



Newsletter

No.45: September 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 Loch Leven.

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 November 2025 which will include details of the next AGM. Submit articles or anything of interest any time.

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

Grant from SAA

An application for a club grant of £200 from the SAA was submitted at the end of May to go towards the cost of a generator for lighting, heating, making hot drinks and charging batteries. This was successful and the money was transferred to the club account at the end of July.

Loch Leven Community Campus Indoor Flying

Muir, Kinross, KY13 8FQ - large sports hall

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

Next One: 4th September



£5 spectator or flyer

Bring Proof of Insurance

Training and Testing Weekends

The training and testing weekend, first proposed in early February, went ahead as planned on 23rd – 24th August despite the club having had no contact from the SAA or BMFA until the week beforehand. After a hasty pulling together of resources and volunteers, the event went very well, helped by another weekend of perfect weather. It was also good to have the club hut in a good condition with its new kitchen worktop and all the junk cleared out. The generator was put to good use for boiling water and of course for charging LiPos.

Three very experienced examiners attended the event:

Mike Gilfillan – SAA Examiner/Area Chief Examiner – Helicopters for the BMFA
Bill Anderson – SAA/BMFA Examiner
John Lang - SAA examiner

The following awards were achieved:

Lindsay Wightman – Fixed Wing Power Bronze
Ian Kennedy – Helicopter Silver
Alasdair MacPherson – Fixed Wing Power Bronze
Bob Mitchell – Fixed Wing Power Bronze

A flyer was also doing Gold fixed wing practice.

As well as the three examiners we had visitors from East Fortune, Perth, Glasgow and Cumbernauld. The SAA and BMFA both contributed a donation of £75 for the use of our flying field which keeps our treasurer happy.

The next Training and Testing event is:

4th - 5th October - Hamilton Model Flying Club

The examiners at the T & T weekend also helped with some safety advice in regard to the club's layout and setup and this was discussed at a committee meeting held on Sunday 31 August.

- Pilots should avoid moving within a pilot box or changing pilot boxes after take-off to avoid the risk of stumbling or being distracted. When hand launching or when taking off from a position behind your plane to aid ground tracking then another member should be available to guide you backwards to the pilot box. It was agreed that these were good points but not particularly practicable or enforceable so they will be adopted as a recommendation only.
- It was noticed by the instructors that aircraft pilots were flying over helicopter pilots when the helicopter hover area was in use to the west. This is, of course, a safety hazard and should not be happening. Aircraft pilots are advised that if that area is in use, they should not take off until it is clear. If helicopters and aircraft are flying at the same time then they should use the same pilot boxes. The committee agreed that this issue is best resolved by on-site communications rather than introducing further rules.
- It was suggested that to help keep clear of the dog park then it may work better if the runway was shortened at the east end and subsequently moved further to the west. It would mean having the runway start at the south stile (see diagram below). The committee decided that this solution would be adopted with the three more easterly starting benches moved to the west to reduce the distance to the start of the runway.



As an aside, the examiners added that as far as flying restrictions are concerned, our site compares well with many other clubs and we are fortunate in having a supportive farmer and plenty of sky to fly in!

Thanks to all the KRMFC modellers who made the visitors welcome. Perhaps we can organise a Club Day along similar lines so that local flyers wanting a wee bit of coaching and testing can benefit? If you're interested let someone on the committee know.

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

The 5 litre 5% nitro Optifuel that the club held has finally been sold but it has taken over a year for it to go. The 5 litre 20% nitro Optifuel goes much quicker and we still have a good stock of that.

It is intended to continue stocking the 20% for club members but what are members thoughts on the 5%? The club could possibly purchase Prosynth 2000 5% nitro from Weston UK which is £20 a gallon (which is 4.5 litres). Is it worth continuing to stock it or would you be happy to source your own? Please let the committee know your thoughts.

At the committee meeting it was agreed to buy four 5 litre 5% nitro Optifuel in case anyone needed it. It will cost £32 due to price increases.

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?

Wheelspin Models

Derek Grater sent me the following as a good example of Customer Service:

"I ordered two LiPo 3S 2900 mAh batteries from Wheelspin Models at the beginning of August and when I initially charged them one of them showed "Connection Break" so I emailed the shop and was told to send a photo, which I did. Lo and Behold another battery arrived within two days. Not bad service I thought. I did consider keeping the dud battery but decided the risk was too much, so I put it in a pool of salty water and sent them a photo. The 2900 mAh was cheaper than the 2200 mAh"

I am not sure about the LiPo in salty water!

Testing Times by *Tim Knowles*

Tim Knowles made it to the Training and Testing day at Kinross and here he describes his experience:

Fresh from a successful beer festival held at GHA Rugby Club Glasgow, the following morning I drove to Kinross in the belief that flying an electric plane was as easy as sinking pints of beer.

I can't remember his name so I am going to call him Douglas4. I asked him across to the Prep Table and before I had chance to show him my start up procedure, he asked what should I do before doing anything, here is a transcript of how the conversation went:

Tim – “K.I.S.S but I actually meant S.W.E.E.T.S[#]”

Douglas4 – “Know Environment, know fly areas and how are you feeling”

T – “Good”

A bit of a discussion ensued about connecting the battery and the cutoff switch on the Tx. It was then on to how to do the flying patterns.

I always get very angsty about exams and today was no exception. The inevitability of rising blood pressure, rising heart rate and lack of practice showed Douglas4 that an exam was out of the question. So instead I practiced following his orders of turn, left, right, up, down, less bank, keep away from the dog field, less power going down wind, more power upwind, more power for the turns, less power for the straight and level and land - which I aborted twice. He mentioned flaps and how to add more power to overcome the increased drag.

