Newsletter

No.34: October 2023

In this edition: entertaining and informative articles from members, updates from the flying field for August and September, a report from Loch Leven and a mention of the Men's Shed organisation.

KRMFC current committee members are:

Tom Wilson – Chairman

Neil Grayson – Secretary

Mike Hill – Treasurer

Bill McDiarmid – Committee Member

Jim Walsh – Committee Member

Neil Gourlay – Committee Member

Bob Gadd – Honorary Committee Member

Current Members of KRMFC – Approximately 48

An up-to-date members list will be posted in the next newsletter.

A membership application form can be found here.

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

Restoration of the KRMFC Sign

Many thanks to Bill and Mike for re-erecting the sign at the entrance to the flying field. One of the metal stakes has been replaced as it was rusted through and it has now been concreted into place. It should last us another 30 years.

Application for Grant

An application for a Club Training Grant has been submitted to the SAA to purchase a multi-use charger to use with our on-site generator. This will help us to make more use of our club training aircraft and helicopter as currently it is difficult to charge them and keep them charged.

It has been suggested that a charging point could be created using solar power which would be a useful addition to the club. One idea would be to trickle charge a lead acid battery from a solar cell and then use that to charge LiPo and NiMh batteries. If anyone has any knowledge or ideas of how we could accomplish this at a reasonable cost please contact a member of the committee. I know of at least one retired electrical engineer amongst the membership!

BMFA Scotland Area Meeting

There was a second meeting of the new committee of BMFA Scotland held on 30th August. Neil Grayson as KRMFC secretary attended, with Douglas Fulton also in attendance. There was some discussion of training and testing with more details to be published on the BMFA Scotland website in due course. There was not much more to report but to follow the progress of BMFA Scotland the website is at BMFA Scotland. It is hoped that it will be possible to provide a fuller report of BMFA Scotland's activities in the next newsletter.

PWM and Digital Servos *by Ian McLuckie*

In the last newsletter we explored S-Bus. As a newcomer, learning about these systems, I should really have started with Pulse Width Modulation (PWM) the most common electronic control system, rather than the most complex. So, this is what I have picked up about PWM and Digital Servos.

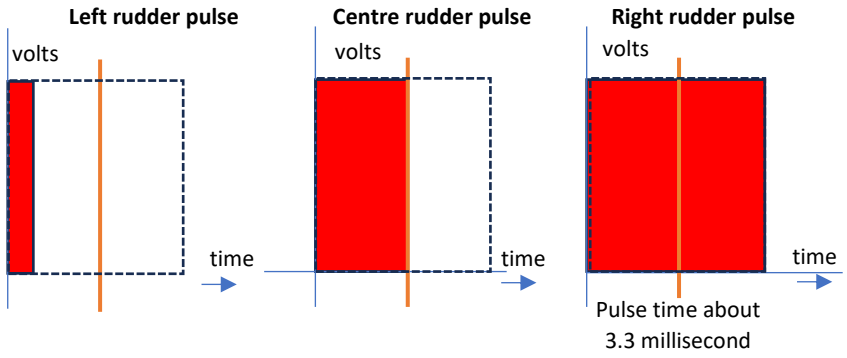


FIG 1 Pulse Width Modulation, the pulse drives the rudder analog servo.

I appreciate that all Club members know about PWM clocked pulses and how pulse width is varied, see Fig 1, - it's old hat. Really old members will remember that the principles were used to control a steam engine in 1849. For the record, I do not remember that.

YouTube has many PWM videos so there is little point in replicating them here. But there are still questions to be answered. For example, I looked at a servo electronic circuit and noticed that there is no memory in the servo, so how does it stay in one place against the force of the air passing over the control surface? It turns out that the motor is 'hit' with a clocked pulse every 20 thousandths of a second (50Hz) so the poor rudder, for example, never gets a chance to move away from the given position…and, the pulses are strong enough to hold it. Crude but effective. Perhaps a possible source of the buzzing I occasionally hear from a servo when it is 'idle'. Seems to be normal, but always of concern. To remove the noise, some say a capacitor across the control line to negative works. Not a path I would trust.

I could not find on the internet how 6 PWM channels can be controlled simultaneously. But it seems to be 'straight forward'. The signals to the various channels are sequential. The receiver clocks round addressing each channel in turn, see Fig 2.

