



Newsletter

No.44: July 2025

Welcome to your Newsletter

In this issue: more entertaining, in depth and informative articles from members, some important committee updates, plus reports from the field and Lochore Meadows.

Please let me know of anything you would like to see included in forthcoming newsletters. All feedback and contributions are welcomed. Remember to play your part and if anything, interesting (or even better, funny) happens whilst you are visiting the flying field then drop me an email (with pictures) for the Activities at the Field section.

Members are particularly interested in how you got into the hobby, what planes you have owned, technical expertise etc...

Send any newsletter related matters and articles to me at: neilgrayson@sky.com

NB: The next newsletter is being planned for September 2025, and hopefully a lot of stuff will have been happening at the field so I look forward to receiving your reports.

Membership

Currently we have 48 members.

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

Loch Leven Community Campus Indoor Flying

Muir, Kinross, KY13 8FQ - large sports hall

First Thursday Each Month 8:30pm – 9:30pm

Next One: 7th August

£5 spectator or flyer

Bring Proof of Insurance



Training and Testing Weekends

Last year the SAA and Scotland Area of the BMFA engaged in discussions aimed at cooperation, bringing the two organisations closer together. Part of that was the idea of attending Training and Testing events together, so that aeromodellers could see both organisations striving towards better safety and training, and offer modellers the opportunity to take any test they want: - Bronze, A, Bronze Plus, Silver, B, Gold, C or Examiner.

The SAA/BMFA Scotland have arranged the following events:

23rd - 24th August - Kinross Radio Model Flying Club

4th - 5th October - Hamilton Model Flying Club

The format of our club's training day on 23th-24th August is unknown at present so further information will be provided closer to the date. If anyone is interesting in taking a test or getting training from instructors then complete the form from the SAA website [SAA Training and Testing Request](#) or contact a member of the committee.

Whether an event goes ahead depends on requests from BMFA/SAA members for testing and the weather. Currently there are no requests from any club members for training and testing on this date at KRMFC.

Club's WhatsApp Group

If you want to be added to the club's WhatsApp group, please email Neil Grayson with your mobile telephone number and he will get the Administrator, Douglas Fulton to add you to the group. It is used for general chat, advice and to coordinate visits to the flying field.

Club Fuel

We still have a large stock of fuel. Contact a committee member if you want to purchase a few litres.

20% Nitro is £38 for 5 Litres

5% Nitro is £30 for 5 Litres

Loch Leven Waterplanes

This will take place on Saturday 16th and Sunday 17th August. Volunteers will be required to help set up the site on Friday 15th August. Contact Bill McDiarmid for further information.

RCM&E Articles

Kev Scott's second article on ELRS and EdgeTX technology has been published in the July edition of RCM&E along with a full page picture of him holding his Ugly Stick. See page 82. Well done Kev! It is hoped to get an article about KRMFC in the 'Switch On' section of the magazine in the near future.

Flying Field Gate

Just a reminder that the gate to the flying field needs to be locked securely if you are the last to leave the site. Previously it has been found unlocked and wide open! On Sunday 29th June it was very loosely fastened with the chain and lock and the rope hadn't been tied – see below. Please wrap the chain round so that it is tight against the bars then fit the lock. The blue rope should be tied tightly with a reef knot, if you are a retired Scout or sailor, otherwise a double knot will suffice.



This is the accepted way to secure the gate



KRMFC Site Layout - Changes to Accommodate the Dog Park

It is now 2 years since the dog-park opened in the fields to the south – separated from ours by nearly 200 metres and what we call the ‘South Field’, which is where KRMFC has traditionally flown circuits. As most people know, we had no complaints for the first 18 months and then two in quick succession in November 2024, leading the committee to have a couple of meetings with the farmer, and to recommend at the AGM that we attempt to move our circuit-flying to the West Field. This was agreed, but until the grass started growing again this season it has not been possible to prepare a new SW-NE strip.

The committee have been investigating and analysing numerous options for the flying field – Mike has been very busy cutting the grass including laying out potential new SW and SE runways.

A short notice committee meeting was held prior to the indoor flying at Kinross Community centre on July 3rd to discuss the proposed new layout of the of the flying field in light of shifting the flying circuit from the south field to the west field.

