Newsletter

No.47: February 2026

Welcome to your Newsletter

In this issue: more entertaining, in depth and informative articles from members, a review of 2025, a look forward to 2026 and a very brief report from the flying field.

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, building projects, technical expertise etc...

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

NB: The next newsletter will be April 2026. Please submit articles or anything of interest at any time.

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

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 one of the Administrators, Douglas Fulton or Craig McVeigh to add you to the group. It is used for general chat, advice and to coordinate visits to the flying field.

Review of 2025

2025 turned out to be a great year for KRMFC with mostly glorious weather throughout the spring and summer.

Once again, the Scottish heats of the UK Youth Rocketry were held this year on 18th March which were attended by a team from Durham RAF Air Cadets and 2 Edinburgh schools.

KRMFC also hosted a group from the Rosyth District Scouts on 21st June who came from their camp site at the Crook of Devon to the field in 3 groups of 12. Mike and Neil Gourlay hosted the event with buddy flying taking place with the club trainer and a static display of model planes. Many thanks to Mike and Neil Gourlay for their efforts. The club got a big thank you from the Scout Leader after a very long day.

A training and testing weekend was held for the first time on 23rd and 24th August. Three very experienced examiners attended the event with 3 fixed wing Bronze and a helicopter Silver awarded. Visitors from 4 other clubs attended and together the SAA and BMFA contributed a total £150 for the use of our flying site.

A maintenance day was held on 12th July with hot and sunny weather temperatures were around 27 C. Charles strimmed everything, the maintenance hut was cleared out, and all the junk went to the tip, including 3 drums of transmission oil and two generators. Tom & Pete Jackson did a great job of cleaning and reorganising the furniture in the club hut whilst Hamza painted the transmitter shed and Ian again painted all the starter benches. For safety reasons the west stile was moved further north to keep the runway clear when retrieving crashed models from the west field. Many thanks to everyone for helping out on the day.

On 26th October a successful ‘Bring & Buy’ sale was held. It should also have been a maintenance day as well, but the weather was very wet so only the bring and buy took place.

Other events held included the monthly indoor flying at Kinross Community Centre, the weekend with the water planes at Loch Leven and the occasional water planes at Lochore Meadows.

For the coming year it is hoped to include the following events:

- At least one Maintenance Day which always proves very successful in improving the flying site.
- A ‘Bring & Buy’ sale depending on interest.
- A themed fly-in, such as vintage, biplanes, scale or helicopters with a couple of Fun fly competitions, one with planes and another with helicopters. This would comprise various events with a prize awarded to the highest scorer. It would be decided at a later date if our events would be opened up to other clubs.
- KRMFC will again host the Scottish heats of the UK Youth Rocketry in 2026 which would be held either at the end of March or early April.
- The club secretary will let the SAA and BMFA know dates for when KRMFC flying site would be available for another training and testing weekend in the coming year. Please let the committee know if you are interested in sitting any tests or if you just want training on any aspect of your flying.

Due to all these planned events being weather dependent, it is not prudent to set a date at this time, and so dates will be posted nearer the time on the WhatsApp Group, Newsletter and via email.

Charging Station

At the AGM in November members were asked about the installation of a charging station which would be powered by the generator. The consensus was that it would be a valuable resource for the club and to take this forward. Here is a link to the document if anyone missed it: Charger Proposal

It was proposed that to help fund the charging station, members, when paying their club fees, which are due by the 31st of March, should consider also donating between £5 - £20. The number of contributions would provide a good, strong indication of how much support the project has within the club. Any contribution to fund the charging station is voluntary, members can just pay their fees and not contribute, it is up to them. Any shortfall in the cost of the charging station would be made up with club funds.

Generator

There is now a laminated, A4 sized instruction sheet for the generator located just inside the club hut on a hook above the generator. It gives instructions on how to check fuel and oil levels, how to set it up, and how to start it.

The generator has a Bluetooth app which can be downloaded to members' phones that shows fuel levels and various information related to the generator operations. If the generator is needing fuel and there is no committee member present to access the mower shed then a message should be sent on the WhatsApp group, and someone will come down to the field to fill it up.

Indoor Flying

The indoor flying at the Loch Leven Community Campus has unfortunately had to move to the first Friday of the month instead of the Thursday until at least July. This is because the booking slot is August until July and the Pickle-Ball players managed to book all the Thursdays in the month this year. Apologies to all the night-clubbers and weekend away members but it is hoped to be able to change it back to Thursday later in the year. Note that the April date is Good Friday and the hall will be open as usual.

Remote ID *by Kev Scott*

Introduction

Remote ID is something that is being introduced into the world of aeromodelling in the UK starting in 2026, but depending on where you fly it might not impact you at all. It is required on some drones from this year and will be needed on fixed wing and helicopters from 2028, but ***most importantly***, won't be needed when flying from your flying field operating under an Article 16 Authorisation.

This tech has been around for a couple of years in the US, and the tech has been developed there to support it. As it uses Wi-Fi and Bluetooth, the approach will be similar in the UK as these are generally global standards.

The main purpose of remote ID is to allow identification of who owns a drone that is potentially flying somewhere where it shouldn't be. I will use the term drone for the rest of this article as that is the terminology that the CAA and FAA uses but it will apply to other types of model aircraft from 2028 onwards as previously mentioned.