Eventually, after a landing that looked quite good it nose-tipped at the last minute and I was relieved to have got it down in one piece.

Douglas4 suggested four weeks of daily practice and I might be in with a shout. My mind rebelled for I could not see me making flying an electric plane take precedence over flying my electric gliders. So, after a bite and some liquid (orange not beer) I decided to turn Douglas4's words of wisdom into action and start practicing. His advice and wisdom were; I was flying too fast and banking far too steeply. Banking that steep and the plane would drop a wing and spin into the ground. The inevitable happened, I flew slower, banked harder, the plane dropped a wing, I applied power to recover only to plough the plane, which was now under full power into the south field 10 feet away from the club's boundary fence.

To make me feel even worse it was directly in line with where Douglas4 was sitting. I couldn't have drawn more attention to my lack of skills. We chatted again about Environment, I readily admitted a longer rest would have been better.

Not to be deterred I got my small foamy glider out and managed to land in the long grass.

Douglas4 – “What was the problem?”

Tim – “Not enough power!”

Douglas4 – “Not enough power to land?”

Tim – “No, perception of where the glider is in relation to the field, I get mixed up by the various sizes of the things I fly”

Douglas4 had had just about enough of me and went home to East Falkirk for a lie down and a large whisky!

Conclusion

- I need a lot more Practice.
- I need a lot more Practice at flying the requirements.
- I need to probably stop flying my big gliders and concentrate on passing the bronze.
- Actually practice the exam with someone looking over my shoulder calling out the requirements.
- Do the exam again....

Note to self: Go to a Beer festival after a flying test and not the day before.

#SWEETS – Sun, Wind, Eventualities, Emergencies, Transmitter Control, Site Rules

Sun – Where is the sun in relation to where you will be flying? Will it affect your flight patterns? What actions will you take if you accidentally fly ‘through ’ the sun? Should you be wearing sunglasses? Remember that low sun in winter can be a particular problem.

Wind – Consider the wind strength and direction. How will this affect your flights? Will you have to modify your normal take-off and, especially, your landing patterns? From your local knowledge, will there be any turbulence with ‘this’ wind direction and strength? And how bad might it be?

Eventualities – What will you do if you hear or see a full size aircraft or helicopter flying at low level near the field? What if the landing area is suddenly obstructed when you are on finals to land? What will you do if a nearby footpath or bridle path suddenly has walkers or horses on it?

Emergencies – You may have an engine cut at any part of a flight so consider where your dead-stick landings might be safely made and which ground areas you should definitely avoid. How will you warn other field users if you have an emergency?

Transmitter Control – Is the site pegboard in operation? If not, why not? Where has the pegboard been placed? Are you familiar with the system and understand how it works?

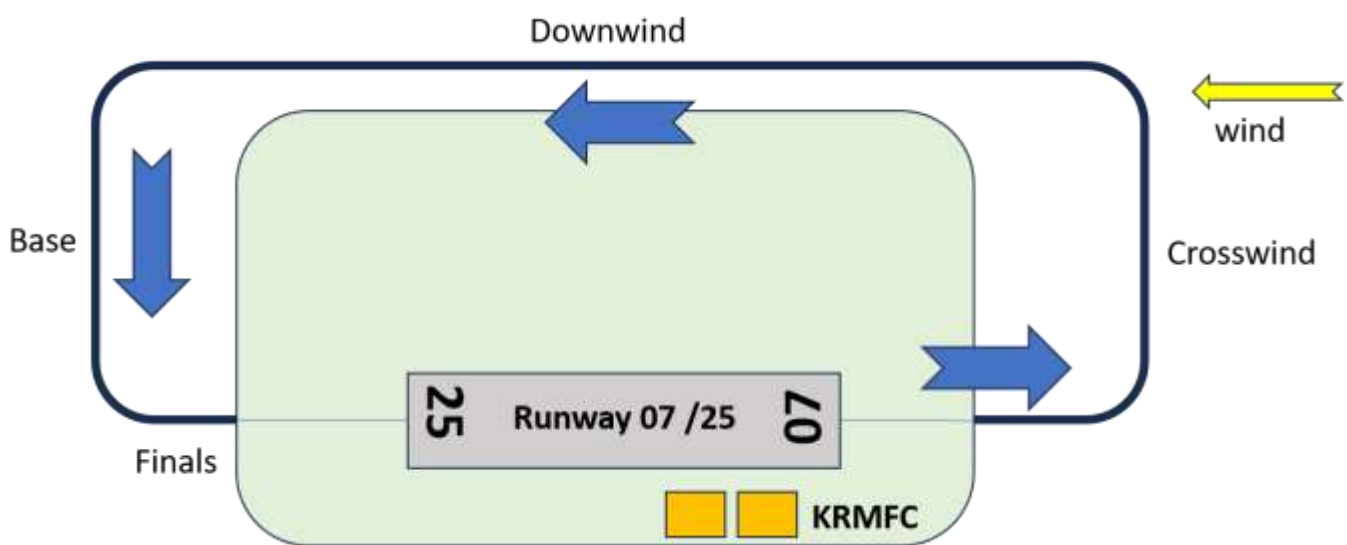
Site Rules – Self explanatory

FPV and Runways by Ian McLuckie

I was watching club members flying their FPV drones the other week. The electronics are incredible. It led to me thinking that FPV with the 'head tracking feature' might be useful for my bulk standard model aeroplanes. It is commercially available and there are some good YouTube videos around*.

I thought I would make some enquires about FPV. I know nothing about it so I am well qualified to write an article.