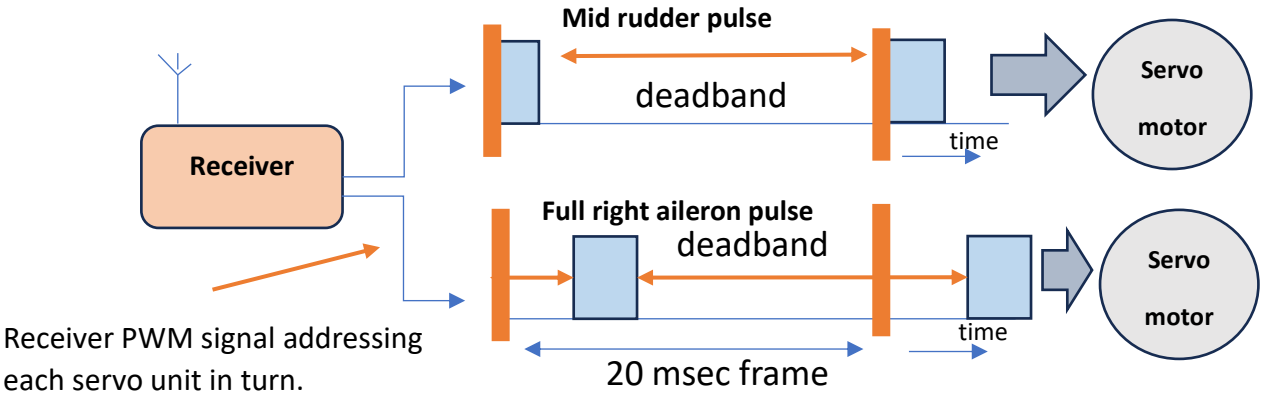


FIG 2 Standard Pulse Width Modulation

There is a set time frame. It is 20 milliseconds. For a six-channel system each channel is allocated a sixth of that time frame, say 3.3 milliseconds, and within each sixth, a pulse is widened, shortened, or has no change. This means that the rudder, for example, must wait on the other 5 channels receiving their instructions…so the next pulse better arrive or the control surface will alter on its own accord. Of course,

all this limits the number of channels. If you want 12 channels then the time frame gets too lengthy to be practical. I have enough trouble with 4 channels.

So, analogue servos work at a standard 50Hz. Most cannot handle a control frequency higher than 70Hz without burning up. OK that's a limitation… fair enough.

Anyway, I visited Mr. Scoonie to buy a new servo for my 'yellow' Mascot aeroplane. It crashed due to a faulty starboard servo. Mike was at the controls, the Mascot suddenly turned upside down, nothing could be done; it will be rebuilt. Mr. Scoonie asked the question….**Digital or Analogue, Sir?** How does he know I have been knighted; I haven't had the letter. Faced with this strange question I said 'analogue'…that seemed safe. But I started to think …how can 'digital' work on a PWM 'logic' signal from a bulk standard PWM radio… and, what's the point?

Now it gets quite interesting. Within the 'digital servo' there must be a microprocessor which converts the PWM into digital steps, it might have memory but I don't think so. Yes, processors are everywhere. Back to YouTube.

A rudder servo receives a 3.3 millisecond PWM pulse every 20 milliseconds and the remaining time in the frame is used up addressing the other servos. So, there is a deficiency. There is a dead time for the rudder of 16.7 milliseconds. The rudder must hold its position despite that awkward **dead band**. See Fig 2.

To address this and get more power to the servo motor, 'so-called' digital servos electronic circuits were developed. I say 'so called' controversially because they are in some respects not digital. What seems to happen is that they make use of the dead band. The microprocessor in a digital servo hits the rudder six times during a 20 millisecond frame instead of once for PWM. Perhaps the pulse is still width controlled and the six pulses are identical, so is it digital? The microprocessor is so fast it can hit the servo motor at the rate of 300Hz, hence the higher pitch noise from a digital servo. Interestingly, according to *John Salt**, **each** of these six pulses from a digital servo processor to the its motor, comprises an astonishing 19,000 pulses. It may be, therefore, and I am not sure, that the number of pulses, inside the pulse, is varied, and that determines the width of the 300Hz pulse. So, it is truly digital. See Fig 3. Thank goodness all we need to do is just plug in the wires.

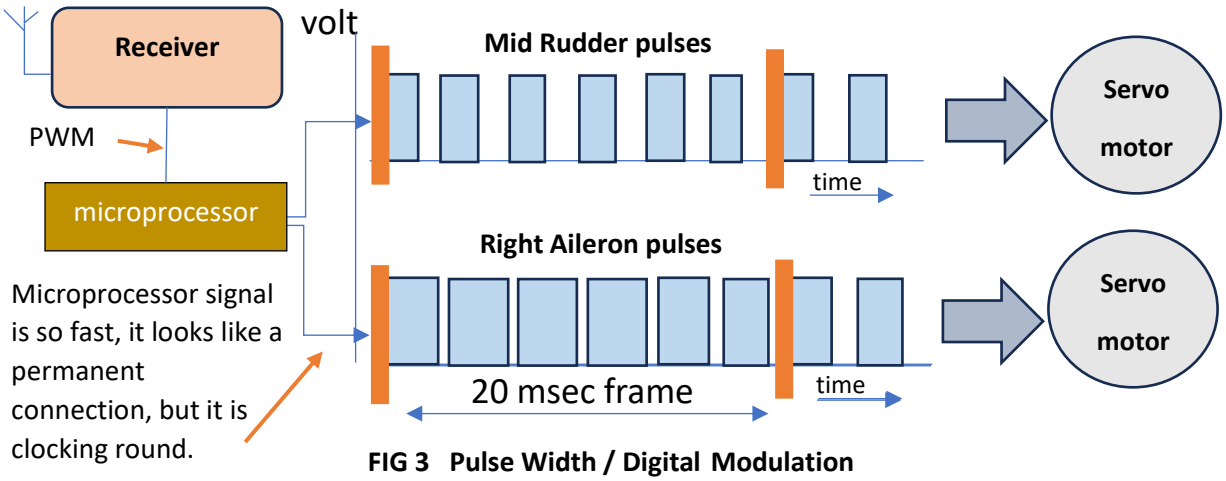


FIG 3 Pulse Width / Digital Modulation

The merits etc. of digital v PWM are well documented and I cannot discover anything new to add.