The image alongside shows an app that is free for anyone to install on their Android phone called "OpenDroneID OSM", and similar ones are available for Apple phones. As you can see, the location of the operator is shown as is the current location of the drone. The history of the drones flight is shown as well but that is being done in the app, the remote ID module does not keep a track of where it has been, rather it just reports its current position.

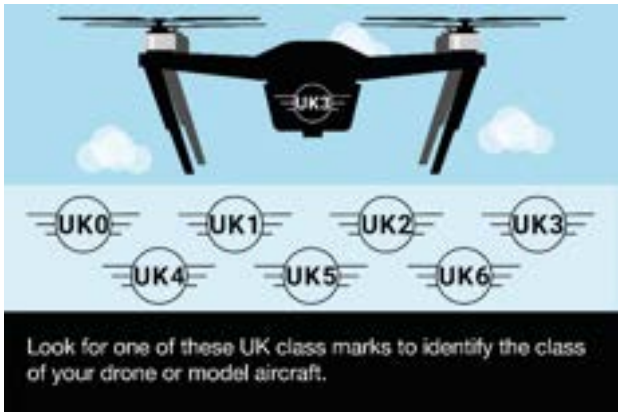
An important point to note with this is the RF technology used, both Wifi and the latest Bluetooth can only be detected at a range of around 200 metres using normal equipment like mobile phones, so you need to be flying that close to that phone for your drone to be picked up. Note also however that people with more sophisticated equipment could potentially detect the drone from significantly further away. The drone operator themselves can be any distance away, the remote ID module takes note of your location when you take off and reports that as part of the data transferred.

Who Needs to do What and When

For the next couple of years, the focus is on drones only.

- If you bought a drone prior to the start of 2026, it is called a legacy one and is not required to use remote ID until 1st Jan 2028. If it weighs less than 100grams you are still exempt after that date.

- If you buy a new drone from 1st Jan 2026 onwards and it comes with a label stating UK1 (250g to less than 900g), UK2 (900g to less than 4kg), UK3, UK5 or UK6 (specialised and heavy but less than 25kg) you are required to use remote ID immediately (barring excepted areas). The image alongside is from the CAA website and shows what they will look like.
- If you buy a new drone from 1st Jan 2026 onwards and it comes with a label stating UK0 (less than 250 grams), you are not required to use remote ID until 1st Jan 2028.



Designations from Jan 2026

- The one label not mentioned so far is UK4 – this is for model aircraft and helicopters. In this category you are not required to use remote ID until 1st Jan 2028. My impression is that if you buy a new aircraft after 1st Jan 2026 it will come with this new label on it, whereas it wouldn't have any at all prior to now. I suspect in practice this will take some time to flow through.

Remote ID Equipment

Just to reiterate, you do not need any of this equipment if you are flying from the field.

If, however, you are flying in some remote location (for example slope soaring a fixed wing aircraft off a hill or using your drone to get some nice holiday footage) you are going to need to fit or turn on this equipment.

Most drones and in particular DJI ones come with remote ID already built in but the activation of it varies from drone to drone and if you can decipher the conflicting information on the internet, you are a genius. Hopefully things will be clearer by 1st January 2028.

For other drones, it is possible to replace your existing GPS module with one that has Remote ID built it – an example of that comes from BeeID and is currently being sold for £37.99 by Flying Tech (link at end of article). This needs to be connected to the drone flight controller as would the original GPS, so removal is slightly trickier that the one we are about to look at for planes.

BeeID module

Note this has the really useful benefit that should your drone come down somewhere unexpected, you will be able to use your phone to find it, the remote ID feature on your phone can be used to locate it to within a few metres.

For aircraft, Spektrum is one manufacturer who currently offers one, see the picture alongside. This just requires power to operate so can easily be moved from one plane to another. You are expected to wait for the GPS signal to gain lock before you start flying (indicated by a LED); this is a new consideration for aircraft, drone flyers would always wait for that so no change for them. In the US, where this module is already in use, you do not need to program this module with your Remote ID number (more on that in the next section), you just register the serial number with the FAA along with your other details and the FAA works out it is you. It is not clear at this time (at least to me) if this approach will be compatible with the UK/CAA approach.

Spektrum Sky module

The elephant in the room is the cost of it – at $124.99 (£93) it is not cheap; expect more suppliers to start providing these at more affordable prices. You do not need to use the same brand of remote ID module as your main equipment, it is just a GPS module and a microcontroller with bluetooth enabled on it in the end of the day.

Setting up a Remote ID

In the UK, you will go to the CAA My registration page where you set up your flyer ID and Operator ID and a Remote ID number will already be available (I haven't looked at this myself). To avoid someone cloning your Remote ID number on to their own drone, the number is given in two parts, a public part and a private key. You need both parts to program the number into a remote ID module, but only the public part is available to anyone else hence they will not be able to copy it.

The example above from the CAA website shows this in more detail.

Example of Remote ID number

Country identifier: three upper case characters	Public part: 12 characters; Mix of lower case letters and numbers	Check sum: 1 number or 1 lower case letter	Private key: 3 characters; Mix of lower case letters and numbers
GBR	gc284pmztcrt	7 / b	2ot

Remote ID structure

Disclaimer

This info is to help you understand what Remote ID is about, and my knowledge has been gleaned by reading the CAA and BMFA websites, along with a bit of Google Gemini. I am no lawyer though, so if you think any of this is incorrect, please feel free to bend my ear at the field and we can do an update in a future newsletter.

