



Newsletter

No.22: December 2021

Again, there is no further update to Covid-19 rules in Scotland and the following is still extant:

Scotland moved to “Beyond Level 0” on 9th August 2021. Legal restrictions on physical distancing and the size of social gatherings are now lifted. Members remaining outdoors at the club no longer need to complete the Track & Trace email. Anyone using the club hut should leave the doors open where possible and still continue to use the Track & Trace system.

KRMFCtrackandtrace@gmail.com

See Covid 19 – Release Bulletin No. 7 for more details on the SAA Webpage.

<https://www.saaweb.uk/>

KRMFC AGM

There has been no AGM due to Covid-19 since November 2019 so it is long overdue. It is hoped to have an AGM early next spring to discuss various subjects regarding the running of the club. We need enough people to attend to create a quorum (the minimum number of members that must be present to make the proceedings of the meeting valid). Failing that, it would be a waste of time, effort and club funds.

Clause 7.2 of the Club Constitution:

“The quorum for any General Meeting will be 51% of the current members of whom at least eight must not be Committee members and of whom twelve must be adult members”

Current membership is 49, so 51% equals 25 members. Deduct the committee of 6 members and we therefore need 19 more members to attend an AGM to produce a quorum.

Suggestions for subjects to discuss at the AGM include:

- Events for next year.

- Repairs and upgrades at the field (new benches and pilot boxes).
- Further FPV racing events.
- Do we have a club trainer? (If so, what is it and is it flyable?).
- Are we as a club taking on the Splash-In at Loch Leven? (Bill McDiarmid, a member of our club, did it on his own this year!).
- Do we have anyone who would volunteer to be an instructor?
- Is anyone else willing and able to qualify to conduct certification?
- Are any members interested in taking a more active part in the club and being on the committee?

These operational topics would be in addition to covering the usual business of an AGM, which this year also include:

- Both the secretary and the treasurer are interim. Voting needs to take place to make them permanent.
- Proposed changes to the constitution.

Please indicate if you would be willing to attend an AGM held at Orwell Bowling Club (date and time to be arranged) by sending an email to the committee at krmfcccommittee@gmail.com. Ideas for the agenda would also be most welcome.

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

BMFA Affiliation

KRMFC is now affiliated to the BMFA. Many thanks to Mike Hill for signing us up. This means we are insured for up to £10,000 for Buildings and Contents. If anyone who is with the BMFA would like to make KRMFC their main club then please forward Mike Hill your details. He will need the

name and email address you used for registering with the BMFA and your BMFA number. As a BMFA member, if you do not want KRMFC to be your main club, could you again let Mike know.

Site Maintenance

The stile which gives access to the field to the west is now repaired. Obviously if you don't crash you won't know where the stile is but a lot of us do! The steps are still slippery.

Glow Fuel for Sale

The club still has a stock of fuel for sale. 20% nitro has nearly run out so more is on order. 20% nitro is £30 a gallon and 5% is £24 a gallon. Please note that the containers are full gallons and not 4.5 litre cans. See/contact Tom Wilson or Mike Hill if you want to make a purchase.

Newsletter Feedback and Contributions

Please let Neil or Alan know of anything you would like to see included in the Newsletter. Also, any feedback is much appreciated. If anything interesting happens whilst you are there send us an email (with pictures) for the Activities at the Field section. Articles are always needed and are a very popular read. Members are interested in how you got into the hobby, what planes you have owned etc...

Normally, we aim to publish the Newsletter around the 1st of each month. Email addresses for articles are: alnvkrmfc@gmail.com or neilgrayson@sky.com

Members' Building Projects

Kyosho Calmato Sport 60 by Billy Hatley

Billy Hatley sent in some details of the Kyosho Calmato Sport 60 that he has been putting together. Here is what he had to say about its construction:

The Calmato requires a 60/65 engine and since the demise of my Edge 540 I had an OS65AX available so that is what I fitted.

When looking for any model to put together I always looks online for reviews and for this particular model the reviews went all the way back to 2007. The company has since made some modifications from the early models but the two modifications that I picked up on were to convert it to a taildragger and fit a tailwheel, anything else was just upgrades to fittings.

