



March 2015

# *Airtime*



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# Chairtime



## **SAA Chairman Bill Grimsley FSAA**

Here we are again at the start of a New Year and may the Council and I wish all the Members a very Happy New Year and fair flying weather for the coming Season.

The year has certainly started with a bang in most areas, with some very high winds, rain, frost and snow, which hasn't been very conducive to getting any flying done. Still, there are models to be built and serviced in the hope that the weather will get better soon.

Once again we had very successful AGM in December which was well attended by the Membership and although I had a couple of senior moments, it went very smoothly.

It was particularly gratifying to see that the Association is in a very healthy financial state and my thanks go to Tom Love for the Sterling work he does in keeping the books. My thanks goes also to all the Council, all of

Whom have done a great job of work over the year.

At this year's AGM, Lindsay Dickie and Colin Nicol stood down from the Council, Lindsay after a two year stint as CD's Representative and Colin after a 14 year stint.

During his 14 year on the Council, Colin has worked tirelessly integrating the Air Training Corp with the SAA by organising training camps and presentations to the various Squadrons. This has brought a large number of Cadets into the SAA as Members. Although Colin has stepped down from the Council he continues as the ATC Regional Officer for RC Model Flying and will continue to liaise between ATC and the SAA.

Throughout Lindsay's two year term, he has contributed greatly to the running of the Association and has been a steady influence in Council.

A big vote of thanks goes too both of these gentlemen. In their place we have Les Madden who has taken up the post of Youth Development/Club Liaison and John Carson who has taken up the post of CD's Representative, both of whom are very welcome to the Council.

There was a slight change to the Constitution discussed and agreed at the AGM which was that the Club Secretaries and the Country Members will be e-mailed with a copy of the Minutes of the AGM within the timescale as stated in the Constitution.

There was minor problem encountered after the AGM closed. Normally we book the venue for the next AGM before we leave.

Unfortunately the Hotel is fully booked for weddings for all of December which meant that the nearest we could book the AGM to comply with the Constitution was the 29<sup>th</sup> of November.

As Whitburn is the most central point for the majority of the Members and since the date is only two day adrift to comply, we booked the 29<sup>th</sup> November for the AGM. I hope this doesn't give some of us any sleepless nights.

Sadly I have to report the news of the passing of Kerr Crozier on Christmas Eve.

I attended the funeral accompanied by the Secretary, the Assistant Secretary, two past Chairmen and Fellows of the SAA, Douglas Dickie and Don Imrie and a large number of his Club Members and Friends.

Kerr was a stalwart of the SAA and was well known and liked among the model fraternity both North and South of the Border. He will be sorely missed by all who knew him.

In November, the Vice Chairman and I attended the annual Civil Aviation Authority meeting in London along with the LMA and the BMFA. The main item discussed was the situation with drones and FPG's.

It was made very clear by the CAA that anyone flying these models outside of CAA Regulations will be prosecuted. So be warned, if you fly any models of any kind outside of the recommendations of CAP 658, you are not covered by the SAA, LMA or the BMFA insurance policy.

On the Subject of the BMFA, The Assistant Secretary and I attended the BMFA AGM during which we were told of the proposed Centre of Excellence for model aircraft. This is a very promising project and we wish the BMFA every success in their endeavours. Details can be found on their web site.

We are once again affiliated to the IJMC (International Jet Modellers Committee) this year which entitles Scottish jet pilots to compete in the IJMC Jet World Masters in Leutkirch, Germany. So far I have had no indication of any of our jet modellers interested in entering this year's Jet Masters which is rather a pity as I feel we could do reasonably well.

Give me a call if you would be interested in going to Germany this year as there will be some financial assistance from the Association towards the costs of competing.

Unfortunately I missed this year's IJMC AGM due to illness and in my absence was elected to the position of IJMC Secretary.

I was also elected at the AGM to lead Judge Static Team A for the Jet Masters 2015 in Luetkirch.

This will be the seventh time I've judged at the Jet World Masters and flown in two.

It should also be noted that Gordon Price has been selected for the British Control Line Combat Team with Jimmy Pinkerton as reserve to compete in the European Championships.

On top of that Mike Gilfillan has been appointed as the Team Manager for the British Helicopter Team. So very well done to these lads.

During the year we have continued our relationship with the LMA and at the LMA AGM it was announced that we will run the Strathaven LMA/SAA Large Model Show again this year. The show will start on the 27<sup>th</sup> and 28<sup>th</sup> of June and on Friday 26<sup>th</sup> of June there will be an open fly-in, provided, of course, that the setting up is complete by the Thursday night.

As was last year, we will require some help to set the event up, so if you would like to volunteer please contact me. There is free entry and camping for all the volunteers who help during the event.

At the Elvington and Strathaven model shows last year, the Air Cadets assisted in the organising of the gate, the car parking and the caravan parking.

LMA so well the LMA have presented the Air Cadets with a donation of £500 to be used for purchasing modelling equipment for all the Scottish Region ATC Squadrons.

Many thanks to the LMA Council for their very generous donation.

For the last two months or so I have been involved in arranging for SAA Members who wish to join the Protection of Vulnerable Groups Scheme (PVG's).

This has taken up a lot of my time finding out who had Disclosures previously and contacting them with a view to join the new system. This has been a bit of a headache as we have no records and neither has Disclosure Scotland.

The biggest problem encountered was finding out what forms are required from the many on the website, exactly who we send the applications too and what is required of us.

We now know as to what procedures, information and forms are required. What we need now is for the Clubs to get in touch with myself and let me know of those SAA Members who wish to join the new PVG Scheme.

Anyone who has a Disclosure **after** the 28<sup>th</sup> of February 2011 need only apply to me as an existing member of the PVG Scheme. Those Members who have a Disclosure **before** that date have to apply as a new member of the PVG Scheme.



Please contact me by phone or e-mail for the appropriate forms and any guidance that you might require.