Briefly, options considered (and currently rejected) include:

1. A new SW runway which would require the main helicopter spots to be re-located to the east end of the existing strip. This could cause problems in an Easterly wind when plane-flyers would need to use an East take-off right over the new helicopter spot, so helicopter flyers would have to revert to their current spots in the NW of the site, potentially causing a conflict if flyers are already in the air.

2. A new SE runway plus a new SW runway, and the elimination of the existing West-East runway. The idea of a new runway pointing directly at the dog-park, as a solution to over-flying of the dog park, has a clear disadvantage.

After extensive discussion the committee cannot find consensus on a better layout than we currently have – a single West-East runway, no-fly zone over the dog-park and an instruction in the Flying Rules to avoid flying in the South Field as much as possible. Since this was implemented at the turn of the year we have had no more complaints from dog-walkers.

So, to reiterate:

The dog park is a no-fly zone.

Avoid flying in the South Field as much as possible.

Take off either to the east or west depending on the current wind direction. If taking off to the east then immediately do a 'P' turn and head west to the south field keeping close to the south boundary fence and join the circuit over the west fields.

If taking off to the west then join the circuit over the west fields directly. When landing, head east close along the boundary of the south fence, do a 'P' turn over the east field and then land on the runway.

By the way, contrary to some rumours the farmers have not offered to find us a new field – their words were something like 'if it ever became impossible for you to fly here we would find you somewhere else' so let's hope we don't have to go down that rocky road.....

Given that we seem, at present, not to be getting dog-park complaints, we will continue with current arrangements and keep them under continuous review. Any member with ideas for a better layout of the field is encouraged to approach a member of the Committee – we would be delighted to come up with a scheme to improve the flying experience at KRMFC without compromising safety or the other constraints of the site!

Drone Flying

Some club members have expressed concern about being buzzed by drones when preparing their planes on the benches. It is great to get video and photographs around the field to record what is happening, but if you are flying a drone then please ask other members if they mind being filmed.

If you are using a drone with First-Person View (FPV) then the Drone and Model Aircraft Code states that you must have an observer with you who keeps the drone in direct sight and has a full view of surrounding airspace at all times.

Now that the club has a good number of drone flyers would any drone flyer be willing to assist the committee in creating written guidelines to be added to the club's Rules and Regulations?

Vintage by Ian McLuckie

Over the winter I built a 'vintage' Ben Buckle 66" Super Scorpion, it took about 10 weeks. My wife kept asking why it was taking so long. I usually told her that you must wait on the glue setting. Well, there is some truth in that, especially when the kit comes with a pile of pre-cut struts and a bundle of unmarked balsa sticks and sheets, a full-size plan and not much more. But that is normal these days.



I was attracted to 'vintage' models after Charles (M) invited me to fly a vintage model which he had just refurbished. It came from the Club hut. I think Mike thought that the dilapidated model deserved a new home, else it was going in the bucket. Anyway, I did a couple of circuits with it and it flew well, so I thought I must have a look at 'vintage' models.

There does not seem to be an agreed definition of 'vintage', but generally it goes back to the 1930s. The so called 'golden

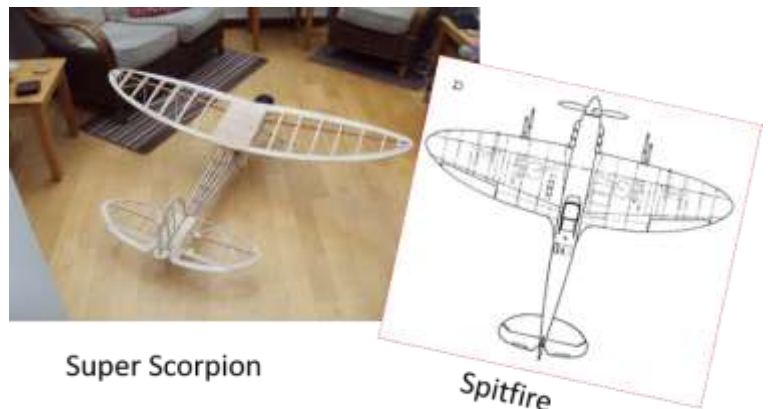
classical era' was just after World War 2.