Useful Links

- Article 16 exception from BMFA https://bmfa.club/latest-caa-regulatory-changes-from-jan-1st-2026

- Bee ID info https://www.flyingtech.co.uk/product/newbeedrone-beeid-v1-1-m10q-gps-module-with-remoteid/
- Spektrum Sky info page https://www.spektrumrc.com/product/sky-remote-id-module/SPMA9500.html
- CAA info https://www.caa.co.uk/drones/getting-started-with-drones-and-model-aircraft/class-marks/

Liposuction or just LiPo *by Ian McLuckie*

You will have read Neil's (Sec) excellent article on LiPos published in the last edition of the Club's Newsletter (No. 46). It was comprehensive. For me it served as a wakeup call, reminding me of how I mistreat my LiPos...even abuse them, rushing to get them charged for a field visit etc. And not bothering to put them into storage voltage for days on end.

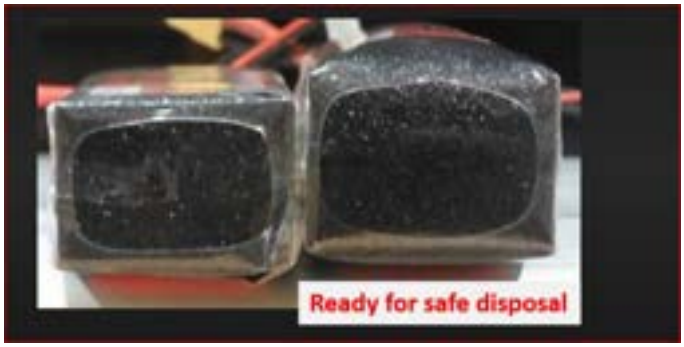
By chance when I was reading Neil's article on the computer screen, my wife passed by and said…

"Why are you reading about liposuction, is there an 'obesity problem' at that model club thing you go to?"

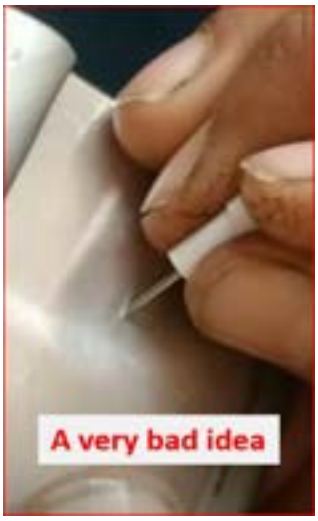
Not to be outdone, I replied… ***"It's not for the club, it's for you."***

I'll keep you posted on the proceedings.

There are a couple of things that have been bothering me. First, the question of cell '**puffing or swelling'**. I mention this because I have a 3S LiPo which no longer feels solid, it has a softish feel; it's not too bad… but is it dangerous?



What causes the swelling? Well, it is to do with the decomposition of the electrolyte. Lithium oxide can form on the electrodes, and the excess oxygen can form a gas within the sealed battery cell. This trapped gas is the cause of swelling / puffing. Oxygen, being combustible, significantly increases the fire risk. Other gases, such as carbon dioxide (CO2) and carbon monoxide (CO) can also form, all contributing to the internal pressure. Apparently, it happens to all cells eventually, just hurried up with misuse e.g. overcharging, over draining, excess heat, internal damage, or manufacturing defect. We must accept that LiPo's are essentially consumable items over time.



I came across a brave chap on the internet. He decided that a cure for swelling was to pierce the swollen cell with a pin and set fire to the escaping gas as he squeezed it out. A touch of glue on the pin hole and he was back in business. Innovative or just dangerous! You decide. Mind you, there is word that 'professionals', whoever they are, regularly practice this, but it is not for us.

For the last couple of months, I have been using a slightly puffed LiPo. The very minor swelling goes away when the pack cools so I think I can still safely use it, but there is an enhanced fire risk. They are too expensive to discard on a whim. I have been keeping an eye on it using the vernier gauge shown below.

Serious puffing can lead to thermal runaway and if it goes on fire there may be chemical leakage which can be dangerous to the skin and lungs. There is also a heightened risk of explosion. That is what the book says. The official word is that they cannot be fixed and should be disposed of immediately. I'll come back to that.

So, there I was, charging a 3S x 2,200 mAh LiPo when the screen on the charger suddenly said, “faulty cell” and stopped charging. It did not say which cell was faulty…probably the middle one.

First, I checked the individual cells for voltage via the monitor wires. They were all OK. Next, I wanted to check the individual cell resistance. No, the charger would not accept the battery because there was a faulty cell, so no readings. You can perform a manual test by measuring the cell voltage, applying a known current then measuring the new voltage, and use Ohm’s Law. This was too much bother, fiddling with the monitor wires and, no doubt, it would be unfixable in any case, so I did not bother.

