



Newsletter

No.15: March 2021

New Regulations for Aeromodellers from 1st January 2021

On renewal or registration of the CAA registration system members may find that they are prompted for new information, which was not asked for last year. The new fields are, Telephone, Insurer and Policy number, these are not mandatory to complete and most people are not aware of their Insurer and Policy number. You may also find that if you are changing from the SAA registering/renewing your CAA registration to going on-line direct you may be prompted to take the on-line test, which again has changed as the new test now covers a 5-year period. If you have any questions please contact the SAA Membership Secretary who will be happy to advise you (contact details of SAA Officials can be found on the SAA contacts page).

You may have received a letter from the SAA or BMFA to confirm that you understand the new regulations contained in Article 16. **You are reminded that you need to sign and return this form by 31st March 2021. If you are not willing to sign the document, you will no longer be a member of the SAA/BMFA and will no longer have valid insurance.**

Links (Ctrl and Click) to the all-important Article 16, both as a quick guide and the full document, are below:

[Quick Guide to Article 16](#)

[Model Aircraft Article 16 Authorisation – the full document.](#)

Possible Event for 2021

The club secretary (Billy Dunn) has received an email from Tom Laird asking to use our club air field for an F3A competition this year. The provisional date would be 14th August 2021. The normal invitation for club members to come and spectate is dependent on the situation with Covid-19 and what restrictions are still in place. Updates will be posted on this newsletter, Facebook and the website.

State of the Flying Field

On Friday 26th February Billy Dunn sought permission from Scott (the farmer) to drop into the club for a look around as he was passing with work. Scott was happy enough for this to happen.

Billy reports that the club site, believe it or not, is in excellent condition given the fact that no maintenance has been done on it for such a long time.

The grass is as you would expect it to be for this time of year and thanks to Neil's bench painting efforts, they too look great. The only problem Billy can see is that the moles have been living it up in our absence. Plenty of molehills around the transmitter hut and the top helicopter patch.

In Billy's expert opinion a good half day's maintenance should have the place looking in tip top condition. Hopefully things will ease soon enough and we can get back to flying.

Photos below:



On Sunday 28th February, after getting further permission from the farmer (Scott), Tom and Billy attended the club again for essential maintenance (no flying). The following equipment was tested by starting up, checking and testing: mower, strimmer, small push mower and generator.

Surprisingly all of them started up no problem, everything was operated for a good 15 minutes. Tom was able to take the big mower over all the short stuff with the exception of the bottom quarter of the runway which is still a bit soggy.

All in all, a worthwhile visit. The site will be ready for club members to return when lockdown eases.

Members' Building Projects

D.B. Sport & Scale Ltd Rookie 68 *by Neil Grayson*

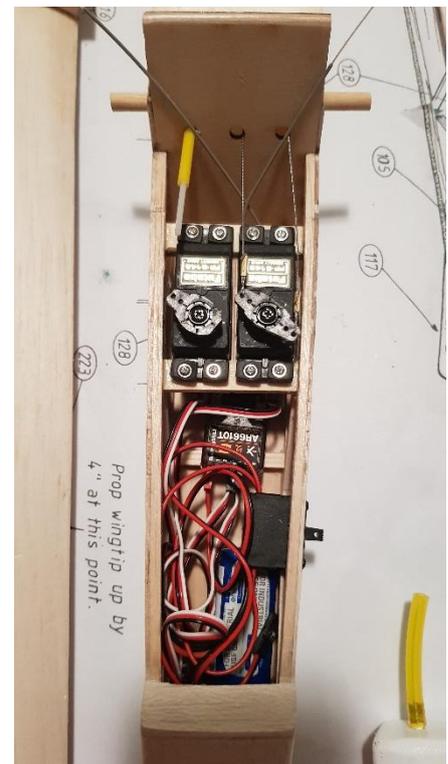
Continued....

The Rookie has come on since the previous Newsletter. I have now installed the two servos which was a bit of a squeeze as they are almost as wide as the fuselage hatch. The receiver is a Spektrum AR6610T but again it is a bit large. I will probably swap the receiver with the one I currently have fitted into the Stearman Biplane which is a Spektrum AR6600T and is a little smaller.

The three parts of the wing are now completed and just need joining together and given a final sand. I managed to build the recommended washout into the wing tips by putting a 9.5mm (3/8") wedge underneath the end wing rib. Hopefully this will stay in once it is covered. Unfortunately, the wing tip sheet covering was a little too small so I had to insert a filler piece into each tip. There was a slight delay building the two outer wings as I ran out of 5mm square balsa strip for the leading edge. Whether it was me not being careful about how I used it on other parts of the model or there wasn't enough in the kit I have no idea. Luckily, I managed to get more from the Balsa Cabin within a few days.