I had to look into all of this because I had a problem with a pin 3 (elevator) output from a Spektrum AR 630 receiver. The elevator would go up say 20 degrees but would not go down beyond 5 degrees (Neil tells me it was the other way round; he's probably right). Even with a hefty maximum sub-trim, it would not centre

and give equal ‘displacement’. Everything else checked out ok, so I concluded that the PWM pulse output was corrupted, a receiver software fault? A new receiver loomed, that hurts. But I found ‘factory reset’ in the menu which I was reluctant to use because lots of settings would be lost, a kind of ‘start again’ thing. Anyway, I hit the button before bothering ‘Spektrum Support’, and the software rebooted and fixed itself. As a side issue the same receiver has inbuilt aerials, no wires sticking out. That is not good. The receiver is too easily blanked out when behind a full fuel tank and engine. I am convinced that caused a recent crash when the receiver software lost the signal and went into failsafe mode, which, of course, it is supposed to do.

Turning back to servos, they claim that when you operate a digital servo, you can experience an improved feel of control. Expert Club members will appreciate that, but my bashed-up Alpha motor glider with some analogue, and some digital servos of different torques, sizes, and makes can have a mind of its own with little respect for the speed I send instructions. It sometimes takes its own time to respond. It thinks about it. Sometimes it can’t be bothered. That’s why it is all bashed up and difficult to fly…nothing to do with the pilot of course!!

The above is my best guess at how servos work in principle. If it is inaccurate, please let me know. Still a lot to learn.

*If you want to see the digits on an oscilloscope, I recommend **John Salt’s YouTube… “RC Servo Analog vs Digital Demonstration”.**

NB -for analog read analogue, if required.

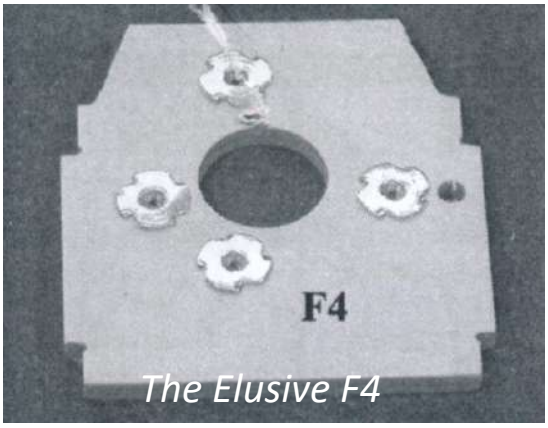
A message from Stuart...

“It is a hobby of mine to collect and restore old engines. If anyone is looking to buy or sell engines or to have engines overhauled (bearings changed etc) then I am happy to discuss the work required. I am also prepared to make them offers for buying or selling old unwanted engines.” Stuart’s Email Address is: flightsoffancy356@gmail.com

Building the SLEC Funfly – by Neil Grayson

I bought the Funfly from SLEC at the start of August 2022 after watching Paul Wasik's older Precedent Funfly whizz at great speed round our field, but then stored it in the rafters of my garage as I didn't have a lot of space for any more built planes. I needn't have worried about space because in March 2023 my Stearman biplane met its untimely end when it collided violently with the ground and my Maricardo (which is really a Vandal) suffered severe damage after colliding with the runway and needs to be repaired. Then of course just before the dog walking park was built my Boomerang 2 suffered a fatal crash just short of the now fenced off area.

So, with no IC plane to fly apart from my Cox 0.049 powered Rookie glider I started building the Funfly in late July 2023 after I had returned from my holidays. The first snag I hit was with the very first instructions in the manual which says "First hammer all 4 T nuts into part F4" Well, I went through the large pile of balsa, ply and birch which constituted the kit three times but I couldn't find part F4. In the end I emailed



The Elusive F4

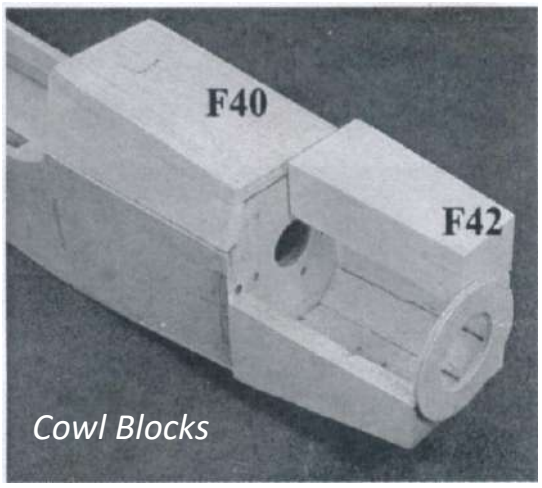
SLEC and lo and behold 2 days later the part appeared in the post! I suppose I could have made the part myself out of some ply but I suspect it is important to get it accurate or it would be a faff to get everything else to fit. I suspect it was missed out because SLEC only had the electric version of the Funfly in stock when I ordered it so they manufactured the IC extra bits before posting to me and it got omitted somehow.