But curiosity kills the cat. I decided to take the battery to bits to look for mechanical damage. You are not supposed to do that but with plastic tools I stripped the cover off. It is dangerous because if you short circuit the main red and black wires you will experience what is called the prospective fault current. If the battery gives you 2.5 amps for an hour, then with a zero-resistance load for one second you might be inviting, in theory, a short circuit fault current of over 100 amps. That is theory. It would never be achieved for a variety of reasons but there might be sufficient current to provide a dangerous sustained flash. You could even take up welding as a hobby with that. Hence plastic tools and great care. Not like some of the ‘experiments’ you see on the internet when hitting a nail through the battery is deemed good fun just to see the explosion and fire.

No mechanical damage was obvious. The wiring was surprisingly simple. Further dismantling was abandoned because the metal straps linking the cells were spot welded. The links needed a *metal* saw or snips, so all stop. Conversion from 3S to 2S was abandoned.

As Neil hinted, we now look at responsible disposal. The cells were at a low voltage, about 1.5 volts each, way below what they should have been at storage level. Nevertheless, I should have dropped them to 0 volts. At the time it was not a priority because I had decided to take the battery to our local environmental recycling disposal facility. We used to call it ‘the dump’ when I was young. Now we are going to zero waste, that’s a tall order but we need to get there.

The facility is only half a mile away so, being a nice afternoon, I decided to walk there and put the battery in the skip alongside the other 1,000+ batteries, for recycling. I walked into the yard and found an 8-foot high ‘pill box’ near the gate, just like those at Buckingham Palace. There was a Council employee ‘guard’ sitting in the box. The trouble was… he was fast asleep.

I gently knocked and he sprang to life announcing that I was not allowed in the yard. I

took that badly considering the amount of Council Tax I pay. He then said to enter the yard I needed a car. I thought to myself… I have a car, so what is the problem? No, “walking-in is banned” he said.

I asked if he was suggesting I go home and return in my car to put this tiny battery in the skip which was all of 10 metres away. “Gimme it, I’ll pit it in the skip for yi” was his solution. I was grateful. I did explain that it was a LiPo and dangerous, with probably a few volts in it… but his interest waned; after all he had just woken up. It was all good because most of the batteries in the skip will have some volts in them. But this is serious stuff. According to Battery University (USA), improper disposal of batteries contributes to an estimated 10,000 related fires in the U.S. annually.

So, should I have discharged the LiPo fully? There is a bit of confusion here. Some of the literature cites ‘discharge’ as being to 3.7 volts per cell before disposal. To me it is 0 volts.

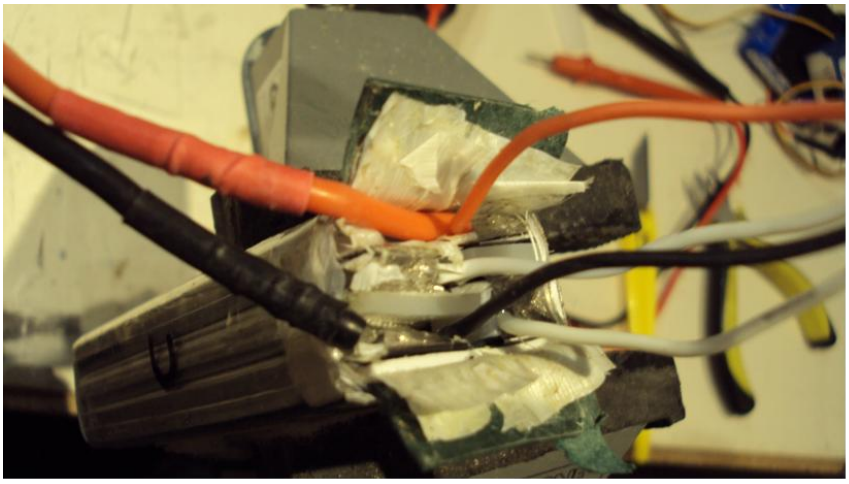
Neil described in some detail how to get them down to zero volts and that is worth following.

On my charger I recently discovered a ‘discharge’ function (as opposed to a storage function), so that is easy. I have not experimented with it, but I think, and hope, it is down to 0 volts. Using it to 0 volts means no way back for the battery.

So, thanks to Neil, LiPos got some attention, probably well overdue.

Good luck with your LiPos, they are supposed to last for 150 to 250 cycles… we’ll see!

None of the above constitutes technical advice. It is for information and light entertainment framed around our common technical interests.



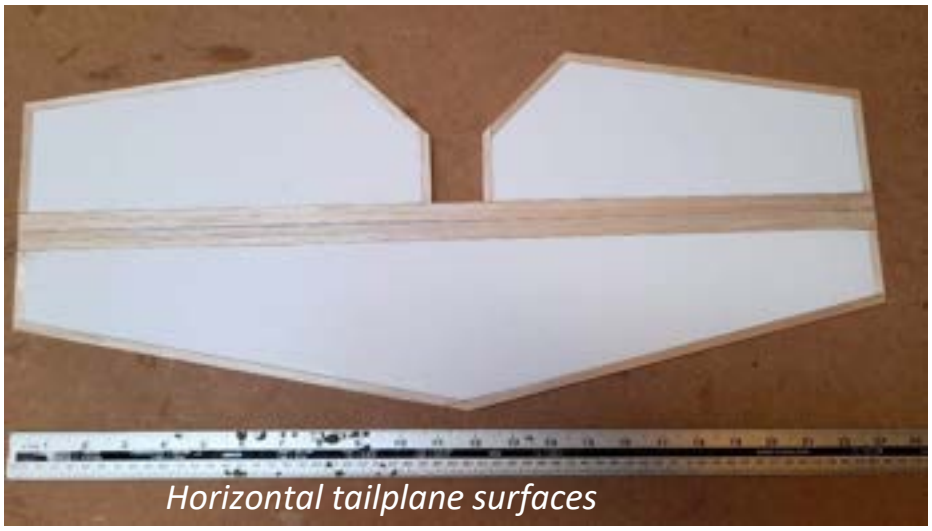
A 3s opened up: it’s a bit crude.
Some soldering, some spot welding all crammed in.
There are no cables to the bottom of the battery