Last year I visited a number of clubs during the Season and was very well received by all of them. This year I intend to do the same with a view to letting the Members see a face instead of a name and to listen to any points of view or questions they may have. If there are any Clubs who would like me to drop in, please let me know.

The first visit for me this year was the annual trek to the East Kilbride Silent Auction and Concours de Elegance. Again this was a well organised, excellent evening with some stunning new models on show, in particular the Macchi M39 racing Seaplane and the Neuport.

Well done to the East Kilbride Club for organising, once again, a very successful event.

In the past week I had few e-mails regarding the problems that SAA Members were having trying to posting items for sale in the BMFA classified ads section of their website.

On discussing the situation with the BMFA CEO, I was informed that the BMFA website had been hacked from somewhere in Eastern Europe. This necessitated the design of new classified ads for the website.

Unfortunately they are still working on it and as it is hooked into their data base, this poses a problem for them. Anyone who wishes to access the site, which includes BMFA Members, will now require a pin number.

Obviously they will deal firstly with their own membership before they get round to allowing the SAA membership access.

I have been assured by the CEO that they will get the situation back to the status quo as soon as they can. It should be noted that you can still see the BMFA classified ads although you can't post anything .

In the meantime we have arranged for a classified ads section for the SAA through the Airtime Editor and the Kinross Club, the details of which are now posted on the SAA website.

Many thanks for the quick response of the Editor, our webmaster Stewart and the Kinross Club Committee in getting this up and running so quickly.

Thats about it for the present other than to say have fun, fly safe and I'll see you around and about.

Bill Grimsley

## **The Late Kerr Crozier**

### **Obituary - Kerr Crozier 1948- 2014**

It is with much sadness that we learn the passing of Kerr Crozier.

Kerr died peacefully on 24<sup>th</sup> December 2014 after a long struggle with cancer.

He was an aero modeller for around 57 years starting in St Johns school model flying club before moving to Hamilton Academy, where there were a number of modellers, flying control line models and starting the art of team racing.

Kerr immediately showed an enthusiasm for this event but also any other type of control line flying and became very proficient at every thing he tried.

Kerr was a founder member of the new Hamilton club which was formed a few years after the Hamilton Cadzow club folded.

Over the years he was a committee member in the club and drove many activities, especially encouraging junior members to try various events and to compete in Scottish and English competitions.

Kerr was never a showy loud character but was always willing to help and guide at all levels.

He was very much instrumental in the model flying display events that the club participated in throughout Scotland,

where he displayed skills in combat, stunt and was always a welcome site for children when he brought out his renowned sweet droppers.



Kerr competing in his final race at Barton, May 2014 where he made the British Goodyear final flying with Derek Heaton

Kerr also worked hard for the support of control line flying in general and served in various roles on the SAA committee.

He spent many hours driving around Scotland looking for suitable venues to hold Scottish contests and never hesitated to follow up any lead with great enthusiasm.

His background as professional engineer made him particularly interested in the development of engines and a number British National team race events in the last 15 years have been won with engines prepared by Kerr. He was always keen to help others to find success.

With his move to Aberdeen he became less involved with the SAA organisational activities and that probably leaves the situation where his legacy to Scottish model flying and control line in particular will never be fully recognised.

Our thoughts are with his wife Maureen and son Richard

Tony Eifflaender summed Kerr to perfection with this tribute.

***“We will always remember Kerr as an enthusiastic, competitive, and downright Good bloke and we will certainly miss him.”***

# New Cd Rep

The SAA are pleased to welcome John Carson into their ranks, John will assume the duties of CD Rep.

An introduction from John....

Hello everyone, firstly can I just say I don't know what came over me volunteering for a position on the SAA Council, however here I am and I'm happy to give it a go.

I'm a late starter to aeromodelling, approximately 7 years, but like most aeromodellers it's catching, and the hangar is full.

I was born and bred in Broxburn, West Lothian before moving to the village of Ratho Station, Mid Lothian. It's there I had my first encounter with model planes, Free Flight to be precise; certainly was, I don't recall ever finding it.

For the past 23 years we've lived in Fife, and it was through a neighbor I was introduced to the Balbedie Club, starting with a Ready 2 before moving on to bigger, and bigger models, and recently taking control of my first Jet. My interests include Fixed Wing and Seaplanes, but I'm open to trying most things.

Most of my working life I've worked in Rail (Safety Critical); 35 ½ years to be precise, before moving in to the Oil & Gas sector 3 years ago. My forte these days is Auditing, not Financial auditing, but QHSSE Management System auditing.

Hoping to retire or semi-retire in the next couple of years, I'm looking to broaden my activities within Modelling, and what better way, than to get involved with the SAA Council.

I am looking forward to visiting other Clubs / events so that I have an understanding of how the CD's actually operate.

### Safe Landings

John



John Carson

### **Dunfermline Boys Receive Award**

At the SAA AGM was held on Sunday 7th December. Bill Greive and Mike Rouse from the Dunfermline Model Flying Club Received an award.

The club was mentioned on no less than five times during the course of the meeting for its active participation in SAA events. A slide presentation of the Glen Display and Bob Hutton Memorial Trophy events ran in the background throughout the meeting.

Finally Bill and Mike were honored with the presentation of the John Robertson Memorial Trophy for their work in promoting Aeromodelling and the SAA within Scotland. In accepting the trophy Bill stressed the support of the club that had enabled them to achieve so much.



Mike & Bill with there award



In case anyone missed it then here is a report from one of the events.....

### **“SPORT FOR ALL” IN PITTENCRIEF PARK**

We ran an aeromodelling event on behalf of the SAA as part of the Dunfermline Sport for All week. With special permission from the Fife Council we were able to put on control line flying and a static display on the “South Lawn” of Pittencrief Park. We welcomed flyers and exhibitors from other Scottish clubs.