Building of the fuselage went quite easily but I almost forgot to put in the wing fixing plate former before I glued both sides together. Luckily, I realised before the glue had dried so it was easy to take the two fuselage halves apart and put it into place. Also luckily, I used Super 'phatic glue instead of Cyano! Getting the two halves together needs 3 pairs of hands to ensure that all the formers fit into place and nothing is misaligned. The fuselage was then put into a SLEC jig to ensure that everything was straight and true, unlike my Rookie glider which is a little bit banana shaped!


Fuselage Taking Shape

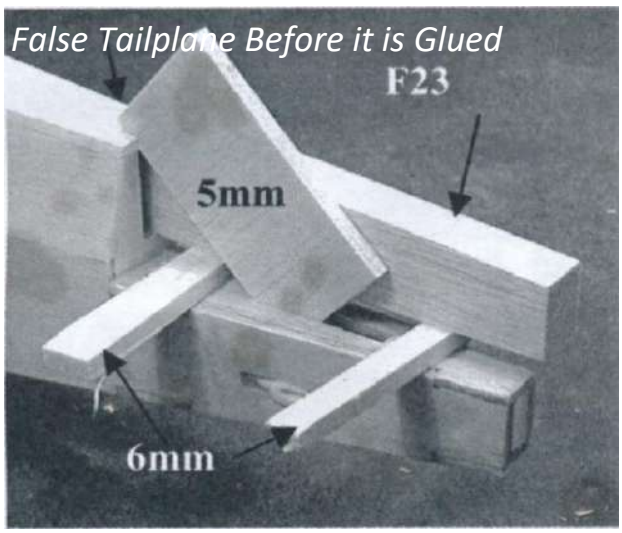
The tailplane is constructed with two very large blocks of soft balsa which need to be glued on with 5mm scrap balsa standing in for the vertical tailplane and 6mm balsa standing in for the horizontal tailplane. Then there is a lot of sanding and planing involved to get it to the correct shape. Fortunately, I had bought a razor plane in anticipation of lots of shaping. My wife gets a bit upset if I sand too much in the kitchen as it forms a thick layer of dust on the work surfaces and apparently it isn't hygienic. One side broke off 3 times before I managed to get the tailplane in place despite finally gluing it with epoxy.

The cowl was the same, 2 large blocks of soft balsa. I had to meet Paul Wasik down the field with his Funfly to make sure I had got it right. Thank goodness I did, otherwise I would have glued the front part of the cowl to the front of the plane instead of gluing it to the front hatch which means I would never have got the engine in.



Cowl Blocks

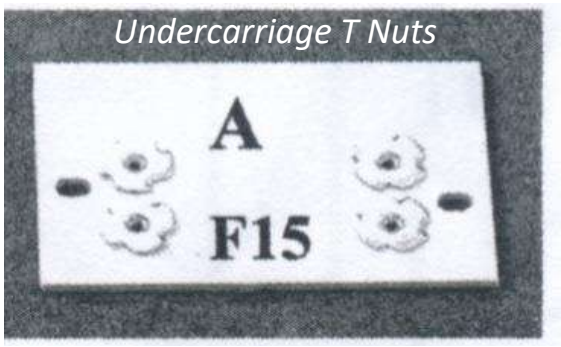

Cowl Completed



False Tailplane Before it is Glued

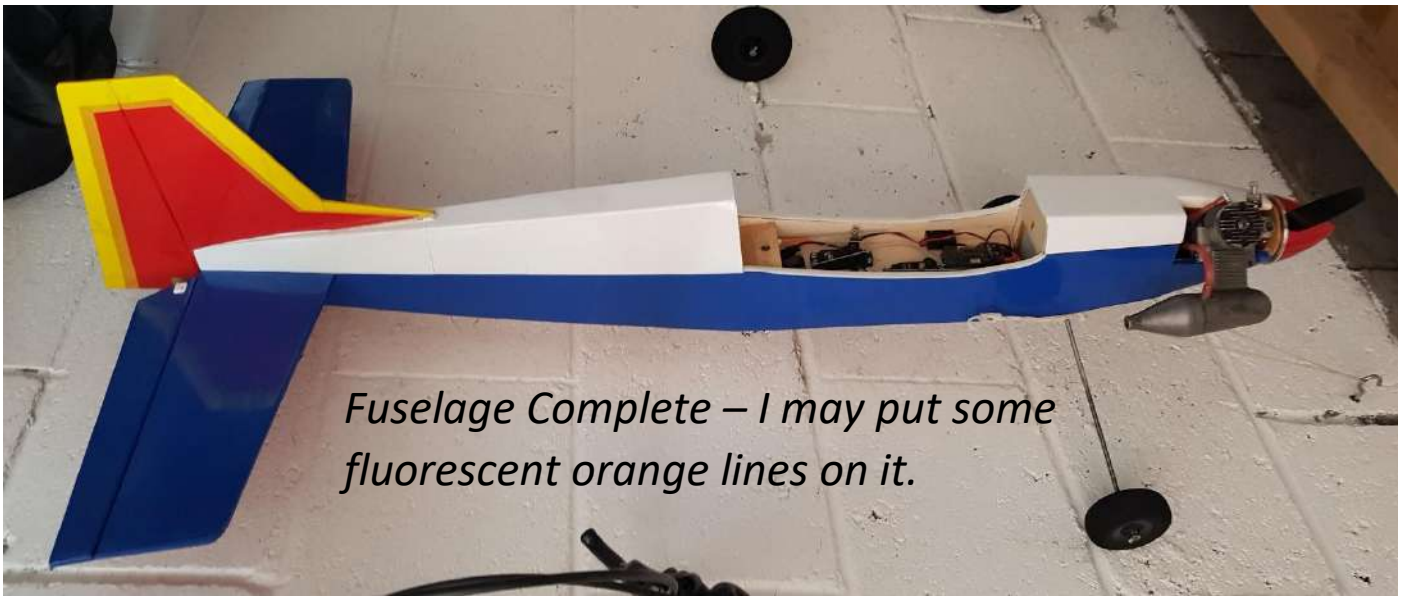
The rest of the fuselage build was quite straightforward with the servos, receiver and battery fitting in very easily. I sited the battery underneath the wing fixing plate as I had seen reports online about the Funfly being nose heavy and requiring lead in the tail to get the C of G in the correct place. It can always be moved forward if this isn't the case.