Fundroid Progress Part 2 *by Kev Scott*

In the November newsletter I mentioned that I had started on Fundroid which is a foam board based fun flyer (yes, more foamboard and yes, I do sleep with it just in case you were wondering, although the static can be an issue!), if you want to read more about the background to that you should have a look there. This article is just a brief update on progress.

In the Nov issue, I had just started on the vertical stabiliser and rudder. I have now completed the horizontal stabiliser and elevator, bar the addition of mylar hinges and some rounding off. It is a sizeable structure at nearly 24 inches across!

The fuselage is also well progressed with the two sides completed (1/32 ply doubler) and the base almost completed, only some 5mm ply to be added at the front for the undercarriage. I have tweaked the design ever so slightly, those bottom spars are 6mm pine (from B&Q) rather than the 4.8mm (3/16") spruce recommended in the plan and I avoiding cutting unnecessary bends in the ply, choosing to use straight lines where possible.


Horizontal tailplane surfaces

I also introduced a scarf joint into the bottom spars to match where the doubler on the fuselage sides run out, it looked like a good idea to ensure as much glue surface as possible.


Fuselage base and sides

Get your scarf, you've pulled!

I have also been doing some calculations on the power to weight and the expected battery life. I use motorcalc which is part of the ecalc suite – I would highly recommend this web-based program, it costs $19.45 (£14.50) per year and always produces results that are reflected in actual usage on the plane. The C of G calculator has also proven to be very useful as well. Anyway, some calculations below. The motor is a 3548 1100kV motor.

12 x 6 prop (recommended one)

This gives a flight time of five and a half minutes and a thrust to weight of nearly two which should give it a sprightly performance for limbo! Nevertheless, I expect to be using the new club LiPo charging station quite a lot with this configuration!

10 x 5 prop (a tamer initial one)

This gives a flight time of seven and a half minutes and a thrust to weight of just over one which should be a tamer starting point for initial flights.

It will definitely be finished by the next newsletter.

High Hopes Undercarriage – the Long Journey *by Kev Scott*

Introduction

In the November 2025 newsletter there was mention of me adding an undercarriage to the foam board plane I have called High Hopes and the trials and tribulations I was having with that. This is about that continuing journey and like any good Disney movie it has drama and jeopardy but ultimately has a happy ending!

These foam board planes of mine have been kicking around for a while and the reason for me making them was they are a very expendable asset for me to develop my flying on, without it taking a lot of cost or time when one becomes wrecked; I build fuselages three at a time and can do that in around six hours and all from one sheet of foamboard. All key dimensions on the plane are taken from my (deceased) Arising Star scaled down 75% of the original. Future projects I have in mind for it are 5 Watt night flying lights (very bright!!), a cargo door, reverse prop experiments and flight controller experiments. The Mk2 variant can be seen in the picture alongside.

High Hopes Mk 2

The problem with that design is the prop is on the front and even with a very good landing there is a reasonable chance of breaking it and I have gone through quite a few. A folding prop would have been an option, but the nose would have to be a round shape and 40mm or less in diameter – this would not have been easy to achieve in foamboard. Hand launching also wouldn't let me refine my take offs and landings, so the plane was really crying out for a trike undercarriage. The rest of the article talks about that in detail.

Main Undercarriage (a Piece of Cake)

The main undercarriage is made from 3D printed parts and arrow shafts. The arrow shaft idea came from Andrew Newton's channel (https://www.youtube.com/@AndrewNewton) where he used them between the main wing and the tailplane as a cheap alternative to carbon fibre. The other useful thing about them is they are more flexible than carbon fibre, which is important for an undercarriage.

You can see the design I did in CAD (Fusion) in the picture alongside. It only shows one half because the other side is a mirror image, so I don't need to design it separately. The angle of the arrow shaft was chosen to give 50mm of ground clearance for an 8x6 prop.

This undercarriage after gluing up was tested as follows

CAD for main undercart

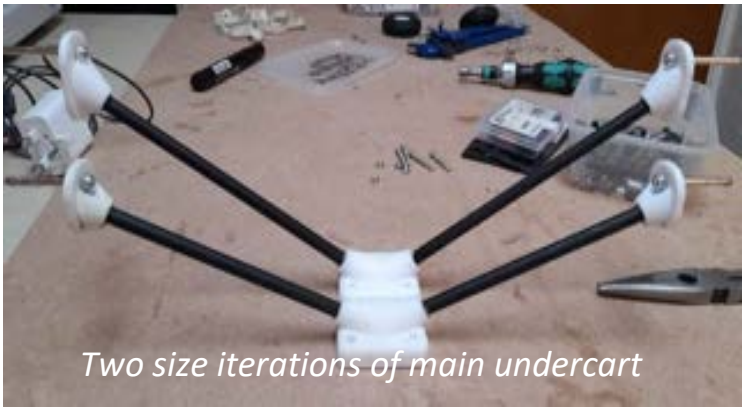
- 1kg applied (the mass of the plane) and the deflection of the base to the ground was measured.
- 5kg was applied and the undercarriage was fine, just deflected further – so it is comfortable with a 5G load.
- Using the above numbers, I was able to translate that to how fast the aircraft would be able to descend and not exceed the 5G test load – that corresponded to the aircraft dropping 500mm per second which is a very heavy landing.