To fit the new undercarriage was easy as there is a removeable hatch on top of the fuselage behind the engine. Removing this hatch gives access to the fuel tank which sits on a mounting plate which is also removeable and that made all the difference as it gave access to the floor of the fuselage. I just glued a plywood mounting plate to the floor which butts up against the front former for the wing seat and gives added strength in that area, this was then filleted all way round.



Billy and his Calmato 60

The undercarriage was sourced from www.carboncopyuk.com. I had a choice of Carbon Composite or GRP but, due to our field being a little bumpy I chose the fibre glass one - code for this is CCU12 both being the same price. Larger wheels were also fitted. The weight of the new gear was about 20g heavier than the trike set up which I was happy with. The tailwheel is just a commercial Dural one I had lying about. The trouble with it is that you cannot connect it to the rudder due to make up at the tail end which meant it had to just swivel free. Unfortunately after landing I found it was getting stuck and steering was impossible, plus it was too small. I have now fitted a larger mount and bigger wheel and then made a little tiller with two vertical pins that now stop it from turning a full 360 deg.

That was the two main modifications done. As discussed with Neil at the field the two pushrods from the rear mounted servos were upgraded to 1/8" (3mm) threaded silver steel rod. A bit of overkill I know but that's me. Why would the kit makers think a 2mm pushrod, one 9" long and one 11" long would be suitable here for rudder and elevator?

Balancing wasn't too far out, just a few ounces on the nose which has me now thinking, MORE POWER, an OS 75 sounds good!

Fighting the CAA Isn't New by Alan Veitch

Many of us have people who we admire, or even treat as a hero. It may be a sportsman, or even a footballer. One of mine, no surprise it's not a footballer, it's a pilot, and I don't think that he has many admirers, other than me that is. His name is Captain Harry Foote He was a BOAC pilot, and a very experienced one.



Above, original caption: 'The delivery of Comet G-ALYZ from Hatfield to London Airport on September 30 completed BOAC's first fleet of Comets, The Corporation now has nine Series 1 aircraft to serve the routes to Johannesburg, Colombo and Singapore. During the ensuing months Comet 1As will be delivered to Canadian Pacific Air Lines, Union Aeromaritime, the Royal Canadian Air Force, and Air France.' (BAE Hatfield) Left: Captain Harry Foote of BOAC, who was blamed for the loss of the aircraft at Rome. (Hugh Jampton Collection)

Britain led the world with the first jetliner the Comet 1. Millions of pounds of orders were on the cards, and everything looked good on the surface. The problem was the management had rushed on the project, and weren't necessarily listening to the ordinary man. The manuals had been written, not realising this new jet technology needed proper testing.

I'd like to take you back to Rome 26th October 1952 at 5.56pm. On runway 16 of Ciampino Airport lined up for take-off was a brand-new DH Comet. The new wonder plane, the first civil jet planes in the world. The British were at last ahead of the Americans in the aviation race, already millions of pounds of orders had been placed. At the controls was Captain Harry Foote ex RAF (DFC and bar), a member of an elitist group of BOAC Comet fleet pilots, who attended ritual monthly pub meetings to foster good relations between pilots and management. As he was a very deliberate and precise man that did everything by the book, and he was soon to become an instructor. The comet training manual on which he had been trained told him that on take-off the Comet nose wheel should be lifted off at 80 knots.

It was pitch dark and raining. The wipers jerked across the windscreen revealing fuzzy runway lights, but no horizon could be seen. G-ALYZ gathered speed down the runway and at the recommended 80 knots he eased back on the controls and lifted the nose-wheel accelerating further to the calculated unstick speed of 112 knots, before lifting the main wheels. Foote then called for "undercarriage up."

The port wing dropped violently, the aircraft swung left, then began juddering. The plane was not responding to the controls, and bounced back onto the runway. The speed wasn't building up, the plane simply would not fly. With the red end of runway lights approaching, Foote's only thought was to save his passengers. He slammed back the throttles and tried to stop. The Comet slid over rough ground, snapping

off both undercarriage legs, and breaking off a wing. Fuel poured out over the ground but fortunately no fire broke out. The crew managed to safely evacuate all the passengers, and the only person hurt was the First Officer Peter Duffey, but not critically, as he later went on to be one of the longest serving Concorde pilots. The wonder plane was a write off, yet Foote had obeyed the manual to the letter.