I initially phoned Mr Ben Buckle to discuss what kit to buy; I settled on the 66" Super Scorpion. It was afterwards I found out that Ben had passed away some time ago and I had been speaking to his son Colin. Colin himself had been ill and only recently resurrected the model kit business specialising in 'vintage'. I found out later that Keil Kraft also produce a Super Scorpion kit but I think it is from the USA. The full-scale plan from Ben Buckle lacks detail whereas the Keil Kraft kit has very good detailed full-scale plans. I know this because Keil Kraft show some of their plans on the internet. So, between the two sets of drawings I made a vintage aeroplane.

Apparently, the Scorpion design was first published in "Model Aeroplane News" in 1940 by Gordan Murray VC, a Spitfire pilot killed over Europe in 1942. He was a Scot. Clearly the Scorpion's elliptical wing design came from the Spitfire.

Over the years, others redrew the Super Scorpion plans, the last being in 1982.

The wings, with no ailerons, have a dihedral fit for a ski jump, so no aerobatics, but that suits me fine. In 'vintage days' there were *brushed* electric motors but no *brushless* motors. Not because they did not know about them but they did not have a suitable battery or strong enough magnets, and the electronic commutation for brushless did not exist. In fact, neither did the transistor. But they seemed to be good at diesel engines. They also had a passion for thinnish fuselages with the engine sitting high up in front of the fire wall, balanced by a slim profiled empennage. It is a distinctive look, but not exclusive.



I was intent on going electric, and, as you know, 'glow to electric' presents its own problems. Not only a redesign in front of the fire wall (a nose job) but the perpetual weight and balance problem. With a glow engine coming in at say 500g and a brushless motor plus battery at say 300g, you must add dead weight if you want to retain the original style and shape of the model. There is no way round it. Yes, it is called lead, I sneaked a chunk of our house roof flashing. Apparently, there is none left on our local church roof due to years of raids by rc aero modellers.

I used a '3548 - 900KV' motor and 12x6e propeller with a 3s 2,200 mAh battery. This was to replace an



top to bottom
'Buccaneer', 'Flying Quaker' and
'Majestic Major'

0.25 - 0.35 2 stroke or 0.30 to 0.40 four-stroke with a take-off weight of about 2.2kg. The battery had to go into the fuselage vertically, behind the motor, as far forward as it would go; it was tight.

Two or three trial runs along the runway proved it ran straight, and wanted to lift. That was good. However, after these taxi runs the battery was down to 44%. That was not good. What to do?

How about two 3s batteries in parallel, but where would you put them? I am wary of Lipos, they demand a lot of respect and they work to 2 decimal voltage places with all cells balanced. Would 2 x 3s in parallel be happy? How about diodes in the circuit to stop any interaction between the two packs? Diodes involve a very slight volt drop, say half a volt. I need all the volts I can get. I consulted Kev S. We concluded that two in parallel would probably be ok, the voltage would sort itself out on the common busbar. However, I decided not to do 2 x 3s; there was a serious space problem.

I opted for a 4s 5,000 mAh Lipo battery and rebuilt the nose to accommodate it. A slight

departure from the original design. There is still about 100g of lead up front for CofG balance.

Job done. Chas did the maiden and it flew well.

During all of this I did notice that when the electrical system armed itself, i.e. when the battery was connected, the warning sounds (the 'beeps'), from the electrical system were much louder with the 4s battery. Perhaps to be expected with the increased battery voltage. I got to thinking what makes all that noise? I have taken many ESCs to bits to see which FET (transistor) had failed only to find a pile of soot and carbon fit for the bucket. And many brushless motors as well, but never seen a sounder or speaker to make an actual noise. How does that work?

I hear you say it is '*magnetostriction*' and it is the motor that makes the sound, there is nothing on the ESC printed circuit board to make a noise. And that is correct, but how does it work?