One other change was made (height above ground), but more on that in the front undercarriage section below!

Front Undercarriage – Life's too Short!

There were far too many iterations of the front undercarriage, listed in painful detail below!

1. Used an Aliexpress sprung wheel mounted on a 4mm carbon fibre shaft. This worked great on the grass in my back garden but nowhere else, the longer grass just caused the little wheel to dig in then the prop started grass strimming!
2. OK, need more height to stop the prop digging in. I added 50mm to the front undercarriage and the main undercarriage (easy to change in my CAD program) and off we go again. No prop strimming but front wheel still digging in. The image shows the before and after main undercarriage.



Two size iterations of main undercart

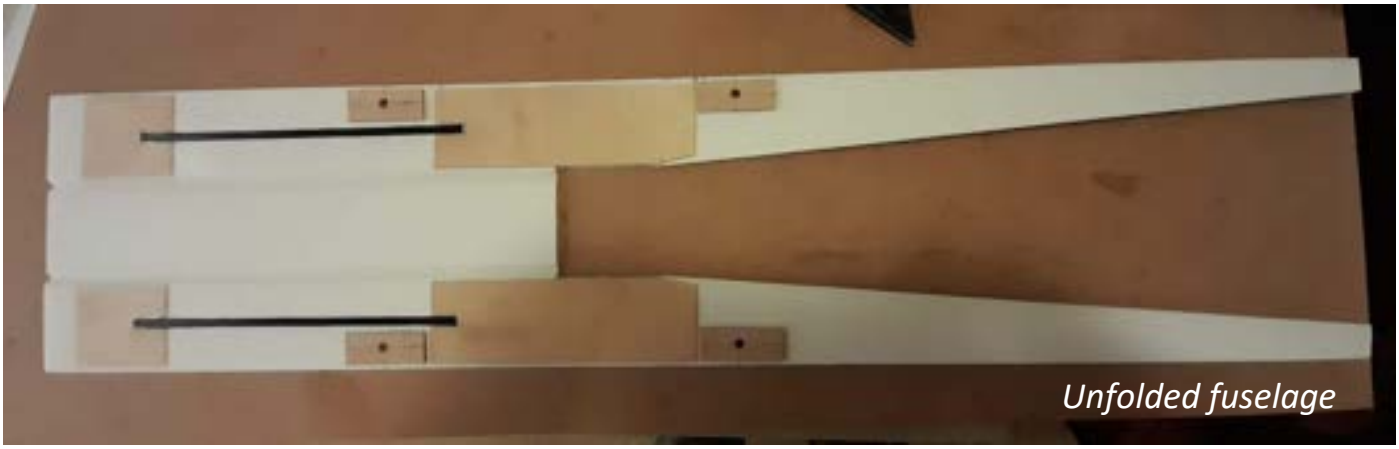
3. OK, need larger wheel at the front, did that with an offset bracket and used a 2 ½ inch front wheel. The forces on the offset bracket were causing the bracket to slip around the shaft though.
4. OK, centralised the wheel with another 3d printed part and motion and flight was achieved! Discovered however that the 4mm carbon rod was not very strong at all and snapped on landing!
5. Finally, (and probably what I should have done in the first place!) the approach was to use a steel front undercarriage – mine came from the Arising Star so it lives on at least in partial form.

Offset Bracket

The steel solution has worked well but the front undercarriage can still suffer from a hard landing; the 6mm spars from the undercarriage into the inside of the fuselage present the load in a very specific and quite small place on the foam board. The glue holds the spar to the paper very well, but the end result is the paper on the foam board gets ripped off!

Never one to give up on an idea, we are now at variant 3.1 of High Hopes and the changes have been quite minor.

High Hopes Mk 3 with final front solution



Unfolded fuselage

The areas where the loads of the main undercarriage and front undercarriage get applied to the fuselage have been strengthened by the addition of 1/32 plywood. This should apply the forces over a much larger area and hopefully the foam board paper won't rip. The picture above shows the addition of the plywood to the fuselage, just prior to folding the sides up.

Summing Up

If I had any recommendation about this whole journey, it would be – buy yourself a Max Thrust Riot!!

For Sale

Billy Wilkie has a Phoenix 90mm EDF Sea Hawk for sale complete with a 6s battery so all you need to do is just add your receiver. Length: 1279mm (50.35”). Wingspan: 1300mm (51.18”). He is asking for £360
See a YouTube video of an example of the model flying at: https://youtu.be/APfnDBJZqOo

Contact Billy on WhatsApp or his email: billy.wilkie@gmail.com

Side View From The Front

Side View From The Rear

Bottom View Showing the Retracts

Ewen MacKenzie has two Piper cubs which would not need much work to get them airworthy. The covering is in excellent condition. The grey one is approximately 1.5m wingspan and is fitted with a four-stroke engine. The make and size are unknown, but it is estimated to be a .52. It has all servos, but the battery probably needs to be replaced, and you would have to fit your own receiver. He is open to sensible offers of around £80.