Some wise person, or more likely a committee, in the CAA or FAA must have invented the term *First Person View*. Who is the first person to see the view? - It is the remote pilot. So '*remote pilot view*' (RPV) might have been a better term. I am sure this was all thrashed out a long time ago. I can imagine the machinations, but '**FPV**' it is...although 'Wiki' says 'Video Pilot' and 'Remote Pilot View' are also in use, maybe in the USA.



For our aeroplane models, if the view in the headset is fixed dead ahead, that might be a bit awkward. After take-off, going into the standard circuit then turning crosswind should be OK; see the diagram above (*canis parcum nonostensum est*), then into the downwind leg should be fine just using the dead ahead view. However, in general aviation getting established downwind in parallel with the runway at the prescribed height means constantly turning your head to see the runway as well as looking forward to see your waypoint to turn into the base leg...and of course also looking for traffic.

Along the downwind leg you would be constantly eyeing the runway. So 'head tracking' on the camera with 90 degrees either side would seem to be essential. Even turning 'base' you have an eye on the runway threshold. Once on final approach you will need to see the threshold so hopefully the camera would have a wide enough lens to allow you to look down, although the aeroplane will be nose down in the final approach so that might work.

Now you are on the final approach (usually called 'finals') I would expect that the headset view will be that of a big green patch with few redeeming features. It may be difficult to judge the threshold. We could fix that with big runway numbers painted, or cut, into the grass, if they can do it at Perth airport why not Kinross? (Perth has two tarmac runways and one grass runway all in a triangle). Your stereoscopic headset (3D perhaps!) might help a bit and of course the earphone connected to your headset will be reading out

speed and height (height above the ground not above sea level). You might have to fix the barometric pressure for that; at the field it is called 'QFE'. I am not sure how the glider people do this. I'll need to speak to Tim. And of course, a noisy stall warner for incipient stalls might save the day.

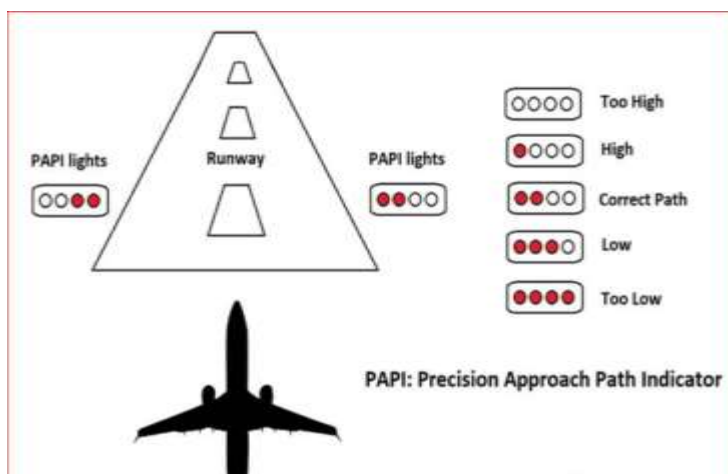
So, what numbers do we need to see. The worldwide convention for runway numbering is that you take the magnetic bearing of the runway and divide it by 10 and use the first two digits. They have a fancy name for it...'decadegrees'.

The compass on my phone indicates that our main runway is, looking at it from the 'west', 075 degrees magnetic, giving us Runway '07'. The reciprocal from the Kinross end is Runway '25'. We therefore have runway **07 / 25**.

So, on final approach descending at 3 degrees or probably a lot more for my models, you need to see **07** or **25** in big white numbers on the runway, if you don't... you better 'go round'. If you see **07L** or **07R** (left and right) you are not in Scotland, you had better 'go-round' and think again. You might need a lawyer when the CAA contacts you with a "Dear John" letter.

Interestingly, Edinburgh has **06 / 24** runways. The old Edinburgh Turnhouse airport runway was **13 / 31** which caused real crosswind landing difficulties for commercial aeroplanes. Rumour has it that the runway was lined up with the Forth Bridge so that fighter planes could get there fast when enemy aeroplanes were around, but it was in existence from 1916. Ironically, Edinburgh Council are looking to build 3,000 new houses on this old runway and there are going to call it the 'Crosswind Estate'.....limitless imagination! There are lots of complaints about noise at Glenrothes Airport so good luck with 13/31.

These runway numbers are not fixed forever. The magnetic pole wanders around and it is not unknown for runway numbers to be changed from time to time, but by using only the first two digits, they last a long time. Never the less, a shift in the position of the Earth's magnetic North Pole saw London Stansted renumber its runway from 05/23 to 04/22 in July 2009. That can be quite disconcerting if you are not properly briefed and approaching an airport where the ground radio operator suggests you land on a runway that does not exist.



For further sophistication now that we have FPV we could consider PAPI...not you grandfather, but a **Precision Approach Path Indicator**. On final approach you would see 4 lights on the ground to the left (or right) of the runway near the threshold, pointing up at you, as you approach. If you see 4 red lights you are too low (red for dead), 4 whites and you are too high, two red and 2 whites is just about right. With FPV that would be helpful. And there is a lot more we

could add including threshold distances, runway lights and markings.

By chance I have come across a model enthusiast on YouTube who has installed a gimballed head projecting camera in the cockpit with 180-degree swivel range, maybe more, and on the dashboard in the model, he has a full working glass cockpit screen. VDUs in modern general aviation aircraft have taken over from the

old dashboard analogue instruments. The screen has a compass, horizon and attitude indicator and probably a lot more.

I say 'probably' because when the cockpit camera is aimed at the glass screen it is too small to read, and there is a focus issue. But a great idea. The chances are that everything on the glass screen is also on the headset.

There is an awful lot of very interesting electronics happening out there, but you still have to fly the aeroplane.