A big decision to make is if I am going to use rubber bands on the tailplane or just glue it on. I am tempted to just glue it on as then there will be less work to do at the field. The only problem there though is that the first time I put it in the car I will catch it on something in the boot and rip it off. One solution would be to glue it on then buy a bigger car!

Below: Electronics



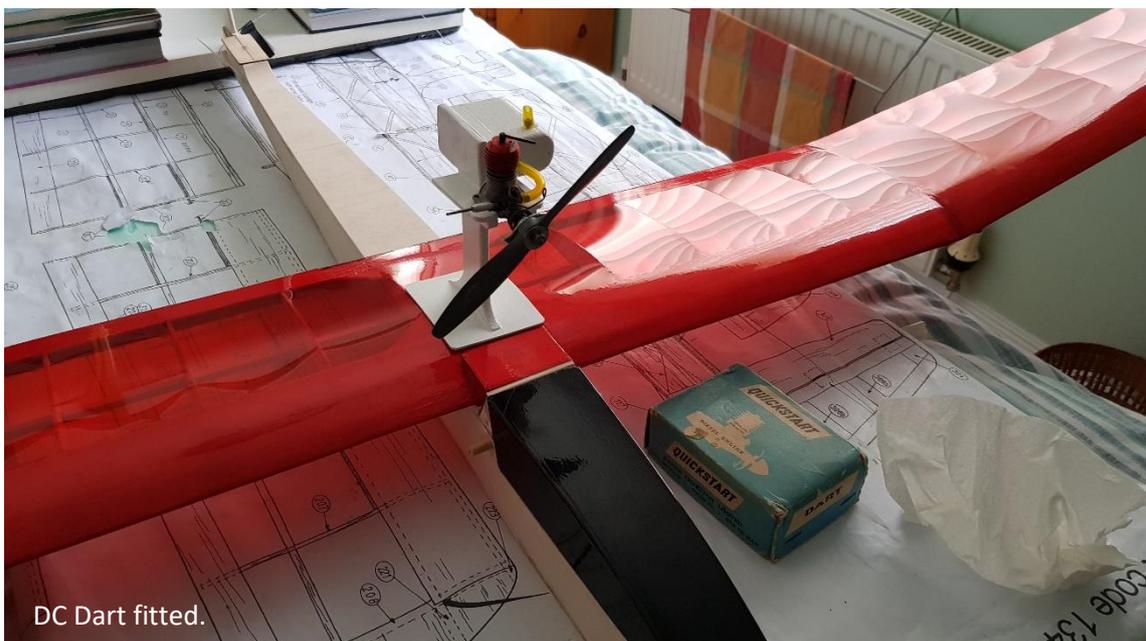
The rudder

My idea of using transparent Oralight seems to be a problem in that all the parts are numbered and it appears that they are not easy to sand off as the numbers are deeply embedded in the wood. I have only covered the vertical and horizontal fin so far but it definitely doesn't look right on the vertical fin! (as you can see to the left). I may get away with it on the horizontal tailplane as almost all the numbers are on the bottom. Perhaps I should have thought about this before spending so much money on transparent Oralight!



I intend to construct another power pod of similar design so that I can fit one of my Cox 0.049 glow engines which has an integral fuel tank. It should be easy to make, then swappable at the field as it is only held on with the wing bands.

Finally, being a novice in this hobby I have a question. With a two channel glider, where do you put the elevator and rudder controls on your transmitter? Both on the right stick, or elevator on the left (throttle) and rudder on the right (aileron)? If you have any helpful advice, please just email me: krmfcng@gmail.com



My Tiger Moths *by Robert Boyd*

DH82A Tiger Moth - T5424

Scale detail is taken from an aircraft of the now disbanded Diamond Nine formation team which displayed for 15 seasons in the 80's and 90's. A successor team was formed in the summer of 2005 based on a core of former Diamond Nine Members. Called the Tiger 9 Aeronautical Display Team it was formed in response to the request for a flypast of nine Tiger Moths at the 25th de Havilland Moth Club rally at Woburn Abbey. This was achieved successfully and the newly formed team went on to develop their full display routine for the following season.

The model is powered by a Laser 180 four stroke, wingspan 89" and is covered in nylon. Built from the Flair kit 1/4 scale and is an excellent flyer.



DH-71 Tiger Moth monoplane 1927 -G-EBQU

The model was built from the JB Aviation kit and again covered in nylon. The model is powered by an OS52 four stroke.

