazing machines described in Professional Engineering magazines as machines for "additive manufacturing". These machines used very fine and pure metallic powder and clever static electrical systems, combined with high power lasers, to produce sintered 3D metallic components. They cost a fortune and frankly I thought it was like witchcraft. These machines have now developed to a remarkable extent and many items are now manufactured in this way, including items which are impossible to make any other way…

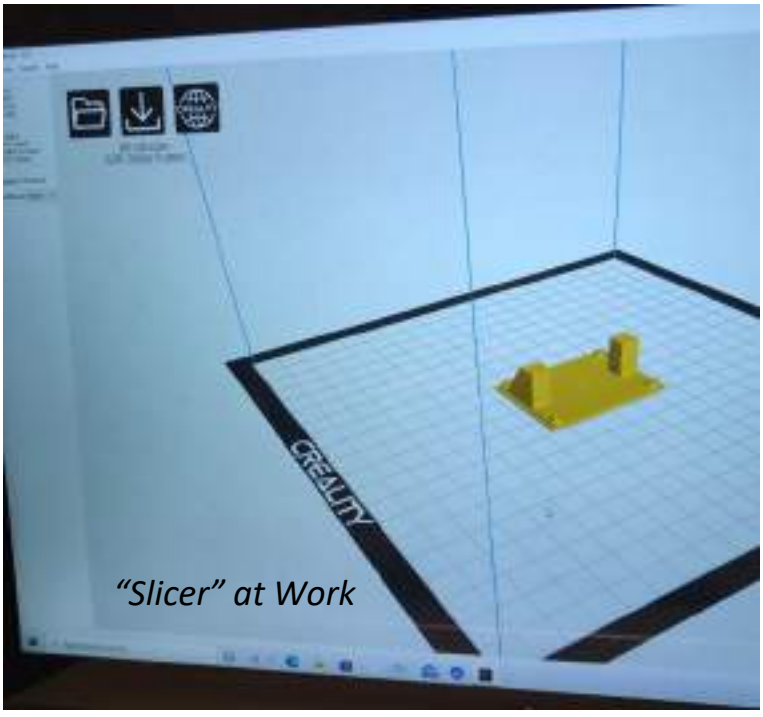
Well, the 3D printers many of us now have are very similar to these industrial machines, only they use a thin plastic rod or filament which is heated and extruded in a very thin layer. The location the extruded layer is deposited to is determined by 3 stepper motors giving X,Y & Z control, and a fourth controls the flow of plastic by feeding it into the extruder. This is all controlled by a box of electronics and the "model"

file (actually a file of control commands), is held on a small SD card. Many layers of this extruded material are built up to form the item you want to make. There are many different types of plastic filament available, but I've only played with the basic PLA material so far.

OK, so I have the machine, what am I going to make with it? Well initially I did what everyone does, and printed the standard chess pieces they give you on the memory card. After you have marvelled at how the cute wee animal appears from thin air, you start to wonder what else is possible. Well another quick search online reveals tens of thousands of people printing lots of animals, pixies and assorted strange mythical creatures and other odd things. A lot fewer people (or so it seems) were actually making sensible things with them. Another interesting discovery was a website called "Thingiverse" where many thousands of printable files reside out there on the cloud, all available for download and printing. And this leads you to question something. What if I don't want to print the stuff that other kind people have shared with the world wide web? I want to make unique things for my aircraft models and maybe even some stuff around the house.