Following the accident, before the investigation was completed the Ministry of Aviation issued an interim report, and BOAC with DE Havilland issued a joint statement which stated that it was neither the engines



nor aircraft which were to blame for the accident. They maintained that Foote had lifted the nose too high, evidenced by the tail scrape marks on the tarmac. Not very likely by an airline pilot with 5,868 flying hours unless there was a very good reason!

The Ministry of Civil Aviation Inspector wrote to Foote saying that as a result of the BOAC Inquiry, 'blame for this accident has been attributed to you'. The verdict was 'pilot error'. Foote was asked to sign a form accepting the total blame. Wanting it over quickly and quietly, Foote signed. Retribution followed. He was formally admonished and posted to flying York Freighters BOACs oldest plane, used for carrying freight and exotic animals. The Comet had been vindicated, and could be sold worldwide untarnished.

Foote was worried about how he could have got the nose so high, and spent most of his time doing calculations and drawing graphs to solve it. Behind the scenes DE Havilland and BOAC worked furiously to find out why? They changed the manuals to say that after lifting the nose-wheel at 80 knots, it had to be lowered back to the ground, a most extraordinary manoeuvre. When he returned from Rome, Foote found that the amended, but undated revisions were in his locker, and the original manuals had been removed. A new training module on simulators, showing how NOT to take off was introduced labelled the 'Foote take off.'

A few months later Captain Charles Pentland arrived to take delivery of Canadian Pacific Airlines new Comet 1, '*Empress of Hawaii*'. He had been trained in the 'Foote take off', but on his first fully laden take off with officials on board crashed when taking off on 2 March 1953 killing all 11 on board. It was a repeat of the Foote accident. Foote became quite ill with anxiety and had his pilot's licence suspended, he went to BOACs Vice Chairman, Air Vice Marshal Victor Tait with information that the Comet could stall at a higher speed near the ground than in free air. Tait saw no validity in the argument. Next DE Havilland issued yet another take-off procedure, 'at 80 knots raise the nose wheel, then lower it back to the ground until less than 5 knots below unstick speed.

Comets now had further problems, namely exploding in the air, but that was related to a different problem, but not the shape of the windows as I previously believed before researching this article.

Foote continued unsuccessfully to clear his name, and he proved his excellent flying skills on 1 September 1955 when piloting a York Freighter to Bangkok. Two bangs were heard as the starboard in-board propeller detached, it struck the outer one smashing that one off also, tearing off half the starboard elevator as they both plunged into the Bay of Bengal. Foote cool as ever ordered the jettison of all the freight to lose weight, but insisted not his suitcase as he always liked a change of clothes after a long flight. He then proceeded to make a textbook landing at Rangoon with an asymmetric York freighter, not an easy task.

Meanwhile, frantic modifications were being made to the Comet. Changing the wing profile, uprating the brakes, fitting of a stall device, even a tail parachute. In parliament John Profumo (Parliamentary Secretary, Ministry of Civil Aviation) was asked if he would reopen investigation into the Foote crash, it was refused. It was pointed out in the house that there'd been several changes made to the take-off routine since the crash, would he not institute a full public inquiry to enable this innocent man to clear himself? No such inquiry was granted.

The International Federation of Airline Pilots threatened a worldwide strike of over 15000 pilots annually unless DE Havilland released information on the take-off accidents. At first, they refused, as not all pilots had reported the same problems. Gradually information was revealed, the conditions of high weight, high temperature, darkness and lack of horizon had been rare during the four months that Comets had operated before the accident. The only indication of the pitch angle at take-off was a minute movement of the artificial horizon, even the artificial feel of the controls was weak. Others revealed that they had only escaped a similar situation by not doing as the manuals said but keeping the nose down until unstuck. For both Harry Foote and Charles Pentland going against the manual seems not to have been an option.