* YouTube *"Realistic RC airplane ! FPV head Tracking & Working Screen"* by Jay Kujan

Large Model Association Event - Elvington

The LMA event in Elvington held 9th and 10th August was well attended by a number of members from the club, with Mike Hill, Tim Knowles, Douglas Fulton, Kev Scott and Neil Grayson all making an appearance at different parts of the weekend (apologies to anyone else we have missed!).

Kev and Neil took things a stage further and camped from the Friday afternoon through to the Sunday. The main findings from that were:

- The grass is long and never cut.
- The ground is a lot lumpier than expected so you need a thick airbed; and
- It gets a lot colder at night than you might expect, especially with a brisk wind blowing.
- Portaloo's get full and overflow if not emptied daily. There are never enough.
- It is better to attend in a campervan.



They didn't completely rough it however, as they did go for a pub meal each evening along with Douglas Fulton who was staying in an upmarket B&B close by. The Thai restaurant a few miles from Elvington in particular is recommended! Overall, the camping went very well however, and a camping trip to at least one event is potentially on the cards again for next year – if anyone else is interested in camping then please let Neil or Kev know.



The event was rather windy on the Saturday and some of the landings were a bit challenging, but on the whole, almost all were successful. The Sunday had warm and sunny weather and the wind had dropped which meant that the fly over by a full-size Lancaster could go ahead. After two days however, the toilets were in a dreadful state so Kev set off home about 11am and Neil left around 1:30pm after a wander round the traders.



Before & After – Neil’s Funfly



How is your new Funfly coming along Paul?

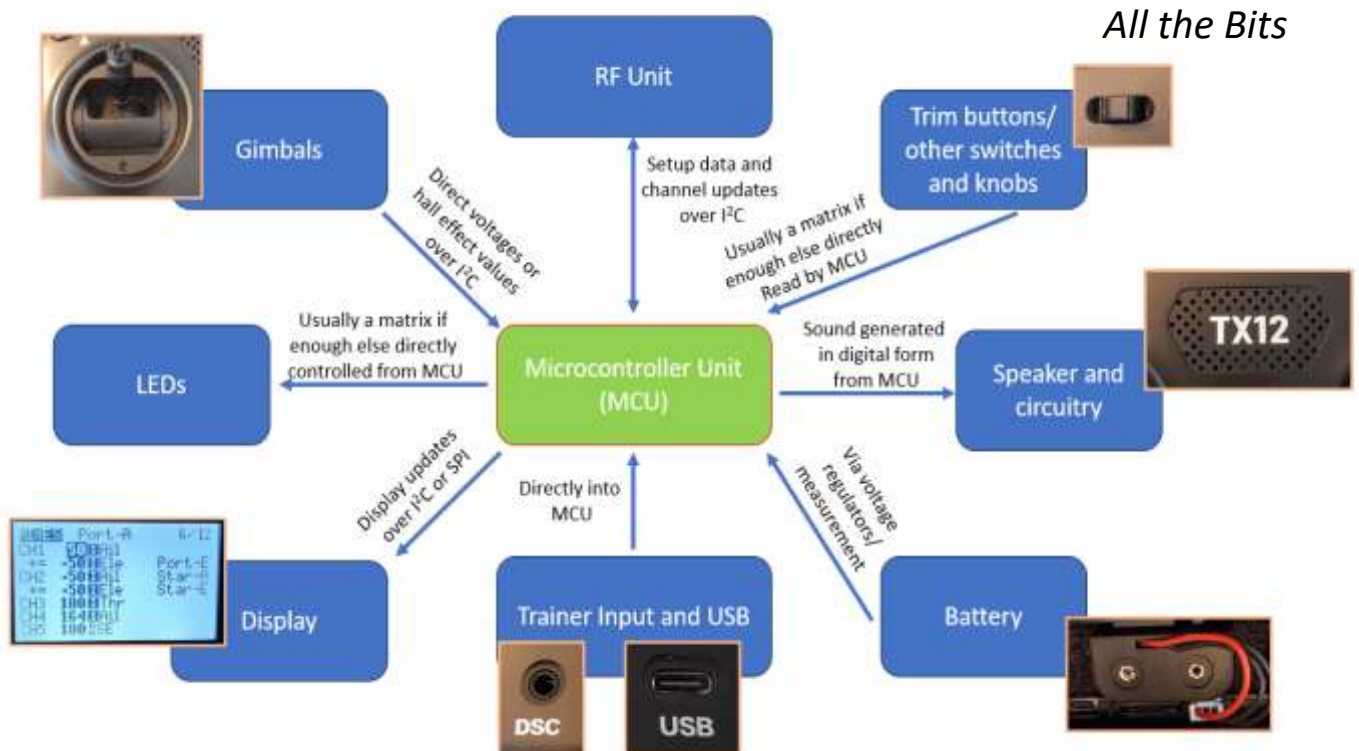
What's in my Transmitter – Part 2 by Kev Scott

Recap

In the first article, we introduced a number of buzzwords, using the genre of aeromodelling to explain them. In this article, we will dive deeper into the internals of your transmitter.

The Brains of the Operation – The Microcontroller

The block diagram here shows all the bits that are typically going to be in your transmitter, you will no doubt recognise them.



In the middle of the diagram is the brains of the operation, it is called a microcontroller (MCU for short). If you ever take the back off your Tx, you will find, not unsurprisingly, that it is in the middle of the board. The reason for that is (like the diagram) almost all of the connections run there. Think of it like you being the master of the household, you give instructions for the TV remote and you get it, you ask for a beverage and you get it etc; yeah, dream on! In a similar vein, on the front of your PC you might very well have an “Intel Inside” sticker, that is referring to the Central Processing Unit (CPU) that is inside, it might be a i7 with 12 cores or whatever. Other than the amount of silicon inside there isn't in general a lot of difference between your Intel i7 CPU and the MCU in your Tx, but the microcontroller has some specialised electronics for talking to all of the weird and wonderful devices that might be attached to it. The former is Antony Joshua, the latter is Barry McGuigan, but with a toolbelt on!