Fitting the undercarriage proved to be a problem as the 4 T nuts which I had hammered into F15 didn't line up with the saddle clamps. I had to force the T nuts out and move them a couple of millimetres apart until the saddle clamps fitted flush.



Undercarriage T Nuts

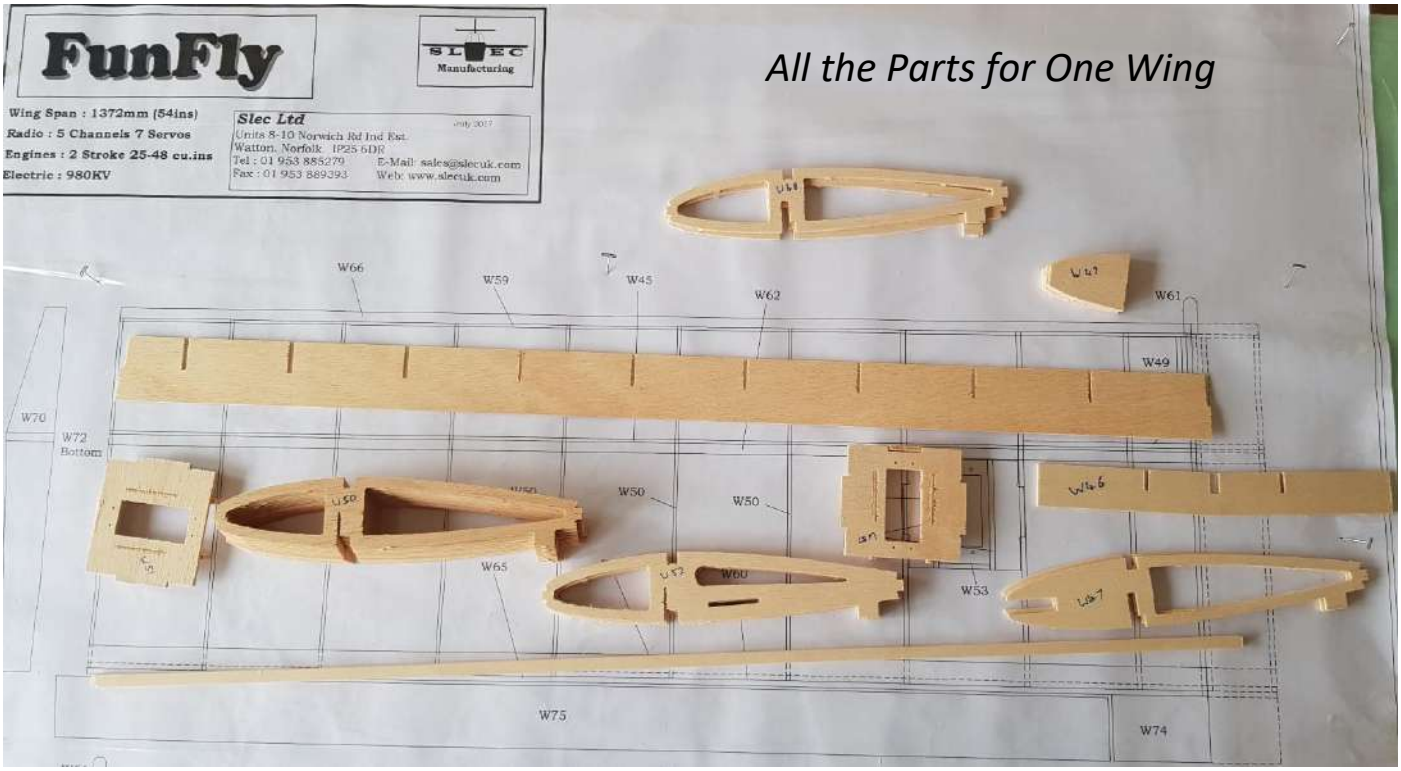
The engine, an Enya 40SS which Stuart Houston kindly cleaned and renovated for me is held in place with four wood screws. I was a bit nervous about this as I would prefer to use bolts and locking nuts but due to how the cowl is designed there is no way to get at the bottom of the motor mount to tighten them up. Paul Wasik has just used wood screws and he has had no problem, plus they do screw in very tightly. Once I get the Funfly flying I will check that they are still secure after every flight. I did want to use one of my Irvine 40s in the Funfly but they are just too big to fit in the available space and I would have to get a bigger motor mount. How some people have managed to install a 46 size engine in there I have no idea!