Eventually a guarded statement was publicly issued to the effect that tests had revealed a hitherto unrecognised feature that the stalling speed near the ground was higher than the corresponding figure in free air, and the disparity increased as the aircraft weight increased. Sounds very like the non-valid argument presented to VC Tait at BOAC by Foote earlier.

Pentland was not cleared of pilot error, neither was Foote.

The strain was too much for Foote who gave up flying and worked on the ground. He ended up obsessed with the totally unfair verdict of pilot error. At 53 he had a heart attack and died. But we all have lots to thank him for says his old co-pilot Concorde pilot Peter Duffey; the pitch graduations on the artificial horizon, stall warning horns, and stick shaker. Concluding that the world lost a very capable pilot in Harry Foote.

The Comet IV went on to be in the end a very good and reliable plane, being developed into the very successful Nimrod. But commercially just like Concorde it failed, not because of technical inferiority but political and management failure.

References: 'The Naked Pilot' by David Beaty (2003).

'Comets and Concorde' by Peter Duffey (2020).

'Comet, the World's First Jetliner' by Graham Simonds (2017).

Model Plane Across the Atlantic *by Neil Grayson*

On August 11 2003 a model aircraft, (defined as a plane which is less than 5kg (11lb) (including fuel), called The Spirit of Butts' Farm (also known as TAM 5) was the first model aircraft to cross the Atlantic Ocean. The plane was named after R. Beecher Butts who allowed his farm to be used for the testing of the many aircraft, a salute to Charles Lindbergh's famous "Spirit of St. Louis" (TAM – Trans-Atlantic Model).

The aircraft was built by a team led by Maynard Hill (b. 1926, d.2011) who was a retired metallurgist from Lehigh, Pennsylvania, USA. Maynard already held many model aircraft world records for speed, altitude and duration.