But what do either of these do you might ask. Very simply, there are billions of transistors that get wired together by the hardware designer in a certain way so that they do certain activities (operations) depending on the ones and zeros sent to them. So, in the diagram alongside, the first value read (it called the operand) from flash memory causes transistors to work together to add the two following numbers and remember the result. The next operand checks if the result is equal to a certain value then jumps to a different location in flash if it is.

ADD next, next+1
FIRST NUMBER
SECOND NUMBER
IF answer, EQUAL next, JUMP next+1
FIRST NUMBER
NEW ADDRESS IN FLASH

Instructions

This then is the life of an MCU - getting ones and zeros, doing stuff then repeating those steps for ever, and occasionally getting to have a sleep (we will get on to that!). It doesn't care about Maslow's hierarchy of needs, where its next meal is coming from or for that matter anything existential at all; it just keeps grinding away at those 1s and 0s!

However, and this is the exciting bit (well to me anyway!), the bits that it is seeing and the order they come in are set up by a software programmer, and that programming is why your Tx deals with controlling planes rather than your Hive central heating system or Alexa. Nevertheless, the same bit of electronics will be dealing with both.

By the way, the programmers don't write programs in 1s and 0, they write in "high level" programming languages with names like C++ or Python (or LUA on EdgeTx).



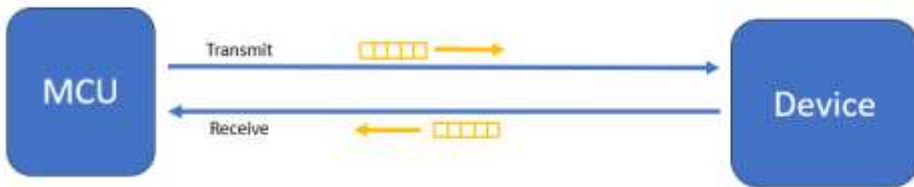
A Hive Controller

The Connections

Ok, we have covered how the brains of the operation works so let's go onto cover how the connections between that and the rest of the board work. If we continue the analogy, these would be the nerves carrying signals from the brain.

Most of the connections in your Tx between the MCU and everything else will typically be serial (one bit at a time). The main exception to this might be the display, it could be parallel, we covered the difference between the two types in part 1 of this article. Let's talk about the different types of serial connection:

- If you are standing next to a drone flyer you might think he is speaking modern Shakespeare – rather than saying “*Thou Art <insert suitable word here>*” he keeps saying “*You Art <hopefully similar word>*”. If he is wearing a codpiece you might very well be correct, but if that is not the case, what he will be saying is UART. This stands for Universal Asynchronous Receiver and Transmitter. These connections are from point to point and often on a different piece of equipment entirely. These are the most flexible of connections and require next to no other circuitry and things like the speed of data (baud rate) can easily be reconfigured as needed.

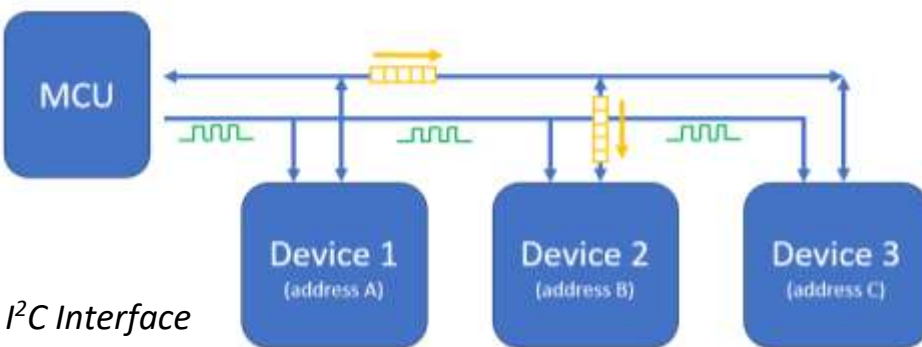


UART:

There is no clock running between the two devices, the rates are agreed ahead of time. Data only needs to be sent within a few percent of the agreed frequencies. The transmit and receive rates can be different from each other.

UART Interface

- Similarly, you might hear “I squared see”. Your first reaction might be this is a drunken game of “I spy”, but what he is actually saying is I²C which stands for Inter Integrated Circuit. This works a bit like Royal Mail (but with Sunday deliveries included!) in that there is an address of the thing it wants to deliver the ones and zeros to but there are lots of addresses and they are all on the same street (the connection wires). These connections will be very common on the Tx board.

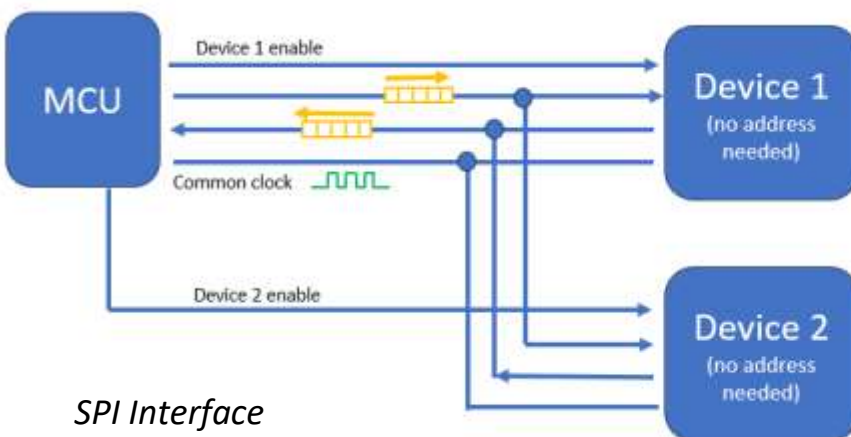


I²C:

All devices share the same bus but have different addresses. The messages sent from the MCU have the destination address as part of that. Data can then flow both ways until the communication is over.