Only two DH-71 aircraft were built G-EBRU and G-EBQU. They were designed to research high-speed flight and to test replacement engines for the 85 hp Cirrus 11. Both had Cirrus 11 engines initially but, later G-EBQU was fitted with a prototype 130 hp Gipsy engine. The fastest recorded speed was 186.4 MPH, between Stag Lane and Harrow Church on 24th August 1929. An attempt was made to beat the class 111 height record just five days later. G-EBQU reached 19,191 feet and had to descend due to lack of oxygen equipment, although the aircraft was still climbing at 1000 feet per minute.

G-EBQU was exported to Australia in 1930 and registered VH-UNH. On 17 September 1930 it crashed when the engine cut out while practising for an air race, killing pilot David Smith.

The second airframe was for a time displayed outside de Havilland's Hatfield factory, eventually being destroyed there on 3 October 1940 during an air raid.

Both models fly mostly at Falkirk Club fly-ins.



Would love to see them both fly at KRMFC Robert...

ARTF Seagull Chipmunk DHC-1 *by Mike Hill*

Some photos of my latest lockdown build. An ARTF Seagull Chipmunk DHC-1. Power is from an OS120 AX. It is almost finished, although I think the fuel tank is a bit high for the inverted engine so I might end up lowering the floor below the tank. The lights on the undercarriage fairing will be powered by a 2S LiPo switched on when the flaps are applied.



My lockdown experience *by Alan Veitch*

Thanks for the prod for articles Neil. I apologise to those on the WhatsApp group for any repeats, but as there's not as many members in the group as I'd like, here's my lockdown experience, for all to share.

As most of you know I'm a bit of a nutcase when it comes to flying. That's because I have stuttered around the side-lines for too many years, not learning to fly because I couldn't see the planes properly in the air to control them. And now that I've mastered the basics, along came Lockdown!!!

In November I was told that I couldn't fly because it was made illegal to cross the county border, except for essential purposes. I was suffering badly, showing signs of withdrawal from the drug that flying is. I used every excuse possible to get to the field and have a flight. My grandson was still at school, and one of the ways shown on the sat nav to get there, is right past the field. How lucky is that? Arguments soon occurred in the household as everyone still wanted to keep their routine to get out of the house for a legitimate reason. I then had conversations with the sports council about return to sport directives they were discussing with the government, and it turns out that the law didn't really stop me from flying at all. The rules still allowed me to cross the border and fly, the rules on site as stated by our Covid Safety Officer, must be adhered to though. I contacted the SAA Covid Officer and he confirmed that this was the case. He even gave me a letter pro-forma that he advised me to take and show to PC Plod if I was stopped, and advised that I should register with the club's track and trace system that I was attending the field before leaving home. The advice given by the SAA for us has always just been their committee's personal opinions. That allowed me to get a few flights in.

However, even though the situation has remained unchanged all through this current lockdown, just like golf we were still able to fly. The majority of members are supporting the community in general by not going to the field. However, since the new variants of Covid were discovered in Scotland, I realise, Nut though I am, I need to also stay at home to protect others.

I thought at first, I'll get on with things in the shed, however with the flo-gas heating breaking down in the house, my heaters had to be used to help keep the family warm. The shed remained frozen over for the whole three and a half weeks it took to repair the boiler. I found that although in the past, when going to the previously unheated shed and garage to work was okay, because you returned to a warm house to recover. It's a different story when coming back to a cold household, also my fingers no longer work when close to being frostbitten. So, my shed is practically untouched since lockdown 2. I did however take advantage of the snow. My Kingfisher came with skis, WHOOPEE. I bolted them on....



....stood the plane on the snow, opened the throttle and.....the plane sunk straight down to the grass below, and started cutting divots out of the ground. It didn't move forward a single inch. Wrong type of snow, it was useless also at making snowballs to throw at it. Undaunted I bolted on the floats which also came with it, and they worked great.



Living next door to the farmer's field has its benefits, for nearly a week I had daily fixes of flying. Great. I have also been able fly the Ares Gamma given to me by Trevor, which on those calm winter

days, can be hand launched and crash landed in the garden. So yes, I'm in the stay-at-home brigade, but am choking at the leash to get back to flying proper like!

My aerial experiences can be viewed on Neil's YouTube channel as I strapped a camera onto the Kingfisher and flew around the house a bit, check out the Tutor2 videos at the field also.

[Neil Grayson - YouTube](#)

Alan has found an excellent way of getting to the front of the queue when it is your time to get your Covid-19 jag. I am sure for a small donation to the mower fund he will lend you his special T shirt.....!?



Activity at the Field – February 2021

Unfortunately, with the Covid-19 restrictions in place there wasn't any activity at the field. Let's hope we have a better 2021. All please keep in touch via the members WhatsApp group. If you want to be added to the group contact Alan V.

The committee wishes you all good health

STAY WELL

See you all soon