The day started clear, sunny with a heavy dew underfoot. The Crossford Scouts arrived and in short order had two marquee up and ready for use. The SAA had intended to have a Radio Control simulator running for the public to have a go. Unfortunately the light levels in both marquee were too high to view the screens so the idea was dropped. The static display featuring a wide range of Radio Control Line and Free Flight models from several clubs was set up in the larger marquee.



L/R: Bill Grieve, Bill Crossan & Bill Brown

In the meantime the Control Line circle was measured out and roped off and soon Iain Ward was airborne for a shakedown flight. Aerobatic displays interspersed with Classic Combat bouts then continued throughout the day.

A steady flow of visitors came including members from Fife Council, Dunfermline Sport for All and a group of visitors from Germany. All who came were delighted with what we had achieved and hoped that this could become an annual event. The club members who were there were disappointed with the numbers of the public who apparently had attended.

However our Park contact was delighted with the day and estimated the 200 to 300 folk had been “through the door”. The SAA were also delighted and a report will be published in Air Time in due course. Photographs giving a flavor of the event can be seen in the Sport for All 2014 gallery.

Thanks must be given to Fife Council, Dunfermline Sport for All, Crossford Scouts, Scottish Aero Modelers Association, members from other clubs and most of all to Bill Grieve who did the lion’s share of organizing the event.

# ATC Camp

**Barry Buddon Army base, Dundee, 25/26<sup>th</sup> October 2014**

May I begin by offering our thanks to the Dundee club committee for offering the DMAC field and facilities to the ATC project at Barry Buddon, and for the personal help given by Alex Smith on the Saturday. Without this sort of help and cooperation, these weekends simply would not be possible.

Unusually, this event was organised by the ATC H/Q staff with a specific request that model flying would be one of the main events. There is a new mood in ATC circles which is working hard to put the 'Air' back into Air Cadets and this makes the whole process much easier.

They have extended the remit of their full size gliding officer to include aeromodelling and his first move was to appoint a deputy to be responsible for the aeromodelling project, so whereas before, we were driving the project, they are now pushing all their Squadrons to become involved and that can only be a good thing for all Scottish clubs.

Despite the fairly high winds on the Saturday, Blair Nicol and I flew a demo flight to show how the buddy box system works.

It was obvious that no tuition could take place as we were both quite challenged by the weather to keep the model in one piece, so we retired to the classroom facility laid on by the ATC after thawing out in DMAC's dry and warm club hut.

As the weather began to look a bit iffy during the previous few days, Colin Nicol asked me to bring a few engines along to give a short talk - and Blair and Paul brought two flight simulators along which were very popular with the Cadets, but Colin also decided to take along an unbuilt trainer kit which was an absolute brainwave because once I had exhausted every detail on engines and they all had a few shots on the Simulators.



we then brought out the kit which was identical to the one we had demonstrated to them at the field on Saturday morning.

This filled the rest of Saturday for them, and it was completed and assembled on Sunday morning and whilst it was short of a few items to enable flight, we were able to take it round to a sheltered part of the block, and successfully gave the new engine its first run - a great result which occupied the cadets right up to the time they were tasked with cleaning up the dorms and preparing to break camp on Sunday.



The look of delight on their faces as the engine fired up was a joy to behold and is one of the great rewards of this work.



#### **A bit of Hands on**

All of them were heard discussing their next moves when they returned to their squadrons, and it was obvious that their CO's are going to be put under very positive pressure to assist the linking with local model flying clubs in their various areas.

Another aside occurred on Sunday as the Kayak party were in a position where they could scarcely lift their little boats down from their transport racks, so they asked if they could join our group on Sunday and enjoyed the simulators too.

Sunday's weather was actually worse than Saturday with very high winds which were still going strong when we broke up around 2pm!

So despite the fact that we didn't get much flying done due to the high winds, they were able between that one demo flight where they saw the 'buddy box' system working (albeit with two experienced pilots), to actually building a model themselves, they had the best weekend possible under the circumstances.

Grateful thanks to the committee and members of DMAC for offering their great facilities to us for the weekend. Sincere thanks from Flt Lt. Tom Gray, myself, Lesley & Colin Nicol, Blair & Paul, Willie Young, Bill Grimsley, and a bunch of very happy youngsters who had a great weekend despite the weather. The organisers at ATC H/Q even laid on commemorative hats suitably inscribed. A nice gesture for those who gave up their weekend for the project.

Don Imrie



Success!!







# Club Spotlight



*West Calder Aeromodellers*



The West Calder club was formed in December 1999 as a response to only being able to fly on week-days on Kirknewton airfield the full history is here.....

[http://www.modelclub.org/articles/flying\\_site/diary.htm](http://www.modelclub.org/articles/flying_site/diary.htm)

but basically we received three lottery awards over a number of years to develop the site. This is what it looked like on day1



And this is what the club site looks like today....



In 2011 we invested quite heavily in replacing the original single-strand electric fence with a full-blown stock-proof fence.

Whilst the sheep were welcome in keeping the grass short they did unfortunately leave a considerable mess behind.



The addition of a sturdy gate between the flying area and the car park means no sheep, and we keep a 1 metre wide long grass free zone around fence as protection. The end result is a much cleaner flying site and one which is now very youth-group camping-friendly.

The next piece of development work was to replace the old dangerous path to the pilots stance and replace it with a new safe slab one



Another of the recent additions is the "large model" starting area for the planes that are too big for the normal starting tables.



Being unable to curb the enthusiasm of the highly skilled volunteers the committee arranged for the starting table areas to be uplifted and re-laid again with slabs rather than the mono-block we had originally. The mono-block is earmarked for another project in the new year.





Being conscious of the fire risk when charging Lipos, and the worry that one car going on fire would damage adjacent cars, the club installed a charging table. This is all driven by a leisure battery donated by one of the club members, a new dual charger supplied by the club, and a bus-bar installed by another club member.



As well as the starting table for glow and petrol engines, the club installed a specific clean table for electric models where all arming and disarming must be done?



2014 saw a major moss-attack whereby the grass runways were treated with organic-friendly moss killer, then scarified and generally cleaned up. The result is two very nice grass runways.