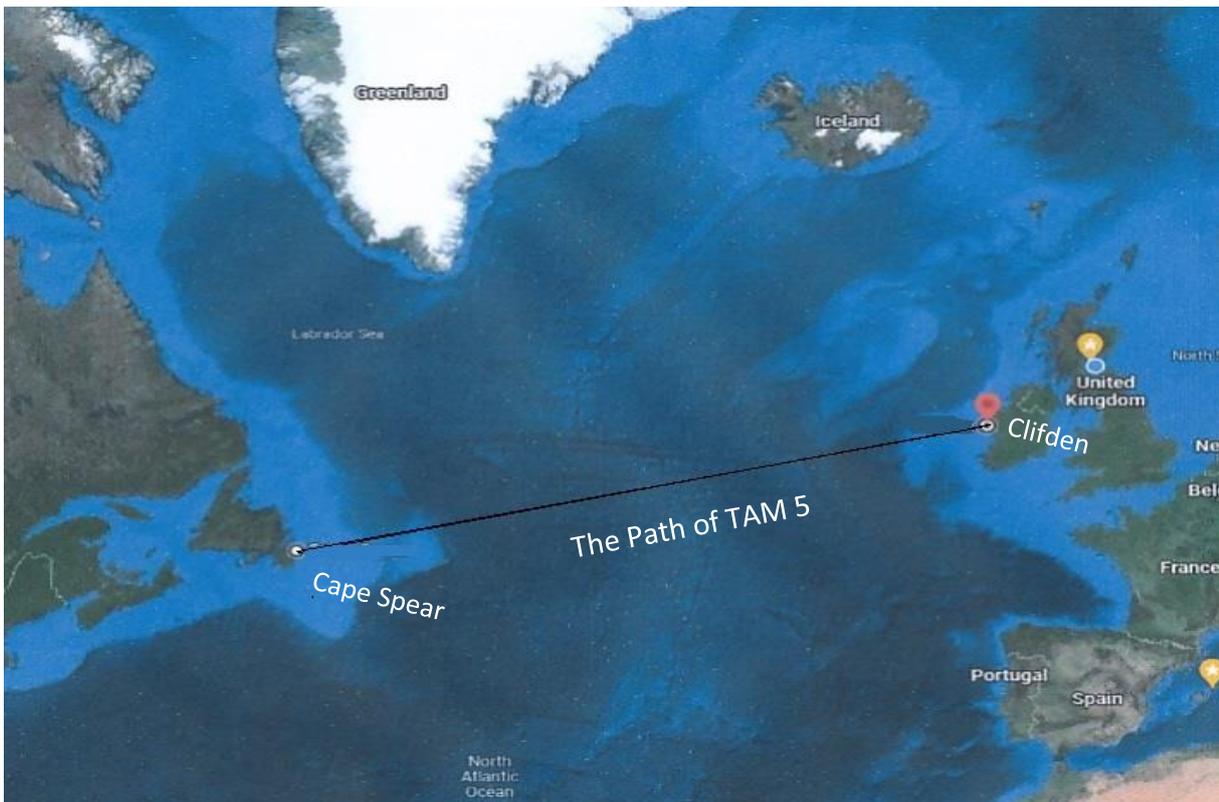


Mr. Hill perfected a tiny four-stroke engine that ran on camp-stove fuel, sipping just two ounces per hour. It took 4 years of full time work for the first attempt which ended in disaster. 3 planes ended up in the ocean two of which travelled less than 30 miles.

The plane had a single aileron on the port wing, a small elevator and no rudder. It certainly wasn't designed for aerobatics! Power was provided by drilling a hole in the crankcase of the engine which was used to drive an alternator. The battery onboard was a 9 volt unit which could only run the electronics for a few minutes if the engine stopped.

The team built a gyro-based autopilot with GPS navigation and a satellite uplink for telemetry. This they had done almost from scratch as nothing like this had been attempted before.

12 months later with the 25th plane out of 28 planes the flight across the Atlantic was accomplished flying from Cape Spear in Newfoundland to Mannin Beach near Clifden, Galway, Ireland taking 38.9 hours. The electronics in the plane failed to report its position for 3 hours and it was thought the plane had been lost but it eventually reappeared on tracking devices and it was landed by radio control by a team in Ireland after a five year effort. Fittingly it landed in the vicinity of the historic "Wing" monument dedicated to an earlier pioneering trans-Atlantic crossing by John Alcock and Arthur Brown in 1919. On landing there was less than 2 ounces of fuel left.



TAM5	Facts and Figures
Weight (with fuel)	4.987kg, (10.99lb)
Weight (without fuel)	2.70Kg, (5.96lb) - Almost half the weight was fuel.
Duration	38 Hours, 52 minutes, 19 Seconds
Distance	3028.1Km, (1881.6 Miles)
Flight Altitude (average)	300 Metres, (1000 Feet)
Fuel Tank Size	3.5 Litres,(123.183 fl oz) - 59.15ml, (2 fl oz) per hour consumption rate.
Fuel	Coleman Lantern Fuel with Indopol L-50 lubricant additive
Engine	OS Four Stroke 10cc (0.61 Cubic Inch). Turning at 3900 rpm
Engine Modifications	Smaller valves in engine. Carburettor from a OS 0.10 2 stroke engine
Cruising Speed	68km/h, (42mph). Average speed of 77km/h, (49mph) Including tailwinds
Size	Wingspan 1831mm, (72"). Length 1880mm, (74").
Propeller	Zinger wooden propeller, 14" x 12". Trailing edge sanded to razor sharpness.

The transatlantic flight set records for both flight duration and distance in a straight line. Whilst Maynard Hill had received assistance in building, testing and in steering the plane to its safe landing in County Galway and he had no hand in the flight computer or autopilot programming the design was solely Maynard Hills who was legally blind and mostly deaf when he masterminded the flight.

“Spirit of Butts’ Farm” is on display at the Academy of Model Aeronautics in Muncle, Indiana and the models are represented at the Smithsonian’s National Air And Space Museum (NASM).



References: BMFA News October 2021 – Crossing the pond.
wikipedia.org – The Spirit of Butts’ Farm.
The Washington Post – 9th June 2011.

Grumpy Instructor *by Ian McLuckie.*

'What's that at the end of the runway?' I asked.

'Not sure' replied the instructor.

'Go-around?' I asked tentatively.

'No, carry on', he said.