I²C Interface

- Last of all there is SPI (yes drunken I spy again!). This stands for Serial Peripheral Interface. This one is like having your house attached to the post office directly – the info comes straight at you, no need for an address. This tends to be reserved for talking to devices that need to transfer a lot of data or where speed of transfer is very important.



SPI:

All devices can send and receive data at the same time. Only one device is listening at any time, this is controlled by the device enable line.

SPI Interface

The Communications

Brain in place, tick! Nerves in place, tick! Carrying on our human body analogue we are now at the stage of sending electrical signals down the nerves. So how do we do that; at the moment we have devices at either

ends of some wires but they are a bit like drone pilots and hardcore scale fixed wing pilots (who have a glow engine obsession) trapped in a lift – they can see each other but can't figure out how to talk to each other about anything in common!

The way that communications take place is through pigeon hole boxes called registers, all the devices have them. So, for example, a hall effect measuring device like you might have on your gimbal would have one register where the MCU can read the latest magnetic field strength from, it might also have a few registers that the MCU can write to, to configure it. A display however, would have lots of registers that would need written to, to set up things like the size of the display, the number of bits of colour that are going to be sent etc. An MCU that is sending or receiving information from one of these devices first of all sends the number of the register (the index) that it wants to access, then the information is sent or received after that.

The MCU also has devices onboard (i.e. on its own chip) and talks to these in exactly the same way – we will talk about a specific example of that later in the article when we look at a timer.

There is one other special form of communication though, a bit like opening the floodgates and letting everything rip in one great tidal wave. This is called Direct Memory Access and is where the MCU does its normal thing but in the background, specialised circuitry is moving a chunk of data from a block of memory to another block of memory at the same time.

There are a couple of places in particular that this is typically used in your Tx and that is the SD card and the display. The SD card in my Radiomaster TX12 contains sound files and rather than the MCU going to the card and fetching the next byte (one at a time) it will just program an onboard DMA controller by telling it where the sound file is, and then telling it to start. In the background, the magic of DMA is moving the ones and zeros that represent the sound directly to the audio output. Similarly, if you are recording telemetry that you get back from your Rx, this will get DMAed back onto the SD card without much involvement from the MCU. With the display, the MCU updates the image in RAM and again doesn't need to pipe it to the display a byte at a time, the DMA takes care of it.

The Timings

We now know how the various devices talk to each other, but the one remaining question is when do they talk? Continuing the human body analogy to a conclusion, this would be the heartbeat.

Generally, an MCU doesn't just spin around and talk to all of the devices at the fastest rate possible and never take a break (and apart from anything else the Working Time Regulations 1998 wouldn't allow it!). There are a couple of reasons for that:

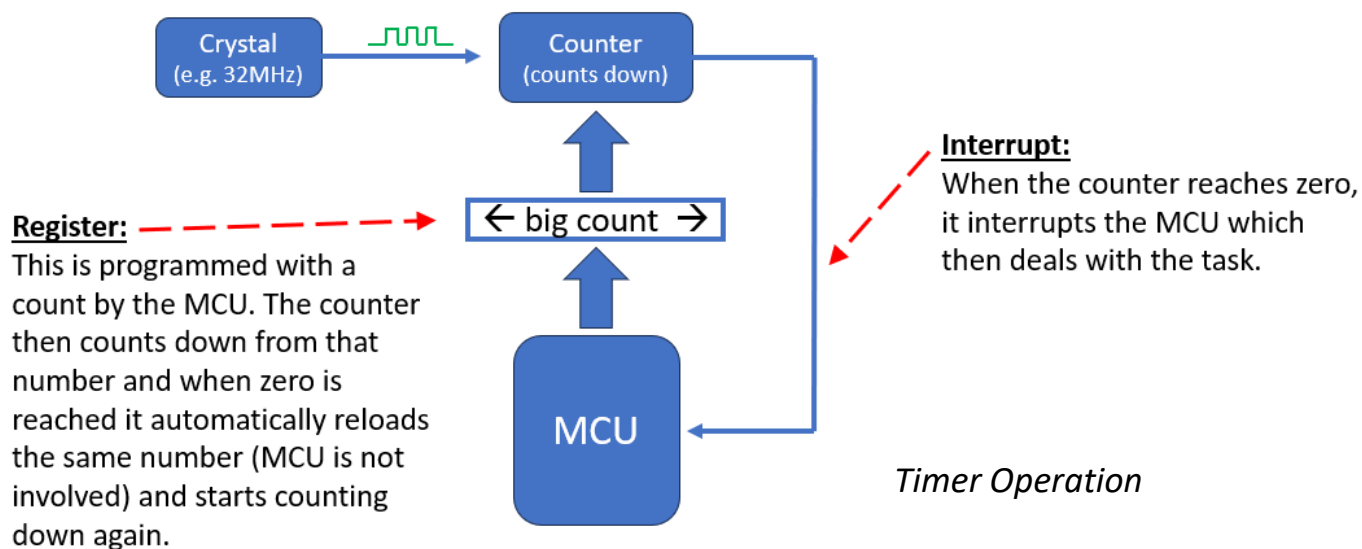
1. There is no point in wasting power reading whether a switch (say) is in one position or another 1000 times a second because you don't need to react to it that quickly; and
2. Depending on what you decide you want to do with the information you read, you might take longer to spin around for the next loop, and that variability in time can be problematic.