Further work over the last 2 years includes the annual painting of the club house (ok, container) and this year a major task to paint the inside as well.

The club has a 66 metre tarmac runway with an adjacent 90 metre grass runway and an 80 metre cross wind runway. Also put in this year was a second pilot's stance which doubles as the cross wind stance, but can also be used on training days to position the pilot depending on the weather conditions.



### **So what's next?**

For 2015 an upgrade to the seating area is planned using the aforementioned mono block, and as the club gets bigger the single outside table is not big enough so a second one is planned.

The club website is [www.modelclub.org](http://www.modelclub.org) and contains maps and contact details. Saturday & Sunday mornings are the busiest time and we are always pleased to have well behaved visitors, though as usual, please contact the Secretary beforehand.





To view a video of the club type in the following link to your browser

<http://www.youtube.com/watch?v=oAtXYkvBz6M>



## scale Scottish Nationals 2014

The dates for this event had to be changed twice, first due to weather, then again as it was going to clash with another local event, so when it was announced that it was going ahead at the same venue, Glenrothes on 12<sup>th</sup> October, I must admit to thinking that the weather might play a negative part again especially at this later date.

I became even more concerned on the Tuesday before the event when the weather people began to predict a good weekend, but with five days to go anything could happen – it was October after all. Well, I needn't have worried – I even had a couple of practise flights on the Saturday just to make sure the conversion to electric hadn't resulted in a major trim change – neither of the two four strokes I tried would run evenly caused I think by the tank position on my little

Harmon Rocket. In both cases the fuel had to climb uphill quite a bit, and just didn't like it.



**Dons Harmon Rocket Landing**

A very healthy entry given that in recent years, it has been very poorly attended, and I suppose it's fair to say that the recent troubles may have contributed to that. I do believe though that it is time to leave all that in the past and support the guys who give up their time to run events for us the members for absolutely no reward other than a vote of thanks after all the counting of scores and awarding of trophies.

I believe that Dick Marsden and his team of Alistair Lamb, Alan Henry and Ian Sutherland have the balance just right in the way this event was run. I heard no carping, bitching nor back biting so I guess they did get it right as the last two occasions I flew in the Scottish Nationals, it was anything but a pleasant experience.

Alan and Ian did the judging while Alistair chased and kept the Ready Box filled

The other notable point was the variety of models. Only two duplications and they were very different sizes so all in all some interesting prototypes. Doug Thornton's Spitfire MK IX is bristling with extra detail and looked the part as Doug barrel rolled it in the famous Spitfire style.



**Dougies Spitfire on Climb Out**

He lost a few points in the first round due to being a bit rusty with competition protocol, but pulled himself up nearly 100 points in the second round to get second place missing top spot by just a small margin. Jim McCall showed us all the benefits of regular practise and of course his years of experience in national events.

Bill Grimsley showed us he hasn't forgotten how to fly a schedule – mind you, he does enough judging so he should know how to do it by now. Once again not far behind Doug who just knocked yours truly off a podium spot.



### **Bill Grimsleys Katana**

Andrew Mylius (GAC) and Bill Dunlop (CVF) are due to be congratulated on their first Nationals. Bill even beat Jock Heggie, last year's winner and Andrew's Ryan NYP 'Spirit Of St Louis' was a modified large Wot 4 – an amazing transformation. Doubt if anyone guessed how it had been produced. One of the judges was heard to remark "He's flying that like a WOT4" and was informed that it really was a WOT4!!



**Jim McCall Collects his Silverware from SAA Chairman**





**Doug Thorntons Collects his prize**



### **Jock Heggies Chipmunk**

Lawson got airborne, but landed quickly with a badly warped wing panel – may have become twisted in transit. If you look at the airborne shot of it, you will see how much rudder is being input to hold it straight. Hopefully by the time you are reading this, Lawson will have it repaired and flying once more.



### **Lawson Fargies BE2C**





Also worth mentioning that Donald Grant landed early in both rounds. Doubt if anyone else on the circuit knows the Spitfire's traits better than Donald, and would have placed much higher had he completed both rounds fully.

Thanks to Glenrothes club for accommodating the event plus the date changes.

This was a most enjoyable event and I would encourage anyone who has a scale model of any type (and we all know there are hundreds of them out there) to come along and give it a go. If you've never entered a scale competition before, then come along to some of the events held all round the country and you will receive all the help you need from some of the 'old hands'. You only have to ask.

### Don Imrie

	Pilot	Model	Club	Scale	Round 1	Round 2	Total Score
1 <sup>st</sup>	Jim McCall	Ryan STA	CVF	1/4	1375	1459	2834
2 <sup>nd</sup>	Doug Thornton	Spitfire IX	KRMFC	1/4	1339	432	2771
3 <sup>rd</sup>	Bill Grimsley	Katana	CVF	1/4	1377	1320	2697
4 <sup>th</sup>	Don Imrie	Harmon Rocket	GAC	1/7	299	342	2641
5 <sup>th</sup>	Bill Dunlop	Chipmunk	CVF	1/5	1241	1271	2512
6 <sup>th</sup>	John Heggie	Chipmunk	GAC	1/4	1171	1123	2294
7 <sup>th</sup>	Andrew Mylius	Spirit of St L	GAC	1/5	976	1139	2115
8 <sup>th</sup>	Donald Grant	Spitfire IX	GAC	1/8	1025	998	2023
9 <sup>th</sup>	Lawson Fargie	BE2C	Alloa & Dist	1/6			

## **East Kilbride Model Flying Club**

### ***CONCOURS D'ELEGANCE & SILENT AUCTION 2015***

Our Concours d'Elegance & Silent Auction was once again held in the Ballerup Hall, Civic Centre , East Kilbride on Friday 13<sup>th</sup> February 2015.

This year the weather was much kinder to us than last year's blizzard conditions, and this helped the attendance at this year's event.