Fuselage Complete – I may put some fluorescent orange lines on it.

The next job was to start on the wings which, looking at the plan and all the parts in the box, seemed to be a complex job. The first instruction was to pin W62 to the building board over the plan. This was difficult as W62 is a square, solid piece of birch and I couldn't get my pins through it. Eventually I put the pins either side of W62 crossed over and it seemed to hold it in place OK. Building a wing was the fastest part of the whole construction once I had ensured that everything fitted and sanded the joints slightly. I slotted everything together then once everything was in place. I put Super 'phatic glue around all the joints and let it dry.

The instructions suggest using contact adhesive for the sheeting on the leading edge. I thought about a trip to B&Q to buy some but couldn't be bothered. Instead, I used the 'dash dot' method. This involves first of all applying dashes of wood glue interspersed with dots of cyano along the spar. The sheeting is then stuck

to this and allowed to dry then the same process is used to bend it along the leading edge. This process worked OK but I wish I had gone to B&Q and bought some contact adhesive as you have to be very quick getting the sheet in place before the cyano dries and of course I got more on my hands than on the wood.



All the Parts for One Wing

When building the second wing (the right side) it is important that the dihedral brace is fitted under the centre and first rib before slotting everything together. Once again three pairs of hands are required. The two servo trays can be put in after everything is glued together as the two ribs easily bend outwards to get the brackets in the slots provided.

After sheeting the wings, I realised that I should have put some string through from the wing servo trays to the exit hole underneath so that I can get the servo wires through! I just hope I can get the wire threaded through without removing some of the sheeting. Surely a piece of bent wire will work?

The wingtips are very basic with just a horizontal piece from leading edge to trailing edge with two triangular sections top and bottom but I have decided to laminate some balsa blocks and carve proper, solid wingtips.


The Wing Sheeted with Wing Tip Added

All there is to complete now is to fit the wing servos, the ailerons and the wing bolt bracket and of course cover it with Oracover. Ferrari red on top and red and white chequered on the bottom I think, with a splash of fluorescent orange to make it easy to see.

Scottish Men’s Sheds Association

The SAA featured this month in the Scottish Men’s Sheds Association’s (SMSA) magazine The Scottish Shedder. See article below. Richard Blanski and Bob Lemm who are the Treasurer and Secretary of the SAA respectively are both members of KRMFC. They both hope that this may increase clubs’ membership and provide information to members who may be interested in being involved with Men’s Sheds. The nearest Men’s Shed is at 15 Swanacre, Kinross KY13 8TE

Video - What is a Men's Shed?

Scottish Men's Sheds Association Web Page

Kinross Men's Shed Web Page

Facebook Kinross Men's Shed

Full Copy of September Scottish Shedder

SCOTTISH AEROMODELLERS ASSOCIATION

The Scottish Aeromodellers Association (SAA), which has been in existence for almost 80 years, aims to promote interest and participation in Aeromodelling in Scotland in a safe, responsible and environmentally-sensitive manner. Having evolved into a limited company and Scottish charity in 2020, the original goals still remain, and the Association continues to provide a service to its members and 53 clubs across Scotland by organising relevant insurance for members, ensuring pilots are up-to-date with current legislation and supporting competitions.

Richard Blanski from the SAA said: "Model flying is a fascinating hobby and sport which takes place in a friendly and supportive environment involving people from the age of 12 and upwards.

"It's a fantastic opportunity to learn new skills and make new friends. Membership is around £40 p.a. for the SAA insurance if you fly and the clubs are about £20-£80 p.a. So full membership is in the region of £100 p.a. However, the SAA has recently announced cash grants available to clubs to help new members that wish to learn and purchase training equipment.

"After chatting to the SMSA, we see many similarities between the two organisations. Many of our members come along with a flask and some sandwiches just to chat and spectate. For these people, we provide a free membership option if they no longer feel able to fly but still want to be part of it to socialise. Many sites have cabins with cooking and heating facilities so people can just sit and chat, whatever the weather."

There are many flying disciplines and types of models to choose from:

- Free Flight, where there is little or no control, and the model flies free, with only its trimming and motor run time keeping it in the air and flying area.
- Control line, where the model is attached to steel lines and flies in circles, with the pilot at the centre control the plane with a control handle coupled to the lines.
- Radio Control (RC) is probably the largest sector of model flying and this, with modern computerised radio (2.4Ghz) systems, provides total control over the flying model. Within RC there are many further disciplines and the range of models which can be flown under radio control is infinite.

Getting Started

Model flying clubs offer free training and many have equipment to provide a taster of flying a trainer model with a Buddy Box System. Members will require a Trainer aircraft to begin with. This is a type of model which is stable in the air and will level itself if the controls are released.