The yellow Piper Cub below is approximately 1.2m wingspan and is fitted with an electric motor and ESC. Again, this is fitted with servos, but you would need a 3S LiPo battery and receiver. He is looking for sensible offers of around £60 for this model.

Ewen also has an FMS 1400mm T-28D Trojan with a wingspan of 1400mm. It has a 4258-KV650 motor and a 70A ESC. The recommended battery is a 4S 2600mAh battery. If you want a better look at the Trojan, it is currently in the club hut. Again, he is looking for sensible offers.

For any of Ewen's models contact him at mackdrone@outlook.com or Mobile: 07368352581

Activity at the Field

Saturday 8th November

Quite a busy day at the field today. Richard Blanski, Bob Lemm, Neil Grayson, Ian McLuckie, Bill McDiarmid, Mike Hill and Gordon Frost were in attendance. It was very wet underfoot but there was no wind, it did however rain a few times and there was some mist initially. The first job of the day was to clear the large mole hills from the runway as there was a trail of them straight across. Another job that got completed was moving the large pilot box further west and shifting a bench along to shorten the distance to the runway.

Ian flew his Scorpion successfully, at last after issues with servos and electrical connections but came down in the rough with the only damage a detached wheel. There is a picture of the successful take-off here Scorpion Take-Off.

Bill was flying his Wots Wot after not flying an IC plane for some months. Richard flew his Yak and he and Bob also flew a large Riot. Gordon threw a couple of helicopters round the sky as he does!

Neil's Funfly flew well on its first two flights after a major reconstruction, and he even did a few loops and went inverted but on the third flight the engine cut just after take-off and it landed softly in the west field with no damage. He thinks the clunk may be stuck again after looping and going inverted.

Friday 14th November

Brian Barclay and Dave Christie were camping at the field this weekend and Brian had a fly away incident with his Zephyr. Here is his tale:

'I was flying my Zephyr for about 15 minutes when I caught a boomer of a tight thermal which proceeded to take me up nearly out of sight away to the west of the field and beyond the tree line. It was out of control, so I put it into a spiral dive to try and bring it back into sight and hoped for the best. It never reappeared apart from a glint in the sun far away in the distance. I walked up to the treeline and could not see so thought it was still further away and so giving up any hope of seeing it again. During this trip I also lost my hood, lucky white heather or what? Mike Hill pointed out that there are a lot of clear fields beyond the treeline and it may have ended up there, (Mike being an optimist.). Having been given some hope by Mike's comments the next morning, Dave Christie and I set off on a long hunt resulting in finding the model on Lucinda Russell's stud five fields away, undamaged and still holding full left and up elevator.

The following day, buoyed by finding the Zephyr we ventured into the field next to the site and found my hood, but alas the "BRAIN CELL" had fallen out, but you can't have everything. Jammy or what? Thanks again to Mike. Cheers from a much fitter Brian Barclay, a new member of the KMRFC Rambling club.'

Sunday 7th December

It was a cool, breezy day today with the odd shower, but Billy Wilkie single handedly braved the weather for a few flights with his helicopters

Friday 9th January

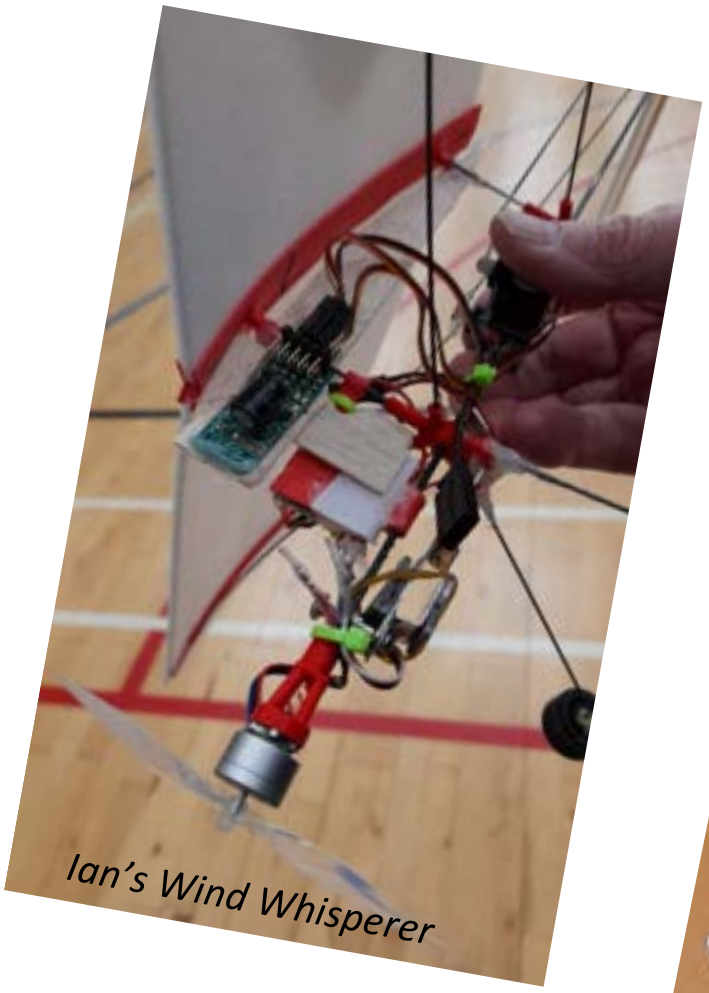
The first indoor flying session had to be delayed, as the first Thursday in the month was also New Years Day and, as well as the Community Centre being closed, it was unlikely anyone would be in a safe state to fly. Also, as the Thursday wasn't available it was moved to Friday.