We were treated to a great variety of interesting models, with a fair number of control line models proving once again that control line is still very popular here in Scotland.

The standard of scratch and kit built was extremely high- again proving that the building skills are still “out there”

There were two really outstanding models entered in Scale this year – a completely scratch built Maachi 39 Seaplane (Schneider Trophy Winner 1926) achieved a perfect score! Only two points behind was a balsa kit built Nieuport 28. Both model were worthy first and second winners in Scale.

The standard of all of the other models was also extremely high and the East Kilbride Model Flying Club members really do appreciate the effort our fellow modellers go to achieve exhibition standard models.

It is always a very pleasant evening, wandering about looking at the Competition entrants, seeing what is on offer at the Silent Auction stalls. Some of them were like small model shops!

We are indebted to Mr. Willie Kidd and Mr. Bob Todd for bringing along and running their latest petrol and steam powered engines- they created quite a small crowd – magic exhaust from both engines!

As this is the first of the major indoor events of the year, it was very nice to renew friendships and look forward to hopefully a good modelling year. Thank you to all who attended.

Competition results can be found on the following page

Douglas Dickie FSAA



Ally Grant, Kinross Club, Maachi M39

## **Scale Competition**

<b>Results</b>	<b>Model</b>	<b>Builder</b>	<b>Club</b>
1	<i>Maachi M39</i>	<i>A.Grant</i>	<i>Kinross</i>
2	<i>Nieuport 28</i>	<i>D.Thornton</i>	<i>Kinross</i>
3	<i>Fairy Swordfish</i>	<i>R.Paton</i>	<i>Lanark</i>

## **Open Competition**

1	<i>Mercury C/L</i>	<i>A.Duff</i>	<i>CVF</i>
2	<i>Arkansas Trav.</i>	<i>W.Kidd</i>	<i>Ayr</i>
3	<i>Super Trooper</i>	<i>N.Laird</i>	<i>Ayr</i>

## **ARTF – Scale Competition**

<i>Winner</i>	<i>Stintson</i>	<i>T.Bennett</i>	<i>Kinross</i>
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## **ARTF – Open**

<i>Winner</i>	<i>Edge 540</i>	<i>C.McLean</i>	<i>Glenrothes</i>
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Dougie Thornton, Kinross Club, Nieuport 28



Colin Mclean, Glenrothes Club, Edge 540



Tom Bennett, Kinross Club, Stinson



Control Line Gurus

**Blue Baseball Cap**  
£5.00

**Polo Shirt**  
s, m, l, xl, xxl  
£15.00

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£5.00

**Sweat Shirt**  
s, m, l, xl, xxxl  
£16.00

**T Shirt**  
£5.00

**Brown or Navy Tie**  
£5.00

**Key Ring**  
£1.00

**Fleece 2 Tone**  
s, m, l, xl, xxxl  
£25.00  
**Plain**  
£20.00

**Achievement Badges:**  
Bronze, Silver and Gold Badges  
£3.00  
(free with Pass Certificate)

**SAA**  
Osprey Kit: £ 1.50  
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Large Cap Badge: £5.00  
Small Cap Badge: £3.00  
Car Sticker: £1.00

**To order contact** **Lesley Nicol**  
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## Ninth Equal – Is that it?

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### **An update on Scottish F2d Combat by Gordon Price**

Well, at the moment yes that is it. In our quest for global F2D combat domination Andrew Shields and I seem to have got to 9<sup>th</sup> equal. More of that later but now an update on how things have progressed on our efforts to get in the British Team and compete at the top level in World and European champs. I will not give you a blow by blow account of every bout, but more of an overview of the overall process of competing in a large championship whilst also trying to get on the team for the next year.

### **2013 Euro champs, and the Season results.**

In 2013 I had made the British team for the European champs in Hungary. In August I drove there with 2 daughters (scorers) and one daughter's boyfriend (line check / co-driver), competed in the 40 degree heat, and got three wins. This resulted in ninth equal out of 50 pilots and top Brit by some way, finally losing by 20 sec ground time 2 cuts all to Audrius Rastanis the reigning world champ. I got back after further travels, 19 days away and a competition in Holland having done 4000 miles.

This effort and organisation needed for all of this distracted from the other task at hand which was to try to qualify for the 2014 World Champs British team. In the end Andrew got in easily assisted by a good second place in the Dutch world cup competition in August, while I won the last comp and got in a fly off for the last place of three and promptly blew it. The lesson there is that you have to balance competing in one major champs in the current year with the need to qualify for the next year.

#### F2D Individual Results

Place	No.	Name	Nat.	Licence	1	2	3	4	5	6	7	8	9	10
1	D32	TRIFONOV, Igor	RUS	0544	W	W	W	W	W	L	W	W	W	
2	D35	ESAULKOV, Denis (jun)	RUS	01635	W	W	W	W	W	L	W	W	W	L
3	D31	EREKLINCEV, Pavel	RUS	0572	W	W	W	W	W	W	W	L	L	(W)
4	D21	RASTENIS, Audrius	LTU	LTU573	W	W	W	W	W	W	L	W	L	(L)
5	D44	UZKICH, Sergey	UKR	UKR-382	W	W	W	W	L	W	W	L	-	-
6	D17	PROKOFJEV, Aleksandr	LAT	216YL	W	W	W	W	W	L	L	-	-	-
	D42	CHORNYI, Stanislav	UKR	UKR-151	L	W	W	W	W	W	L	-	-	-
8	D18	MIHALKOV, Jurij	LAT	281YL	W	W	W	W	L	L	-	-	-	-
9	D43	MAKSYMENKO, Kostiantyn	UKR	UKR-232	W	W	L	W	L	-	-	-	-	-
	D46	PRICE, Gordon	GBR	GBR003304	W	W	W	L	L	-	-	-	-	-
	D13	FORSS, Jussi	FIN	4639	W	W	W	L	L	-	-	-	-	-
	D37	MATEO, Raul	ESP	2.568	W	W	L	W	L	-	-	-	-	-
	D41	ÖSTMAN, Lucas (jun)	SWE	71560	W	W	L	W	L	-	-	-	-	-
12	D34	DUSHENKO, Dmitriy	RUS	01033	L	W	W	L	-	-	-	-	-	-
	D23	VORCHÁK, István	HUN	HUN5239	W	W	L	L	-	-	-	-	-	-
	D25	DEMENTIEV, Igor	MDA	AVIAM-MD 044	W	L	W	L	-	-	-	-	-	-

Results from 2013 European champs in Gyula, Hungary showing the Russian team domination.