Apparently, the microprocessor on the ESC sends a 20-millisecond pulse at say 800 Hz to one of the coils of the motor, then say 20 milliseconds later a slightly different tone to another of the three delta coils in the motor. The rotor with its magnets is somewhat annoyed and agitated by this and vibrates in sync. They call the rotor a 'bell' and it seems to resonate like a bell. I also learned that for a 3s battery you get three initial beeps and for a 4s - four initial beeps. The other 'beeps', two or three of them sometimes at a higher tone after the battery 'recognition' beeps, reports the status of the brake. The brake stops the propeller windmilling... great for gliders. I think you can even halt the propeller at a specific angle to get some marginal lift, but that is for gliders. Tim will know all about this.

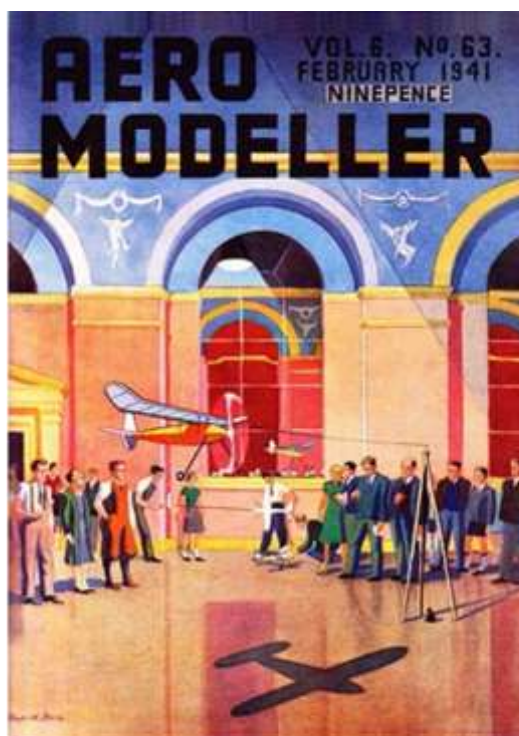
Apparently, for 'braking' the ESC shuts off the motor and applies a predetermined resistance across the motor coils so that when the propeller windmills, the motor becomes a generator feeding into a resistive load such that it stalls and stops the motor. An old electronic trick in a modern guise. If you are lucky, it might save breaking a propeller on landing, or crashing, if you can stop the propeller in the right position!

There seems to be multiple programmable tone signals for all kinds of functions including brake force, throttle response etc, but that is too much for this article and, in any case, I still have to work that out.

At the end of the day, the motor is just a bunch of magnets and coils of wire... but so is a bulk standard loudspeaker. With the right amplifier and input impedance, you could play tunes on the motor, in fact you might be able to play 'speech'. And, a 4-motor drone might be able to create the sound of a chamber orchestra. Then again you might just want to fly your aeroplane in peace and quiet, that's hard enough.

Unfortunately, on the 14 May 2025 during the second flight of the day at 100 feet or so, and an attempted scale Standard Rate 1 Turn*, the wing folded like a butterfly and departed the aeroplane in two equal parts. They took about 10 seconds to flutter down, like autumn leaves. We watched in amazement. The fuselage took a much shorter route, and on hitting the ground it split from the empennage, so we had four parts in all.

So why did the wing fold in the middle and each part land unscathed? Well, the Ben Buckle design has a thin plywood piece which joins the two main beechwood wing spars at the centre of the aircraft. The spars themselves are strong and tapered. The assembly method stated by Ben Buckle is to glue these three parts together. I did that. But it did not look strong enough so I **bolted** the plywood piece to the spars. The bolts were a bad idea because the holes reduced the effective working (tension) area of the plywood and the plywood gave way at the bolt holes. I should have doubled the plywood and used large washers. I will do that on the rebuild...next winter!!



Magazine from 1941

An idea for Kinross school meeting?

In the meantime, I'm in the market for any fully built and functional vintage electric model, they are hard to come by.

** A standard rate turn is defined as a 3° per second turn, which completes a 360° turn in 2 minutes. This is known as a 2-minute turn, or rate one (180°/min)....but **not really for our models.***

A Failed Purchase...

Ian McLuckie found a second-hand Rolls Royce Merlin engine at Solent Sky, a museum in Southampton, which he thought would be good for his FMS Kingfisher. Unfortunately, the owner (on the right) refused to sell it to him, luckily for our model club!