I was sitting in the left-hand seat of Piper Warrior, GBNON from Perth Airport with a grumpy instructor in the right-hand seat, and I was not doing too well. We were making a flapless landing approach at about 75 knots. Although I held a pilot's licence it was still necessary to take a check ride with an instructor from time to time – fail and you are grounded. It's called purgatory, even worse than the CAA medical when they snoop around trying to prove that your blood pressure is too high, that alone puts it up.

I don't know why he was so grumpy; I wasn't doing *that* bad. I looked over at him and saw no sweat on his face but legend has it that these instructors only sweat on the right-hand side of their face when in the right-hand seat, so all seemed normal. He had been complaining all the way from Perth. The weather was a bit turbulent and some rainwater had come in the door and wet his nice white shirt. He constantly complained that I was going up and down like a 'bride's nighty'. I just carried on - heard it all before.

The exercise was to land and take off at Kingsmuir, a grass strip in the middle of Fife, and of course you have to find it first, and that was not going well.

We were at 1,000 feet and he said – 'Can you see the strip?'

As soon as he said it, he turned his head sharply to the left. That's an old trick. Your immediate response is to also look in that direction but it is **never** in that direction. They have lots of tricks. Before we taxied out at Perth, he secretly pulled a fuse from one of the panel instruments to see if I was following the checklist. Miss it, and that's a fail.

'Yes, I see it', there is definitely something at the end of the runway'. I said.

In those days it was a rough grass strip open to all, no buildings just fences.

'It looks like people – they'll move off', he said.

He is Pilot in Command (PIC) and we fly under the privileges of his licence so we just carry on.

The approach is shallow and fast with no flaps and I am sure the fence at the end of the strip ducked for a moment as the wheels tried to take the moss off its top rail.

'Go round, go around' he shouted. 'Who are these people?' He was close to swearing.

The engine screamed at 2,700 rpm as I heaved the plane up and swung off to the right. Nothing dramatic, we were already cracking on, way above stall speed.

'Have another go... never mind flapless. He barked, more than grumpy, clearly annoyed.

So, I lined up again. This time I was a bit high and the fence never objected so I got the wheels on the grass.

'Too far, you're way past the threshold - why are these people not moving, who are they?'

We were at 50 knots and 100 yards from them. This looked serious, you can't peep the horn.

'I have control' he shouts and grabbed the yoke then swung the plane to the right hitting the brakes which locked-up on the wet grass. The plane slid for ages but well clear of the people.

The three men, as it turned out, in the middle of the runway, never even lifted their heads, intent on what was on the ground before them.

'What the f*** are they doing, they must have heard the engine, let's go see'. said the instructor

We climbed out and wandered over.

Hi there, what's up? Didn't you see the plane ...we almost hit you?' he said just below rage level.

'Bloody engine won't start' said one of the men kneeling on the ground.

And there it was. A beautiful two metre RC Warbird Spitfire, a great piece of work, perfect in every detail.

Grumpiest man in the world was suddenly at ease. All was well. It was aeroplanes you see, and that could never be a problem.

After a few minutes we flew back to Perth a bit more relaxed. He talked all the way back about RC and how he had built this and that RC plane and what a great hobby it was.

He always described himself as an 'aviation nut', and that was certainly true. He went on to become a senior training Captain with an airline. Unfortunately, he is no longer with us, more's the pity, he was a great guy.

True story.

Activity at the Field

Wednesday 3rd November 2021

Alan V arrived early at the field after the school run. The wind was slightly across the runway from the north west but when landing his IC Acrowot, just before flaring a gust came in from the south pushing the prop into the ground. No damage but plenty of mud. Hence the plane went straight back into the car. The well-used foamie Kingfisher came out, and as the wind was swinging all over the place, and we don't have a Windssock at the moment, a couple of stakes with plastic tape were put out to watch the tornado wind directions. It soon settled into a straight north wind. Using the near helipad as a cross wind runway gave him several good flights. But when others arrived with helicopters to fly he was forced back to the runway, resulting in a spill on landing causing a totally snapped nose.

John Carson arrived to chat and spectate due to the Balbedie club field being deserted.