Members will also need a transmitter TX, a receiver RX and some servos. Again take advice from the club you join. Transmitters these days are very reliable using 2,4Ghz spectrum spread transmissions, which are resistant to interference. They provide full control of your aircraft provided you can fly but you will require training to get your skills to an acceptable level which the club you join will provide.

The SAA provides insurance for flying and has an achievement scheme, which are used by model clubs as a means of confirming a pilots skill level. The club's training will be based around attaining Bronze to Silver and Gold achievements and most clubs will require you to join an organisation such as the SAA.

Once you achieve the basic SAA Bronze you will then be permitted to fly solo at your local club and other clubs you may visit. You can then pursue more advanced model aircraft as your skills improve through this fantastic new hobby.

Once members obtain their solo achievement, they are then ready to progress to a sports plane and be trained to do square circuits, fly level and circles and turns. Although aerobatics is possible with a trainer aircraft, moving on to a more capable plane will allow members to hone these skills.

Model planes come in all types and sizes and this, plus flying them, is what makes this sport so rewarding.

Models can be very small and even up to half scale, as made and flown by members of the Large Model Association. However, the SAA has authority to allow members to fly models up to 7.5kg mass with little height restrictions and models above 7.5kg but less than 25kg up to a height of 400ft.

Special permission may be granted at approved flying sites, by the SAA, where these larger models can be flown above 400ft.

Interested to find out more?

With approximately 53 model flying clubs across Scotland from Thurso in the north to Dumfries in the south, there is bound to be one close to you and your Men's Shed.

Check out the SAA website to find a club near you and why not ask at your Shed if there is anyone else interested in tagging along and also chat to the club members about what the Shed can offer them. You can also follow the Association on Facebook.

Volunteering Opportunities

There are volunteering opportunities available for Men's Sheds to get involved in site maintenance at clubs across Scotland.

Upcoming Events in Scotland

The UK Youth Rocketry Challenge (UKROC) Scotland Regional Final will be held at KRMFC on Tuesday 23rd April 2024.

Activity at the Field - August

Saturday 19th & Sunday 20th

Loch Leven Waterplanes *by Bill McDiarmid*

This annual event takes place on the (usually) windy third weekend of August in Kirkgate Park, Kinross. Having been blessed with perfect weather last year, which also brought out the paddlers, swimmers and beach-goers, we approached the organising slightly worried about maintaining safe separation between model planes and the General Public. We had prepared long ropes, buoyed and weighted to try to keep the beach area clear of other water users. At the other mini-beaches where people launch boats from, we erected signage stating 'DANGER' and 'KEEP CLEAR'. In the event the ropes weren't needed and I believe the signs did their job. We also had a 'spotter' (or 'Flight Line Director' if you're feeling official!) to direct pilots to avoid anyone straying into the flying zone.

The Beach and Engine Starting Area

The event has been running now for nearly 30 years, originally as a spin-off from the Kinross Agricultural Show. It was originated by KRMFC and later taken on by Balbedie model club, until about 2018 when they decided it was too much hard work with the difficulty of keeping it safe. I ran it in 2019 more or less 'solo' and luckily KRMFC decided to re-adopt it in 2021. Thanks to everyone who helped across the weekend –

Display and Story Telling Area

from the Friday Afternoon Crew erecting fences and the club gazebo, to Charles Malcolm who spent the entire weekend in waders, retrieving crashes and dead-stick models. Then the magicians who took it all apart again on Sunday afternoon and stowed the gear back at the field, while I took the rescue-boat back to the fishing pier.

Three Superb Sea Planes

As for the actual flying, Saturday was almost too windy, but a few brave souls dared, and won. 9 flyers signed in for Saturday, and another 16 on Sunday when the weather calmed right down (mostly!) I even had time to fly my electric Tundra (much harder to fly with floats on – extra drag, extra weight means it has to fly faster and is much more likely to stall and simply fall out of the sky!) and a special mention has to go to Ian McLuckie who flew on floats for the first time, and made it look easy. Last year there were numerous crashes and the rescue boat was constantly in action. This year much less so – the southerly wind was bringing wreckage, or rather the sedately floating upright dead-stick model, within wading range. The rescue boat was moored at the end of the pier, and one ¼ scale Tiger Moth managed to crash into it! We had one incident where a pilot lost orientation/sight of a foamy model in the sun, and it came down within


View Across the Loch

our compound in the park. I gathered all the flyers for a conference, and we all agreed to fly an additional 20 metres away from the beach. In this case it is the duty of the pilot to make a “near-miss” report to the CAA (which I didn’t know about until I checked afterwards) so KRMFC made sure to alert the pilot to this.

Overall, a great weekend by all participants. We made £80 for the club, and spoke of BBQ, tea and coffee, raffle etc for next year – more volunteers wanted! The Scottish Seaplane Flyers (an unofficial but very close-knit group) see Loch Leven as a highlight event of the calendar, and it’s great publicity for KRMFC with these people, who come from all over (Inverness, Clydeside, Dundee, Aberdeenshire, even Carlisle and Yorkshire) and represent many other model clubs.