Gordon in a line tangle with Makysymenko, UKR in the 3<sup>rd</sup> round.



This was the temperature in the shade on the Friday afternoon in the covered Team race Judges control tower.

It was very hot and dry out on the field. Survival and remaining fit and well enough to fly or pit in this heat is a major issue, as is getting the equipment to work. A trip to the Barcelona world cup in July 2013 had helped in this area.

## F2D Points 2013

**F2D Team Points 2013**

Updated 22 September 2013

Name	BMFA	1 <sup>st</sup> Cent (cancelled)	2 <sup>nd</sup> Cent	3 <sup>rd</sup> Cent	Spain World Cup	1 <sup>st</sup> Cent Rerun	4 <sup>th</sup> Cent	Holland World Cup	Nats	5 <sup>th</sup> Cent	Total Team Points	Best 6 Team Points
Mike Whillance	88347		6	1	4	3	4		7	4	29	29
Andrew Shields	SAA 6203		5	3		5	5	7	1	2	28	28
Harry Walker	143639		1	3	4	3	3		3	2	19	19
Gordon Price	SAA 03304		1	5	4	1	1	1	2	5	19	19
Martin Coe	135194		3	4	2						9	9
Jimmy Pinkerton	SAA 00066		2	1		1	1		2	2	9	9
Graham Ives	88421		2	3							5	5
Stuart Vickers	41883								5		5	5
Ben Johnson	28779								3		3	3
Mark Legg	184427								2		2	2
Mike Waller									1		1	1
Robert Visgirda	187250									1	1	1

Bye win does not attract team points

World Cup/International points in red are not included in the total

The team selection results for 2013. Andrew getting pipped at the post in the last comp and me blowing it in the fly off for the final place.

## **2014 Season and the World Champs in Poland.**

Having had a sulk at the end of 2013 after not qualifying, and a works trip to the Azores I restarted over the Christmas break with repairs and engine rebuilds. (A sulk is not entirely correct, we have found that having a month or 2 off is needed to allow your mind and body to recharge ready for the next season). A good amount of practice then followed in the mud at the MADMAC site in Strathclyde Park.

Moving onto July, after a lot of practice, four centralised comps and three World cup comps (two in Kiev, Ukraine in May and a return to Barcelona at the end of June) I had a good lead in the points table, while Andrew had had a couple of unfortunate results.

There is no real reason for the change in fortunes, but it seems that a constant dedicated focus on the task in hand is needed, with any and all distractions leading to trouble. After a good bit of July practice to get him back on track Andrew flew off on Ryanair to Warsaw in Poland, as did the other team pilots and one Pitman. I was going as a pitman, but was already on my way driving with Mrs P and taking all the pilots engines with me. Ryanair will not take model engines as they think you will take fuel as well, while there airlines such as EasyJet or KLM do take them.

At the World Champs, with 88 entries, Andrew had a good run getting 5 wins including beating 2 Russian team members. This got him a 9<sup>th</sup> equal placing, with some uncanny symmetry to me the year before having him lose his final life against Audrius Rastanis.



Andrew Shields, left, and his brother who rode his motorbike all the way to Poland to support Andrew.



The trophies for all four disciplines at the World Champs. This is what we aspire to but they are still along way away from 9<sup>th</sup> equal.



The start of Andrews final bout in Poland. Andrew in blue Vest is in the middle with Audrius in the red vest. I have Andrews model running ready to Launch whilst Graham Ives has the spare ready to start. John James, the GBR team manager crouching in black is getting ready to start shouting instructions at the pitmen, most of which are blindingly obvious (run faster, start the spare etc.) but it keeps John busy.

The results on the next page are from Poland showing how Andrew had to work a lot harder with 5 wins getting him his 9<sup>th</sup> place. This time the Russians were a bit off colour and Andrew knocked out Ivan Boroda, the Junior and Pavel Eriklintsev the 2011 euro champ. Given that and that I beat Stas Chorny, the new world champ, in the Kiev world Cup competition there is some hope that we are getting closer.