So, what is done in practice is the MCU, once its work is finished, is allowed to sleep. This saves power and ensures it is ready for the next job. The more mature readers might recognise this as a power nap and they are indeed thoroughly recommended, but not while flying! Whilst your power nap might last for an hour, in the case of our MCU we are looking at probably a few thousands of a second.

The MCU is triggered back into action by an interrupt. It's a bit like your power nap being interrupted by your alarm clock going off, you come to and are back on the job. These interrupts can either come from

timers or from external events. A timer might go off 50 times a second for example and this would be the point to check the status of all of the gimbals and switches. An external event might be that the transfer of data to the SD card as we mentioned earlier has been completed by the DMA circuitry and it needs fed again.

When you wake up in the morning, you will have a set routine, maybe have a shower, brush your teeth, have breakfast and check out the KRMFC Facebook page (if not why not!). A software developer will ensure that the MCU when it first powers on will have a “breakfast” routine as well, and a lot of that will be setting up a timers and interrupts. It will do this by programming a register (we covered that earlier) with a count. This count, combined with the frequency of crystal used, will count down to zero (for example) 50 times a second. When it gets to zero, the MCU is kicked back into life and the tasks are dealt with. The countdown rate of these timers can also be changed after the “breakfast” stage as well. To give an example, Express LRS can send packets from the Tx to the Rx at a number of different rates (from 50Hz to 1000Hz), if the user chooses 150Hz then the software developer might choose to change the timer rate so that the MCU is interrupted at the same rate, so that the latest gimbal value can be sent in each packet.



In Conclusion

Hopefully these articles will have given you more of an insight into what goes on in your transmitter. The electronics described are also pretty well the same as used in your receiver, your Alexa, your Hive central heating and the smart dash in your car to name but a few, with the main difference being how they are programmed by a software developer.

Activity at the Field – July, August

(very brief this month)

Saturday 12th July

Today was maintenance day at the field with a temperature of 27C and sunny skies! Not something we get often in Scotland. Neil Grayson had misjudged or misheard the weather forecast and provided hot water for tea and coffee with his Camping Gaz stove and there was a selection of biscuits. It was used but not very much with most members preferring water. Perhaps ice-cream would have been better?

The day was kick started very early by Charles Malcolm and his mammoth strimming effort. If anything was longer than 30cm then it got strimmed. By the time he had finished he was covered in grass and insect bites but there was no stray growth anywhere within 500 metres. Neil Grayson, Bill, Kev Scott and Paul Wasik cleared out the container but then had trouble deciding what to keep and what to discard. In the end three barrels of oil, two generators, lumps of wood and a large number of miscellaneous metal bits were despatched to the recycling centre by Neil and Paul with two trips needed. It is amazing how much space there is in there now!

Peter and Tom Jackson volunteered to give the club hut a thorough clean and clear-out. Any junk was removed and chucked away and the seating and tables were reorganised. It now looks like a club hut and is more welcoming at last as a place for a sit and a blether. Of course, now with the generator in operation you can also have a cup of tea or coffee.

Hamza found some green paint and painted the transmitter shed and Ian McLuckie, like last year painted all of the starter benches.



The west field stile was repaired and moved further to the south so that the runway didn't have to be crossed to reclaimed models that had come down in the west field. Jim Walsh and Richard Blanski were the main contractors for this job with help from Mike Hill and Neil Gourlay.

All together there were 14 members at the field to help out and a fine job was done despite the heat. Many thanks to everyone who helped out. There was even some flying done too for those still standing after a long hot day's work.



Tom and his Bixler



Hamza and his Bixler



Neil's Limbo Dancer, Ian Still Painting



Richard and His Balero

Update - The two generators have now gone thanks to Charles Malcolm who took them to the recycling centre in his trailer. Many thanks Charles.

Wednesday 16th July

There was another low-key flying session at Lochore Meadows. Only Neil Grayson, Bob Lemm and Bill McDiamid turned up to fly, with Richard Blanski appearing later in the evening with his partner. Bill unfortunately only had a brief flight as his Timber again stopped responding to his transmitter and it landed heavily in the water. A rescue in his boat was needed but it was an ideal evening for a bit of a row as it was warm and sunny with a flat calm loch and no wind. Neil and Bob flew their Apprentices many times with no incidents, it being Neil's first time flying off water with floats.



When Richard arrived, he had a small foamie which was controlled by twin EDFs. No rudder or elevator, just variable thrust controlling its climb and direction. It was easy to fly once you got used to the idea.

Bob also had a go with a small boat which motored on the water at some speed.

It was a wonderful way to spend a sunny and warm evening. Look out for the next Lochore 'Splash In'

Saturday 16th & Sunday 17th August

This weekend was the yearly waterplanes' event at Loch Leven organised by Bill McDiarmid and assisted by KRMFC members.

The weather on both days was hot and sunny with very light winds blowing onto the beach. Alastair Sutherland on both days put on a number of wonderful displays with his jet. With spectacular aerobatics and tremendous sounds everyone stopped what they were doing and looked into the sky. Each time he landed there was a round of applause! If you didn't know it could have easily been mistaken for the full-size version.

Alastair Nichol was flying a twin engined Catalina which had retractable wingtip floats and it looked spectacular in the air.