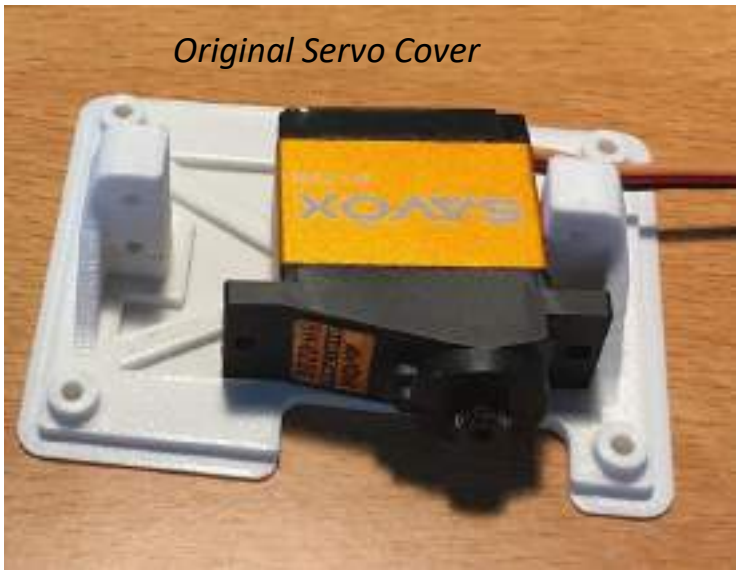
3D CAD system – Fusion 360

Well that's where the catch comes – you need to have a source of the 3D data to create the model file – in other words you need a 3D CAD system of some sort. Many of these are available via dubious sources, but a chance discussion with Mr K again had me looking at "Autodesk's" website and much to my surprise, they had a free version of "Fusion 360" available for download… I've been fortunate enough to have spent 17 years in a 2D and 3D CAD working environment with AutoCAD, ProEngineer and Autodesk Inventor, so the software was fairly easy to learn (aided by a "dummies" type book of course) as they all have similar features, just very different ways of doing it. I say this is a free version and it really is – it's also licensed and has my name on it and my Autodesk account too. It's also slightly limited in the number of active models you can have at one time – actually 10 models. I initially thought that was going to a problem, but it really isn't unless you are doing fairy complex things. Once a model is completed, it is simply made read-only and sits there happily until you need or want to change it… OK so you have now mastered 3D modelling or have found a source of 3D data you want to manipulate and print out.



"Slicer" at Work

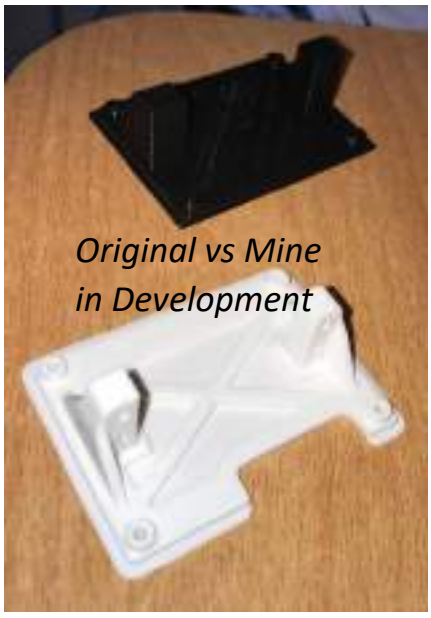
So how does the data go from a pretty picture on your computer screen to a file I can shove in the printer and print out as many times as I want (albeit very slowly)? The answer comes in the form of another application you need called a "Slicer"… One of the features which seems to be disabled in the free version of Fusion 360 is actually a facility to directly print to a 3D printer, but I digress. What it does have is an export facility. This is where an ".stl" file comes into our lives. What is an .stl file I hear both of you who have got this far shouting? Well, STL is actually a format which was developed for an older method of 3D printing called **St**ereo **L**ithography, where a laser shines into a bath of resin and after some time, your model emerges (grossly simplified of course). It's also one of the many formats in which 3D CAD systems can exchange information. For all practical purposes, this is totally irrelevant, and it can be considered as an intermediate file required to create the next bit of the story using the afore-mentioned "Slicer". The purpose of the slicer program is to do exactly what it says on the tin – it slices the 3D model up into – well – slices that the printer then prints. I'll not spend any more time on slicers as you won't be surprised to learn they come in several flavours – I'm only familiar with the very basic one which came with my printer. I probably should do more research into them as it's likely that more advanced slicers would provide more features and probably a better quality print. Anyway, the only thing we need to know here is that a .stl file goes in and it turns it into a file the printer can read – it's called a G-code file. The G-code file is comprised of thousands of move commands and is actually the language most CNC machines use too.



Original Servo Cover

Having bored you with all this background, "Why did it emerge from the storage cupboard" I hear you ask, or maybe you aren't. Well, it's all the fault of the CAA really. As you know, I love flying my jets but due to the article 16 debacle and being restricted to under 400 feet with over 7.5 kg models, I've been grounded for well over a year so far. I finally got fed up waiting and have bought a new lightweight sports jet kit which is well under 7.5 Kg fuelled, hence it's not restricted to under 400 feet. And how is this relevant? Well, the answer is very simple, the servo mounts provided in this model are 3D printed! Great I say when I see them, until I find the build instructions (eventually) and discover that these mounts are designed for some insanely expensive JR or Spektrum servos… Having already spent a


My Version With Servo


Original vs Mine in Development

silly amount on the kit I'm not spending another £900 on servos for it. Simple – put another more sensible servo in? Well, that's fine apart from these servos being a non-standard size and more sensibly priced ones are either too small and need packers which is a pain, or too large and requires hacking out some of the plastic. So then, this is why the 3D printer got dug out – I made new servo mounts to suit the servos I'm using. A side note of this is that I can also print a closer colour for my model than the white ones supplied – see the pictures which Neil will probably embed in here somewhere….. Well now that I've got the 3D model to a point where my MacGregor servos will fit it and my niceish yellow PLA is on the way, I can think of moving on with my new wee jet.