# 2014 FAI WORLD CHAMPIONSHIPS FOR CONTROL LINE MODEL AIRCRAFT

WLOCLAWEK - POLAND - August 9<sup>th</sup> - 16<sup>th</sup> 2014



## F2D INDIVIDUAL RESULTS

Place	No	Competitor	Country	Licence No	Wins	1	2	3	4	5	6	7	8	9	10	
1	D71	CHORNYI Stanislav	UKR	UKR151	9	W	W	W	W	L	W	W	W	W	W	
2	D56	FORBACH Henning	DEN	OY1547	7	W	W	W	W	W	W	L	W	L	W	(W)
3	D21	KOENIGSHOFER Rudolf	AUT	4100610006	7	W	W	L	W	W	W	W	W	L	-	(W)
4	D09	TRIFONOV Igor	RUS	0544	7	W	W	W	W	W	W	W	W	L	-	(L)
5	D36	MADJ Richard	HUN	HUNS226	6	W	W	W	W	W	L	W	L	-	-	
D69	PROKOFJEV Aleksandrs	LAT	2161YL	6	W	W	W	W	W	W	L	W	L	-	-	
D05	RASTENIS Audrius	MCH	LTU573	6	W	L	W	W	W	W	W	L	-	-	-	
D03	RIMSA Vytautas	LTU	LTU228	6	W	W	W	W	W	W	W	L	-	-	-	
9	D61	DEMENTEV Sergei	MDA	MD-045	5	W	W	W	W	W	W	L	-	-	-	
D66	OSTMAN Lucas	SWE	SWE71560	5	W	W	W	W	W	W	L	-	-	-	-	
D06	SHIELDS Andrew	GBR	GBR006203	5	W	W	W	L	W	W	W	L	-	-	-	
12	D12	BORODA Ivan	RUS	2353	4	W	W	W	W	L	L	-	-	-	-	
D10	EREKLITCEV Pavel	RUS	0572	4	W	W	W	W	W	L	L	-	-	-	-	
D81	RIOLA Mario	ESP	ESP-2307	4	W	W	W	W	W	L	L	-	-	-	-	
D52	VARGOLOMEJEV Dmitri	EST	EST10092	4	W	W	W	L	L	L	-	-	-	-	-	
16	D55	BERTTELSEN Andre	DEN	OY4266	3	W	L	W	W	W	L	-	-	-	-	
D33	FORSSE Timo	FIN	FIN1798	3	L	W	W	W	W	L	-	-	-	-	-	
D90	KOCHUNTS Vasily	LAT	2941YL	3	W	W	W	W	W	L	-	-	-	-	-	
D16	PALMER Doug	NZL	14AW2120	3	W	W	W	L	L	L	-	-	-	-	-	
D63	RIOLA Juan Ignacio	ESP	ESP-3053	3	W	W	W	W	W	L	-	-	-	-	-	
D76	SHTERBATIENKO Sergey	BUL	BUL2559	3	L	W	W	W	W	L	-	-	-	-	-	
D57	SCHOU Blaine	DEN	OY1428	3	W	W	W	L	L	L	-	-	-	-	-	
D79	SILVA Leonardo	MEX	MEX-1003D	3	W	W	L	L	W	L	-	-	-	-	-	
D08	WHILLANCE Mike	GBR	GBR08347	3	W	W	L	L	W	L	-	-	-	-	-	
D77	ZAHARIEV Ivaylo	BUL	BUL0661	3	L	W	W	L	L	L	-	-	-	-	-	
26	D26	BELLIS Bruce	AUS	AUS11740	2	W	L	W	W	L	-	-	-	-	-	

**F2D Team Points 2014**  
Updated 28 September 2014

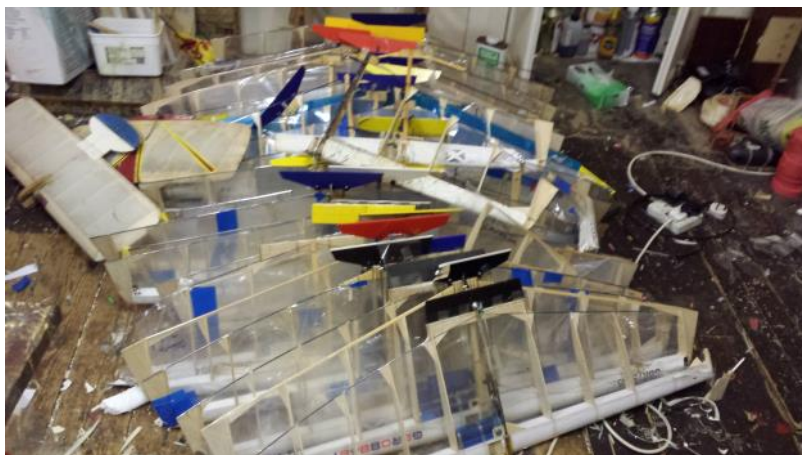
Name	BMFA	1 <sup>st</sup> Cent 23-Mar	2 <sup>nd</sup> Cent 04-May	Latvia World Cup 15-16 May	Ukraine World Cup 17-18 May	3 <sup>rd</sup> Cent 08-Jun	1 <sup>st</sup> Cent Rerun 22-Jun	Barcelona World Cup 28-29 June	4 <sup>th</sup> Cent 13-Jul	Nationals 23-25 Aug	5 <sup>th</sup> Cent 28-Sep	Total Team Points	Best 6 Team Points
Gordon Price	SAA 00304	Cancelled - bad weather											
Mike Whillance	88347	4	1	4	2	5	6	1	6	2	2	29	28
Harry Walker	143838		5			3	4	3	4	6	4	25	25
Andrew Shields	SAA 00203		5				2	5	2	1	3	18	18
Stuart Vickers	41683					3	1		1	5	2	17	17
Jimmy Pinkerton	SAA 00066		1						2	6	7	16	16
Dave McEwan	66487		4			2	1		1	3	4	15	15
Graham Ives	88421		2			1	3		4	4	4	13	13
Mike Walier	12095									1	2	9	9
Mark Legg	184427										1	2	2
Robert Visgrida	187250										1	1	1

**Notes:**

Bye win does not attract team points  
World Cup/International points in red are not included in the total

In the end the team selection points table for 2014 was as shown above.

.Andrew had a reasonable run at the nationals getting to 3<sup>rd</sup> equal but he was unable to get over the line in the final competition in September. My 10 point July lead was eroded but I won the Martin Leeper trophy which is a pilots owned trophy for the top points scorer. Moving to the present we have had a rest, flown practice once or twice because of severe withdrawal symptoms, and repaired a lot of models. The glamour of trips abroad to world champs is rapidly replaced by hours in the workshop.



9 months combat leaves 40 models to be 'processed'



Then 31 models mended and needing covered, and a large box of rubbish.



All covered and ready for action, that's 45 mins to an hour each just for the covering in case you were asking. Now its engine rebuilds in December.

This means much more of a concerted focus on things that can be done while its dark and raining as the time just disappears when the new year starts and the competitions get closer very fast. My sulking last year led to a hectic rush to repair and practice at the same time in the new year.