*Ian, engine and dummy pilot
(Ian is on the left)*

Planes, Trains and Automobiles (but not necessarily in that order!) - by Kev Scott

Kev Scott and Tim Knowles had a trip in mid-June to the Weston Park model airshow. Rather than just going straight there though, they made more of a trip out of it and picked up a few other events on the way. They were also keeping an eye on the weather as it was looking like storms at Weston Park and the forecast kept changing. In the end of the day, they decided that rather than booking in advance they would just leave it to the last minute and just pay on the gate.

All travel was based from Pontefract, which although it sounds like it should be in Wales, is actually south of Leeds.



First day of the trip involved a visit to York and in particular the National Railway Museum. Tim demonstrated his extensive knowledge of all things trains related! The Flying Scotsman VR experience is well worthwhile seeing by the way.

Second day was a visit to Race the Waves at Bridlington. If you haven't heard of this before, it is a tribute to the past when Yorkshire beaches were the earliest places for land speed records. There are vintage cars and motorbikes racing each other along the beach in a drag race style format. You can see a video of a previous year at bit.ly/r-t-w.



Third and final day was (finally!) at Weston Park (on the Sunday). Great selection of sellers at the show and non-stop flying entertainment from start to finish. Highlights of the model flying were probably the pulse jet powered plane which can hit 170mph, the jet turbine powered glider and some of the jet-based 3D flying. There was also full-sized flying from an autogyro and a Spitfire and Hurricane flypast. If there was any criticism to be had at all, it was that there was possibly too much 3D flying and not enough scale. Thoroughly recommended though! Some weblinks to other people's videos as well if you want to see any more. The flying - bit.ly/wp-flying, Trade Stand Walkaround - bit.ly/wp-walk, The pulse jet, including on board camera (from a previous year) - bit.ly/pulse-jet



Modern Vintage Models



Plane Lineup



Synchronised High Alpha Flying



Full Size Gyro Leaving



Logic RC Display

An Undercarriage for High Hopes by Kev Scott

Introduction

High Hopes is a name of foam board plane that I have (had many of!), I wrote a detailed article on its construction in [newsletter 38](#) so I won't go over that again here. It didn't have a name then but I have since christened it High Hopes as it is my main go to training plane and the one that I use for most of my flying experimentation. Given that it is made of foam board I tend to knock a few out at once and the cost in materials is pretty minimal (like £11 a plane, excluding the electronics).

It has served me well but if there is one thing that sticks in my craw is the number of 8x6 props I have gone through on it, I am at around 16 broken props by now! Some of those losses are due to my flying (in)ability (see pic alongside!) but most of them have been due to the lack of an undercarriage and the prop hitting the ground. For those of you thinking, why doesn't he use folding props, the reason is the foam board box section is 60mm x 60mm which makes it a bit too wide for them.

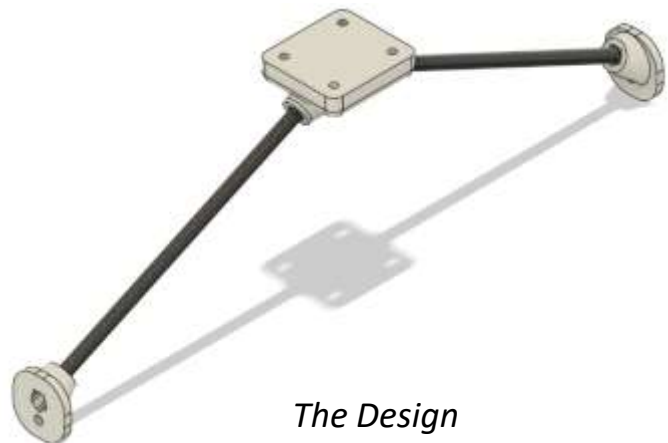


So, long story short, we need an undercarriage, and a trike one at that. The rest of this article describes the design process to get to that.

High Hopes up to this point has been designed with all access from the underside, the thinking was that a rigid top surface would make it easier to align the wing and tail section. That is also going to change now, with all access from the top.