Activity at the Field - September

Saturday 2nd September

It was a warm day with a moderate crosswind from the southwest shifting to the northeast.

A busy day at the field. Neil Grayson, Ian McLuckie, Bill McDiarmid (briefly), Craig McVeigh, Richard Blanski, Bob Lemm, Mike Hill, Billy Hatley, Tim Knowles and Paul Wasik.

Paul Wasik was flying his Magnatella and had a lot of great flights.

Ian McLuckie flew his revamped Mascot which he got from Neil Grayson. It is now a tail dragger after Ian converted it from its original tricycle undercarriage. The first attempt had an aborted take-off as it didn’t run straight along the ground. The second attempt was successful with a smooth take off, a couple of circuits and an excellent landing. Well done Ian, his first time flying an IC model which landed in one piece (rather than several!).

Richard and Bob flew a Boomerang 2 but it seemed to struggle with power and a couple of take-offs were aborted. On the 3rd flight it climbed slowly but failed to clear the south fence and the barbed wire ripped off a wing.

Saturday 9th September – *Excellent pictures by Alastair*

Bob Lemm, Richard Blanski, Alastair and Neil Grayson at the field. Bob and Richard fly planes which they get from RAF cadets which they renovate. Richard flew a tatty trainer which flew well until for some reason

Before Take-Off

Not the Best Landing

control was lost and it came down in the corn field to the west. Bob located it standing on the stile and Neil recovered what was left of it from the field.

Richard and his Planes

Neil flew his electric Ruckus. The first flight was fine but on the second flight the wind had increased and when it was down wind it stalled when turning back into the wind as the throttle wasn't high enough to overcome the wind speed. An increase in throttle and a gain of altitude saved the day but Neil landed straight away and put it back in his car.

Max Thrust Ruckus in Flight

Saturday 10th September

Warm cloudy day with light winds.

A lot of members in attendance Rohan, Anna & John Mitchell, Tom Wilson, Neil Gourlay, Tom Roberts, Jim Walsh, George Robertson, Paul Wasik, Mike Hill.

Neil Gourlay couldn't get his very large plane started as there was an issue with the spark plug. Despite expert advice from Tom Wilson he decided to put it away for another day. Anna flew her foamy very well even going inverted at times. Rohan had a disaster with his first plane by plugging his battery in the wrong way round and causing a short. The battery burst into flames which melted the front end of his plane.

This had been designated as a maintenance day which was discussed at the AGM back in February with a date to be decided. An email was sent to all members once a date had been identified. Most of the committee and Paul Wasik stayed on to clear the club house. Disappointingly, no other members were available to help out on the day.

The club house clean and tidy

Mike Hill also flew his helicopter

The walls and ceiling were washed down with disinfectant, the floor was swept and moped. Tons of teabags, biscuits and coffee were thrown out, all well past their use by date. All the rusty cooking equipment was taken to Kinross recycling centre and Paul filled his car with other junk to take to his local tip. Mike Hill started scraping down the club house ready for painting. Mike and Neil Gourlay did some renovation on the helicopter bench, removing wire from the back which doesn't serve any purpose and now it is easier to mow underneath with the small lawn mower and clear out the weeds.

Hamza Abbas, a potential new member appeared at the field and had a long discussion with Mike Hill.

Thursday 14th September

It was a windy day with frequent heavy showers. Neil and Mike spent 3 hours painting the club house in a lovely military green. The paint just lasted out with only a paintbrush worth left in the tin at the end. Only the maintenance container is now left to do. Volunteers, maybe some different ones, are required!

Saturday 23rd September

Quite a few members flying today. Richard Blanski and Bob Lemm flying a range of planes and for a change they all went home in one piece. Hamza Abbas, a new member was there with an electric foamie trainer. He flew on a buddy system with Richard but was forced to land early due to range issues. Hamza will check his transmitter to see if it is operating in a reduced power mode. He was using a Spektrum AR620 antenna-less receiver but Neil Grayson has got the same receiver in his Boomerang and Rookie glider and has had no problems even at extreme range.

Ian McLuckie flew his Decathlon successfully for the first time after purchasing it second hand almost two years ago. It had an undignified landing in the rough alongside the runway but suffered little damage. He had a problem turning so he will increase the aileron throws. Ian also flew his Alpha glider but for some reason he lost communications whilst it was flying to the north west of the field and it disappeared out of sight. Neil and Ian had a quick search of the area but it was nowhere to be seen. After deciding it could have crossed county line the search was abandoned. A report was filed with the CAA via their online form and Ian contacted the Air Accidents Investigations Branch (AAIB) in accordance with BMFA rules but received a response thanking him for his report but that no further action was required. The loss of the glider was posted on the Kinross Facebook Community page and his phone number is on the fuselage so it will be interesting to see if it is ever discovered.

Ian After a Successful Flight of His Decathlon

The Alpha Glider That Disappeared

Newsletter Feedback and Contributions

Please let me 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...

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 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.

Component Shop - Home page (componentshop.co.uk). Based in North Wales. A great range of batteries, leads and electronics.

Here's a link to the glider field weather station data at Portmoak gliding club which is just a few miles east of our field. It gives a lot of information including wind, temperature and air pressure. ***Portmoak Weather Station***

The Committee