Tom Roberts who is famed for his electric helicopters decided to fly his Arising Star. Unfortunately it went out of control south of the runway and hit the ground with a thud causing catastrophic damage. It was scrapped on the starting bench with members hovering vulture like around the bits. The 46SC engine might even appear in the for sale section in the near future. Grab yourself a bargain. Tom decided that fixed wing isn't for him yet so he thrashed his helicopter round the sky to prove that a strong wind doesn't stop flying.

Mike Hill flew his IC helicopter to show that helicopters, unlike fixed wing, can handle changing winds.

Also present to maintain the advice service was Derek Grater and Pat Baxter. All in all yet another interesting club day.

Wednesday 10th November 2021

It was a perfect flying day at the field with light wind from the west. There were some warmer periods in the morning when the sun was out. Present today were George Robertson and Jim Walsh, then just before lunch Alan Veitch turned up having spent the morning gluing his smashed up Kingfisher from last week, as its replacement has been delayed. With it he brought the clouds, and without the sun it was bitterly cold. The flying was good however.

Mike Hill arrived but everyone was complaining of freezing fingers. Bill McDiarmid dashed in during his lunch break to grab a couple of flights with his blue high dihedral electric plane between gulps of coffee. Alan V decided to put his Aggressor glider into the air after seeing how Bill McDiarmid's extremely floaty plane flew in the prevailing winds. Tom Roberts joined the throng with his electric helicopter and felt quite at home as most of the rest of the flying for the day consisted of helicopter flying. Inevitably cold thumbs were putting a damper on proceedings so lunch was eaten in the club hut for possibly the first time in well over a year.

Saturday 13th November 2021

Warm weather when the sun came out and very little wind. Neil Grayson arrived at 10:30. Tom Roberts was there on his own tearing up the sky with his electric SAB Kraken helicopter. Tom left at 12:15 and Douglas Gilmour arrived shortly afterwards. Douglas flew his foamie Ares and an old nitro Esquire which has sat in his attic for 30 years before he renovated it and flew it again. The battery hatch came off on his last flight and fluttered down to the ground to the east of the field. Neil and Douglas searched for it but it couldn't be found.

Neil flew his Apprentice and Boomerang and did a few circuits with his Mascot attempting to get it trimmed with help from Tom R. It flew well but the engine still doesn't idle properly and it won't stop even when the throttle is fully closed. It is thought that a new carb seal is required to make it more airtight.



Tom and Heli



Douglas and his Esquire



Neil's fleet of trainers

Neil did some work on the stile in the corner of the field so it is now safe to crash land in the field to the west of the runway. He finally left as the sun was going down.



Wednesday 17th November 2021

Club day and the sun was shining. The weekend previously had been good for flying. Alan Veitch turned up at the field around noon, but no one else was there. There was the odd bit of moisture in the air every now and then, but not much. Don't be fooled by the photo however as the flying was terrible. The wind was so strong that harrier flying



wasn't an option, more a necessity, unless you preferred flying backwards and climbing like a rocket as soon as you slowed the motor and released the down elevator. Mike Hill arrived with both helicopter and newly acquired fixed

wing model, but they stayed firmly in the car. Mike left to do some more work on the bench at home. Alan had another couple of hovers with the Kingfisher, grateful of its tons of glue to give it some weight.

Alan's view is that members didn't miss much by being at the field today and he was glad it was just a stopover on his way to the school run.

Tuesday 23rd November 2021

Neil Grayson, Billy Hatley, Douglas Fulton and Alan Veitch at the field. It was a very cold day and the sun was in an awkward position making flying quite difficult. Billy was flying his new plane, a Kyosho Calmato 60 Sport which is the same model as the one flown by Derek Grater. Pushrods on the rudder and elevator had to be replaced with thicker wire as the provided wire was far too thin, Derek Grater found the same problem. The maiden flight went well with only slight trimming required. Alan V was flying his Arising Star and Douglas F had numerous flights with his well-used Max Thrust Ruckus. Douglas is still putting together his new Boomerang V2 after demolishing his previous Boomerang V1 when his wings detached from the fuselage.



Sale of Model Flying Equipment

Is there anything you want or have for sale? Send the details including pictures for inclusion in the next Newsletter.

Web Links and Shops

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!