Main Undercarriage

[Basics of R/C Model Aircraft Design](#) by Andy Lennon says that the width of the undercarriage should be 25% of the overall wingspan and should be at a 12-degree angle behind the CofG so that was my starting point. I decided to actually go slightly wider than that; with this being my experimentation plane I thought a little bit more wheel spacing than that would potentially help with trying out cross wind landings, so my design is 30% of wingspan. I also wanted a ground clearance of around 50 mm (2 inches) for the prop. All things considered, that resulted in quite a shallow angle of undercarriage and it was difficult to obtain one off the shelf.



The Design

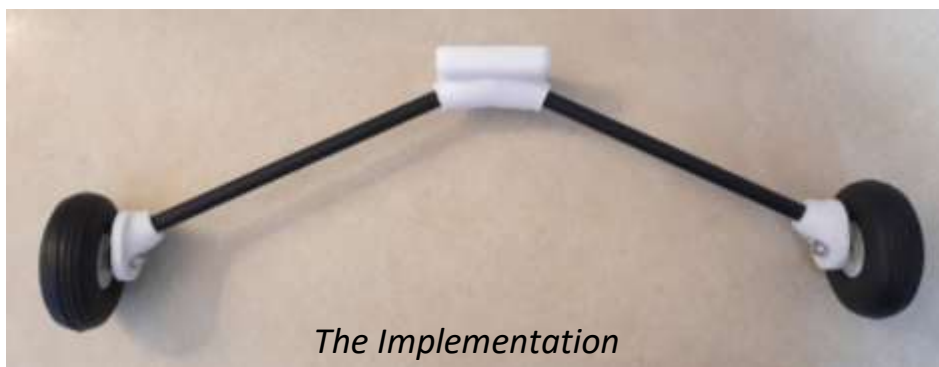
As a result, the 3D printer was fired up to create the necessary parts - there are three elements to the design as can be seen above (this is as it was designed in Fusion).

- 1) The undercarriage shafts – these are 7.8mm outside diameter arrow shafts. I could have used carbon fibre but that is considerably more expensive (and consequently doesn't align with my Scottish thrift!). I got 12 of these 30-inch arrow shafts from my friend Ali, his surname is Express and I paid around £15, they are a composite of glass and carbon fibre. They are actually less stiff

than pure carbon fibre which is a good thing for an undercarriage, particularly the way I land! The only thing you need to watch with ordering arrow shafts is they come with different stiffnesses called the spine. The numbers range from around 150 to 700 and the stiffness is a measure of how much they bend (in thousands of an inch) when you put an 880-gram weight in the middle. My ones are 500 rated although that choice was more by luck than any forward thinking. Depending on the spine number you choose will determine the outside diameter of the shaft; the inside diameter remains constant.

- 2) The axle connections – 3D printed from PLA and the arrow shaft goes all the way through. There is a hole below that that takes a 4mm shaft for the wheel.
- 3) The body connection – also 3D printed from PLA and shaft goes all the way through again and they meet in the middle. Four holes in it for mounting to some plywood on the underside of the fuselage.

The finished part can be seen below.



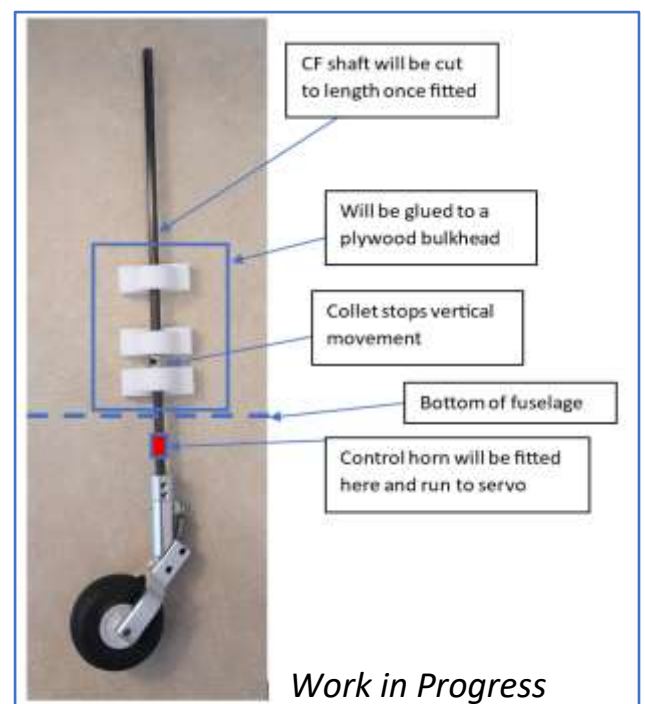
Front Undercarriage

This is made up of a spring-loaded part I also got from my friend Ali. The inner diameter of that takes a 4mm shaft and I am using a carbon fibre tube for that. The top of the shaft goes through 3 off, 3D printed brackets, with a collet holding it in place.