Ian McLuckie's Wind Whisperer was running on a 1S battery with a voltage step up board to power the stripped down Spektrum Receiver. Unfortunately, it was a little underpowered and didn't achieve flight but with further thought he is certain to get it flying.

Steve Hunter's twin motor Hobby Zone Duet took to the air well; its maiden was a little sensitive in pitch but for the second flight it was easily sorted out.

Chris Wardle arrived with his new Christmas present, the Blade Nano S3 a 7.7" collective pitch helicopter with AS3X and SAFE. It weighs just 32g with its 150mAh, 1S battery.

More pictures and videos from January's and previous events are available on the club's Facebook page.



Ian's Wind Whisperer

Steve's Duet

Chris's Blade Nano S3

Monday 26th January

Bill McDiarmid came up with a great suggestion that as we are not getting together as a club very much during the winter months, why not meet up for a curry night. The invitation was sent out as an email and also posted on the club's WhatsApp group and the turnout was very impressive with 12 members appearing at the Raj Mahal in Kinross for an Indian Buffet. For some of our members it was only a brief walk to the venue, other members managed to persuade a loved one to act as taxi driver. Suggestions for future socials are most welcome, and it is hoped to get together again soon.

2026-27 Waterplane Event Dates

Updated 04/01/26

Loch Leven
16th & 17th August
Provisional Dates

Monikie
11th January
8th February
8th March

Loch Insh
September

Mill Dam
19th April
6th September

Kilbirnie
9th & 10th May
26th & 27th September

Loch Earn
18th 19th April
13th & 14th June
22nd & 23rd August
17th & 18th October

EVENTS FOR 2026

Date	Event	Location	Host	Notes
14 February 2026	Bring & Buy	Portmoak Village hall, Scotlandwell, KY15 9HY	Balbedie Aeromodelling Club	Hall opens at 10:00. Sale closes at 14:30. Tea, coffee and bacon rolls. Raffle tickets.
11 - 12 April 2026	SAM 35 Spring Gala With Swap Meet on Sunday	BMFA Buckminster, Sewstern, Grantham, Lincolnshire, NG33 5RW	BMFA Buckminster	SAM 35 Galas include all types of flying, including vintage RC, control line, free flight and scale models
2 - 3 May 2026	British Fun Fly Association's Fun Fly Festival	BMFA Buckminster, Sewstern, Grantham, Lincolnshire, NG33 5RW	BMFA Buckminster	An event aimed at introducing new pilots to the sport of Fun Fly competition flying. Novice to expert.
9 - 10 May 2026	POPHAM - Model Air Show	Popham Airfield EGHP, Coxford Down, Winchester, SO21 3BD	Popham Airfield	Wide range of model aircraft, boats and cars. Bring & buy.
19 - 21 June 2026	WESTON PARK - Air Show/Swap Meet	Weston Park. Weston-Under-Lizard, Near Shifnal, Shropshire, TF11 8LE	Wrekin Model Flying Club	Gates open 08:00, show starts at 10:00. Evening entertainment. Swap Meet 08:00 - 16:30. Cash payment only.
4 - 5 July 2026	SLEAP - Model Air Show	Shropshire Aero Club, Harmer Hill, Shrewsbury, SY4 3HE	Large Model Association	08:30 - 17:00
4 - 5 July 2026	Helicopter Fly-In	Near Palacerigg Country Park, Cumbernauld, G67 3HU	Cumbernauld Model Flying Club	Refreshments available, lunchtime both days.
8 - 9 August 2026	ELVINGTON - Model Air Show	Elvington Airfield, Halifax Way, Elvington, York, YO41 4AU	Large Model Association	
15 - 16 August 2026	Fun Fly Nationals	BMFA Buckminster, Sewstern, Grantham, Lincolnshire, NG33 5RW	BMFA Buckminster	Open to any BMFA member with an A certificate. Novice up to expert.
22 - 23 August 2026	Waterplanes	Kirkgate Park, Off Kirkgate, Kinross, KY13 8ET	Kinross Radio Model Flying Club	Provisional Date
5 - 6 September 2026	MUCH MARCLE - Model Air Show	Garage, Much Marcle, Ledbury, HR8 2LX	Large Model Association	Trade area and car-boot style swapmeet.
11 October 2026	GAYDON - Indoor Static Model Show	British Motor Museum, Lighthorne Heath, Warwick, CV35 0BJ	Large Model Association	10:00 - 16:00. Entrance fee gives access to the Motor Museum as well. Swap meet and trade. Discount for BMFA/LMA members

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). Located in Stevenage. A wide selection of Carbon and Fibreglass parts. Ideal for undercarriages, cowlings and canopies.

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.

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***