Brian Barclay was there with his large trailer full of planes and he flew a wide variety including a Ripmax Zephyr. He also had a 'rescue boat' which consisted of a plastic framework in the shape of a catamaran fitted with 2 EDF jets and a length of rope slung between both hulls which was used to capture downed planes.



Saturday was unusual in that the boat was hardly used with no serious crashes into the loch. Sunday was busier for some reason with the boat at one stage rescuing 4 planes which had come down in the water and had no power.

Neil Grayson and Richard Blanski on the Sunday were despatched to rescue a large electric plane that had unfortunately crashed with some force into the loch. On retrieving it and placing it into the boat there was a loud popping noise and thick smoke came out of the cowl. Fearing that the LiPo battery was about to burst into flames they scrambled to find the hatch where the battery was located and unplugged it immediately. Luckily it was just the ESC which had shorted so they didn't have to abandon the boat!

On Sunday there was a fly-away, which has since been recovered. One member from Glenrothes club flew his Tundra further and further away until he lost orientation and it disappeared. It was found at the Todd & Duncan cashmere mill grounds almost a kilometre away, and has now been returned to its owner.

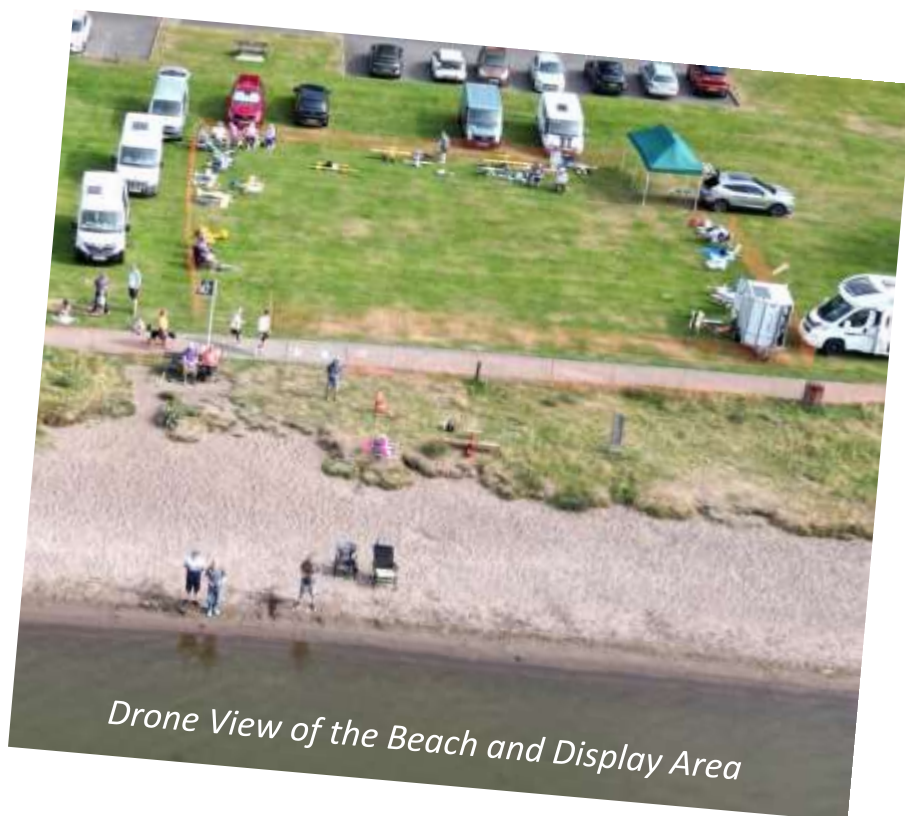
Alaistair Sutherland and His Superb Jet



The only issue at the event was that a member of the public, who was obviously intoxicated (by the weather or some substance), decided to untie our rescue boat and take it for a spin! Amazingly, he was

sufficiently safety conscious to don a lifejacket before starting the engine! Thankfully his poor driving skills meant he didn't get far and he ended up heading back towards the beach. Bill McDiarmid soon ejected him from the boat, drowned him in the loch and left him face down as an example to anyone else who might have a similar urge to hijack our boat (not really, but Bill was very annoyed with him!).

This year's event was very successful with 30 names on the list across the two days (18 on Saturday and another 12 on Sunday-only). There were 6 flyers from KRMFC plus a good number that helped out but didn't fly. Other clubs represented included: Macmerry, Blackridge, Glenrothes, Balbedie, Garnock Valley, Cumbernauld, Dundee, Forfar, Alloa, Lanark, Warrix and Montrose.



Drone View of the Beach and Display Area

Hamza put together an excellent video of the event just CTRL & CLICK on the link to view it:

[Sea Planes at Loch Leven August 2025](#)

Saturday 23rd & Sunday 24th August

This weekend was the Training & Testing weekend – see the report at the beginning of the newsletter.

Friday 29th August

Brian Barclay and Douglas Fulton reported that they were overflowed by a Spitfire this morning which did a low pass! Previously a number of Chinooks and other military helicopters have been seen. It is presumed they are connected to the Ayr Airshow which is on next weekend.

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

MUCH MARCLE LARGE MODEL AIRSHOW

Much Marcle Ledbury, HR8 2LX

SEPT
6-7

Clyde Valley Flyers Bring and Buy

Brookfield Village Hall
45 Woodside Rd, Brookfield, Johnstone PA5 8UB

Friday, 3rd October

sign in from 6.30pm
Auction starts at 7.30pm

Refreshments including pie and beans, tea,
coffee and soft drinks will be available.



2025 Waterplane Event Dates

Mill Dam
7th September

Loch Insh
13th & 14th September

Kilbirnie
27th & 28th September

Loch Earn
18th & 19th October