Of course, that's now where the story ends with the Jet as I've since modelled up and printed a fuel tank mount, hopper tank mount, supports for both of these and the latest item is a ball valve mount. Many will probably think I'm nuts as a bit of ply would do the job of a tank mount and you are quite correct. However, I've been using these parts as an exercise to get me back into 3D modelling and also to see what can be done with the 3D printer. An unexpected side effect has also been that these parts are by default

hollow and are hence quite stiff and also surprisingly light. Once this build is completed (may be by the time this is published) I'll be going back into the scale work on the Lightning and the gear doors. My intention is to mould the inner panels to make them look as scale as I can once I can improve my Fusion 360 skills that is…. Another upside of the slicer is it can provide a mirror image at the tick of a box hence left and right moulds for the price of one…

In conclusion – my 3D printer is a fantastic device and I wish I'd used it years ago. It of course has its limitations like single colour printing and its very slow but it just gets on with the job while I'm doing something else – assuming the filament doesn't get tangled up that is. I'm sure there are many better printers out there but I'm happy with the value for money I've had from mine. In time, I'm sure I'll probably learn to use a fancier slicer. A big lesson I've learned is that you need to be careful how you make parts which get wider the further up they go, as gravity tends to interfere and the filament doesn't like printing into thin air!

Work in Progress Large Vulcan *by Charles Malcolm*

Not a lot to say about the Vulcan except that it's big when it's in the garage but huge on the dining room table. It has since been banned from the house!

The Avro Vulcan designed by Graham Dorschell has a wingspan of 68inch and 65inch long. It has a target weight of 4.6Kg. and powered by two relatively small 3542/540 watt motors with 2 x 40Amp ESC's. I opted for the prop version to save weight and they can't be seen when flying. It's a long way off from finishing but maybe the back end of next summer.....who knows.

I am looking for some ideas how to cover and paint it. The prototype was covered in Solartex and sprayed but that sounds like a very heavy option to me. There must be some modern materials rather than tissue and dope to keep it light. I enjoy the building but finishing has always been a bit of a nightmare for me, any ideas would be gratefully appreciated.

For Sale

Mikado Logo 550SX Helicopter. Spirit Fly barless Controller. No battery. Flown 3 times then shelved for 2 years. Looking for £250.

Contact: Bill Robertson. Mobile 07766856321 or Email: williamrobertson627@gmail.com

LOGO 550 SX | LOGO 550 SX | LOGO Helicopters (mikado-heli.de) – Link to full details including manual.

Large Collection of Models and Accessories

Daniel Cousin's father Harry Cousins passed away recently so Daniel is trying to sell his father's large collection of models. Does anyone know Harry, he used to fly at Blackridge?

Neil Grayson went to visit Daniel, who lives near Rosyth to see what was on offer. Below is a selection of models but there are more and loads of other gear. A large number of engines, both 2 stroke and 4 stroke are also for sale. Daniel is still sorting out everything else and will post it on Facebook in the coming weeks.

Neil purchased the plane above which has an OS 46 AX fitted. Just needs cleaning up and a receiver fitted! It is strongly suspected to be a Maricardo, originally designed by Carlos De Felice in 1971, one of the founders of Marionville Models.

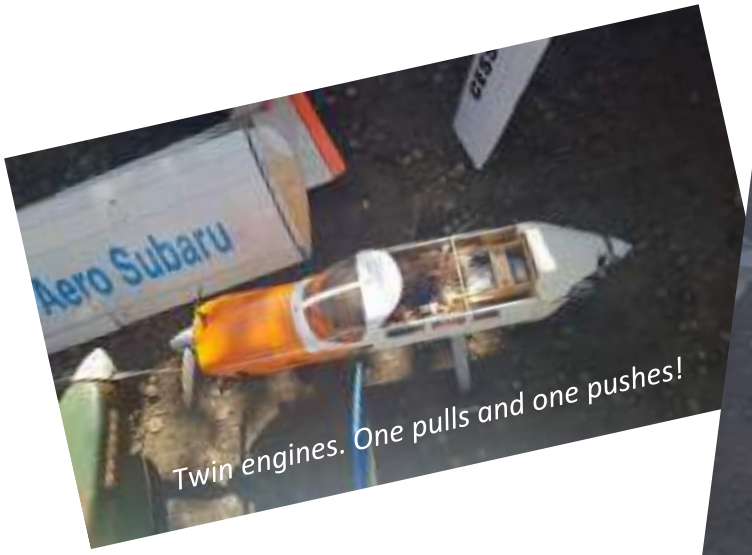
If you are interested in purchasing anything or wish to ask Daniel what else is available then call, text or messenger on 07311849325.