On the underside of the fuselage, I will have a control horn on the shaft and it will connect to a 9g servo that will be dedicated to the nose wheel control, the existing rudder servo is mounted on the tailplane assembly and coupling them is too difficult. It will also allow me to independently set the extent of movement of the nose wheel and rudder. It is still work in progress but you can see the current position in the picture alongside.

In Conclusion

This shouldn't take too long to complete. There are some other changes also planned for this (third version) of High Hopes and I just need to conclude those. An example is the motor mount is also being changed to allow the front undercarriage to be as far forward as possible.



Activity at the Field – May, June

Friday 9th May

Paul Wasik's Precedent Funfly crashed today. The only thing he and Ian could find at fault was the aileron servo, similar to what happened to Neil Grayson's SLEC Funfly the previous month. The engine survived, but is a bit dirty and the plastic throttle lever broke. Paul doubts if he will rebuild this Funfly, but he does have another one in a box from SLEC which he acquired a few years ago!



Saturday 10th May

Neil Grayson, Kev Scott, Stuart Houston were first at the field today followed later by Richard Blanski and Bob Lemm. Kev and Stuart were test flying the foam board and 3D printed High Hopes (I am not sure of the version number). Neil flew his Rookie electric glider and the Ripmax Zephyr. He also flew his Limbo Dancer and experimented with the Flaperons to see how effective they were in improving its gliding characteristics.

Richard and Bob flew a Boomerang together practicing circuits over the west fields. Unfortunately, Richard's Bolero had a hard landing after catching a gust of wind and the fuselage broke in half. He posted a picture 2 days later with the fuselage repaired and ready to fly again.



*Stuart & Kev preparing
the High Hopes*



*Neil's Zephyr, Rookie
and Limbo Dancer*



*Richard's Bolero after a
crash*



*Bolero again 2 days
later*

Saturday 17th May

Very warm and sunny day. A couple of accidents occurred today. Neil Grayson's Mini Robot came to grief on the fence to the south field whilst trying to do a dead stick landing. Stuart Houston's 3D printed Starfighter took off on the second attempt after increasing the power on the elastic launch, but then stalled, again over the South field and suffered a total disassembly.



Thursday 19th June - Lochore Meadows Electric seaplanes

The Club had its first successful fly-in at this new venue on the perfect evening of Thursday 19th June. Bob Lemm (ably assisted, or egged-on by, Richard Blanski) has been negotiating with the Management at the Lochore site for a couple of years now, through a change of Park Manager and the transfer from an SAA-led, to a KRMFC-led, discussion. There were a couple of trial sessions in March and April, following which the Park Management were content with our set-up, so we tried to go again on Friday 13th June, which was fun but too windy for flying! Then finally, it all came together on 19th and we enjoyed lots of flying, a bit of banter and only one rescue (Richard's Apprentice wouldn't unstick and went nose-in, so Bill was directed to the scene of the crash in his fold-up kayak. On the way back in, the Apprentice recovered power and



Richard was able to 'drive' the kayak by R/C. I think we've invented a new sport.....)

A total of around 10 members have attended the two sessions so far, it seems that you need a Tundra, or a Kingfisher or Apprentice on floats. Of course, other water-borne R/C toys are also encouraged (who will be

first on the water with a sailing boat? Nigel?) and it bodes well for KRMFC participation at the Loch Leven weekend. Watch the WhatsApp chat for 48-72 hours' notice of the next evening session!

Saturday 21 June

Today Mike Hill and Neil Gourlay hosted a group from the Rosyth District Scouts. There was a district camp at Crook of Devon over the weekend which covered the longest day. During the day it was organised to run a minibus of 12 scouts 3 times from Crook of Devon with each group of scouts staying for up to 45 minutes. It was a science topic for the scouts and it gave them the chance to see models flying and also whilst they were static.

The day went very well with Mike flying the IC trainer and letting some of the scouts take over the controls on a buddy system. The record of 15 flights in one day goes to Mike. Can anyone beat this? We should perhaps set up a league table in the club hut. It must be reported that the club trainer was returned to the club hut in once piece!

Also helicopter demonstrations and show-and-tell hands-on stuff with models on display, all in all a big effort and we've had a big 'thank-you' from the Scout leader Andrea – the boys and girls were buzzing afterwards and it was all the talk of the camp afterwards.

It was a long tiring day for both Mike and Neil who were there all day. Well done to them both for organising it all and ensuring that the scouts had an entertaining and informative day. Moral support was provided by Jim Walsh early on and Bill brought up the rear to help tidy and lock everything away.

For this event a Risk Assessment for the club was produced which you will find on the website and hanging in the club hut. Please read it.

Wednesday 25th June

Douglas Fulton turned up at the field this evening after 8pm and had the whole place to himself. Excellent flying conditions and the flying site in great condition. This is his old Boomerang which had a major rebuild on the fuselage after the wing bolts sheared and it plummeted to the ground. The wings of course floated gently down after a couple of minutes! Stuart Houston renewed the engine bearings.



Sunday 29th June

Billy Wilkie and Neil Gourlay had a cracking day at the field today with some excellent flights with their helicopters. The bright yellow and orange Align 700 DFC owned and flown by Billy looked fantastic in the sky



Billy's Align 700 ready for take off



A great day's helicopter flying



Billy's Align 700 in the air



Billy's XL Power Spectre 700

Web Links and Shops

Some useful links below. If you can suggest any other shops or websites, please send me the details.

Al's Hobbies - <https://alshobbies.co.uk/> Located in Milton Keynes. Often appears at model shows

Elite Models - www.elitemodelsonline.co.uk Located in Sittingbourne, Kent. 30 years' experience.

TJD Models - www.tjdmodels.com – Located in Dartford, Kent. Largest model shop in the South East.

Model Shop Leeds - www.modelshopleeds.co.uk/ Excellent stock but mixed reports, ask Tim!

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.

WestonUK – www.westonuk.co.uk Good value fuel in large quantities. Over 20 Litres (4 Gallons) gives you free postage. **Disappeared briefly on line but it is now back!**

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 supplier's warehouse.

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.

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 \(componentshop.co.uk\)](http://Home page (componentshop.co.uk)). Based in North Wales. A great range of batteries, leads and electronics.

Flight Plan Models - [Flight Plan Models Online UK](#). Based in Tamworth. Bespoke RC Plane Accessories. I find them a little overpriced but they have interesting stuff.

4-Max – [4-Max Home](#). The Fixed Wing Electric Flight Specialists. They will advise you what electric motor to use when converting from IC to electric.

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. [Portmoak Weather Station](#)

Events for 2025

Loch Leven Community Campus Indoor Flying

Muir, Kinross, KY13 8FQ - large sports hall

First Thursday Each Month 8:30pm – 9:30pm

LMA Shows 2025

Sleep Large Model Airshow
Saturday 5th & Sunday 6th July

Flying from 10:00 – 17:00 on both Saturday & Sunday

Children under 16 free when accompanied by an adult

Weekend camping includes entry to the show for both days

A variety of food and trade stalls for all the family

Fully licenced bar with draught beers at pub prices

Children's Play Area

Gates open at 08:30 on both days



Dundee Static Scale Model Show

Boomerang Community Centre, 10 Kemback Street, Dundee DD4 6ED.

Date: 2nd August:

Adults £5 Under 16 Free



2025 Waterplane Event Dates

Kilbirnie 27th & 28th September	Loch Leven 16th & 17th August
Loch Earn 23rd & 24th August 18th & 19th October	Loch Insh 13th & 14th September
Mill Dam 7th September	Monikie Not Known

Loch Leven Waterplanes

Saturday 16th & Sunday
17th August 2025

Volunteers will be required to help set up
on Friday 15th August