Plane purchased by Ian McLuckie and maidened Sunday 18th September. See Activity at the Field.

If anyone can put a name to any of these planes please let me know and I will let Daniel know.

Twin engined plane. Unfinished but in pristine condition. New servos and engines. 1 engine hasn't even been run other one has been run once.

A large collection of planes. All with engines



Twin engines. One pulls and one pushes!

Wings and tailplane

More planes.....

The whole collection so far.....


Aero Subaru


Gambler 40
Fuji Fa-200


GILMORE
121


121
121

Activity at the Field - September (another brief report..)

Wednesday 7th September

A good day at the field but only four members flying their planes; George Robertson, Derek Grater, Paul McDaid and Mike Hill. Derek flew a new plane he acquired from Ross which was a real handful and he was lucky to get back in one piece. It was very nose heavy with excessive throws on the controls. He reduced the throws and managed another "flight" just! Everyone else had a couple of flights without incident, although George's helicopter had the tail gyro reversed. A quick pirouette on the ground and a raised heart rate the only damage.

Saturday 10th September

Lovely day with a slight wind from the east and a barmy 19C.
Neil Grayson arrived about 09:50 with Tom Wilson and Tom Roberts already there. Mike Hill appeared about midday. Helicopters flown all over the sky. Neil flew his Mascot but it was reluctant to take off and insisted on nosing over. Holding the tail to build up thrust solved the issue temporarily and bending the nose wheel forward solved it permanently. Mike flew his Corsair which tipped up on landing with no apparent damage. On the second flight, however, it needed full stick to make a turn. Mike managed to land it OK but on closer inspection only one aileron was working which was strange as it's a single servo. It appeared that the control fulcrum had broken off on one side and will need the wing stripped to repair.

Sunday 18th September

Overcast and cool day but light winds. Tom Wilson and Tom Roberts were there flying helicopters. Anna Mitchell and her dad, John, had a quick visit and flew her electric cub very competently. Neil Grayson, Ian McLuckie and Bill McDiarmid were there to maiden Ian's Decathlon which Ian had bought from Daniel

Decathlon – Preparing for maiden flight.

Post maiden flight and all in one piece!

Cousins second hand *(See For Sale section).* Cleaned up and now fitted with the OS 62 Four Stroke from his now defunct Cub. After checking controls and switching off SAFE mode on the Decathlon (controls reversed in SAFE mode!), Bill took off and did a couple of circuits and landed safely, Ian taking control briefly mid-flight at 2 mistakes high. It was decided that elevator control throws needed to be reduced as it tended to be very pitch twitchy. Neil had fitted a metal tube on the Enya 40 fitted to his Boomerang 2 to divert the exhaust away from the fuselage but this wasn't very successful as it reduced the power so much that the plane refused to take off! Tom demonstrated to Neil (with his hands around Neil's neck) why the engine couldn't breathe.

Friday 23rd September 2022

A few people at the field today. Mike Hill intended to cut the grass but it was too wet and rain threatened. Paul Wasik was there and despite being quite windy at times he managed to get his Wots Wot biplane airborne. It was twitchy on the ailerons but he thinks that could be because he is used to other models where he can throw the sticks about whereas with the Wots Wot just small movements of the sticks are required. Once he settled down and got used to it, it was fine. The instruction manual gives you information about exponential on the flight surfaces for initial flights but he only did the ailerons. The engine sounded good in flight. Two flights and two successful landings were completed. It was Intended to have a third flight but Paul discovered that the locating lug on the bottom wing leading edge had sheared. Everything else OK. A new plywood lug has been made already and epoxied in, so ready to go again, weather permitting,

Thursday 29th September

Ian McLuckie was at the field today from 11:00 and was alone for 3 hours until Tim Knowles arrived. Ian was flying his Kingfisher and Bixler 3 for landing practice. He wasn't flying his Decathlon today as he feels he needs other members around for safety plus the SAFE software still needs some attention. Ian had to land his Kingfisher at one stage as several hundred geese lifted off from the east field. The sky turned black with them circling round and he was convinced there was going to be a bird strike.

Tim was flying his Multiplex Eazy glider 4, with flaps added by him and improved reinforced front fuselage, consisting of lollipop sticks and carbon fibre tows.

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 visiting the flying field then 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

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 is a laser cutting and CNC milling service.

Stay well and safe. Good flying!