This still allows the important time away from flying to allow for some recuperation, and to try to get you head sorted out. Proper practice will start again in January, and anyone who wants to come and encourage our efforts should contact me on 07887933187 or [gordon.price1@ntlworld.com](mailto:gordon.price1@ntlworld.com) and I will let you know if the Saturday practice at Strathclyde park is on.

So finally, 9<sup>th</sup> equal really is about where we are in the world rankings in combat. It means in reality bumping against the top 10 but the issue is that the top 10 is a lot of really good pilots.

The thinking now is that 90% of the issues are at the quiet end of the lines.( I will leave you to think about that) We have learned on our travels that we fly and practice as much as any one in the world, and that this is the reason we are making some progress. *‘The more I practice the luckier I get is true for F2d Combat as well.’*

*Thanks for reading*

*Gordon Price*

## Triple Crown 2014

It was the turn of England to host the Triple Crown International Aerobatic Competition at this event. Due to the large number of prestigious events being held in early summer, they decided to move the competition from its traditional date of the first weekend in July to the 13<sup>th</sup> and 14<sup>th</sup> of September. This actually makes a lot of sense as a permanent fixture as it allows each country to select its team on the basis of current form rather than using the previous year's results or a very early team trial with potential weather problems.

The Scottish contingent of Steve Burgess, David Kelly, Bill White and Myself along with Wolfgang Schiebel our International Team Member (I know he sounds REALLY International doesn't he!) travelled on the preceding Thursday to allow ourselves a full day's practice on the Friday.



The venue was the Plane Crazy Model Flying Club site at Hurley near Birmingham and what a superb site this is. Set among rolling farm land, Adrian Harrison and his colleagues have carved out a perfectly flat and level flying field with a surface more akin to a bowling green than a runway.

The pictures perhaps don't do it the justice it deserves as the exceptionally dry weather (they hadn't seen any rain for months) had taken its toll in places, especially the pits area. Arriving bright and early on the Friday morning we met up with our old friends from Ireland and starting practicing in earnest.



The Irish Team



It was immediately apparent that there were two problems, a stiff crosswind and the layout of the flight line meant the sun would be in the box for the early fliers. We all practiced reasonably well and left the field for some R&R to set us up for the following day. I won't bore you with a blow by blow account of the comp. but suffice to say we all felt that we could have done better. This included Steve Burgess who was second overall in the individual standings beaten by UK Team Member Matt Hoyland by only 1.5 percentage points! The Team Scores were as follows:

England	8571.91
Ireland	8108.51
Scotland	7650.98
International	7264.04



The Judges hard at work

So what can we do to improve our performances? We all knew that the lack of top level competition practice hindered us. I for one was shaking like a leaf during my first flight which shouldn't happen if you are sufficiently familiar with this type of pressure.

I have made up my mind to enter more away events next year in an attempt to fix this. Also a misguided dalliance with a biplane for most of the summer which eventually led to me reverting to my old Contra powered Asyuler didn't help. If I had stuck to the Asyuler throughout the season I think I would have done better and I'm sure our other members have similar stories.

It is Scotland's turn to host the event this year and we have the agreement of the Dumfries Club to allow their site to be used. So if you want to see some of the best fliers in the UK and Ireland in action please come along on 12<sup>th</sup> and 13<sup>th</sup> September.



Malcom ponders how to get more points.

## **I've Always Been Puzzled**

As to why some clubs are happy to host competitions at their sites and others are reluctant on the basis that their own member's activities are curtailed. I am a member of three clubs because I fly different types of models and also want to be able to carry out some of my competition practice with like minded modellers.

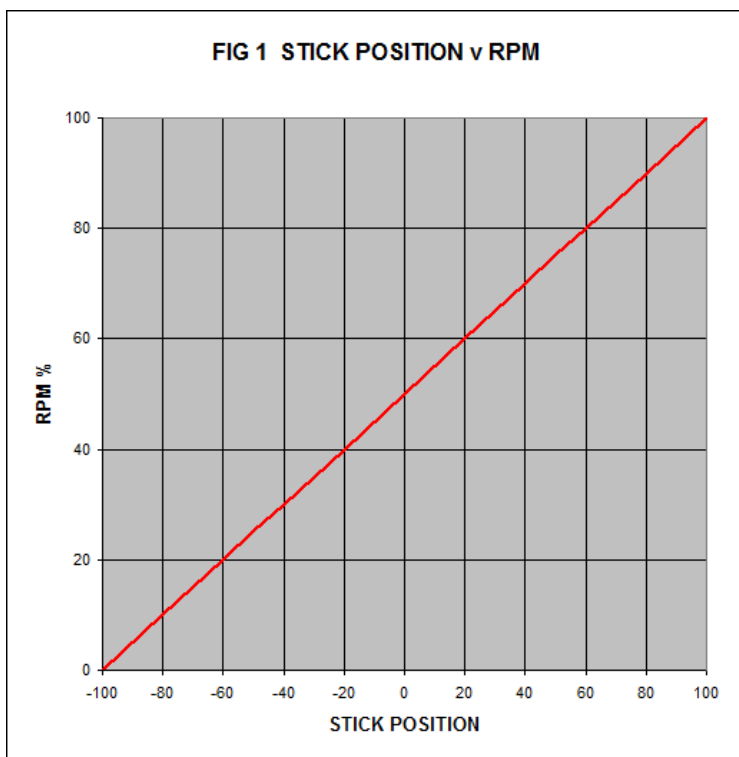
What I have discovered is that the club's who actively encourage their competition flyers seem to be the most active and thriving of clubs and I think I know why this is. You see inevitably when we fly our competition models, the sports flyers are interested in what we are doing and usually want a poke about inside our models.

Eventually someone will ask us about a setup or trimming issue they have and we will often offer to have a flight of their model and give some advice. Sometimes member B will tell me that member A had his problem fixed and could I look at his model? You only have to look at some of the more popular sports models to see that they have competition model pedigree in their DNA so in this way competition benefits all flyers. So the next time your club is approached for the use of the field for a competition why not support the idea, you never know you might gain more than the few hours flying you lose!

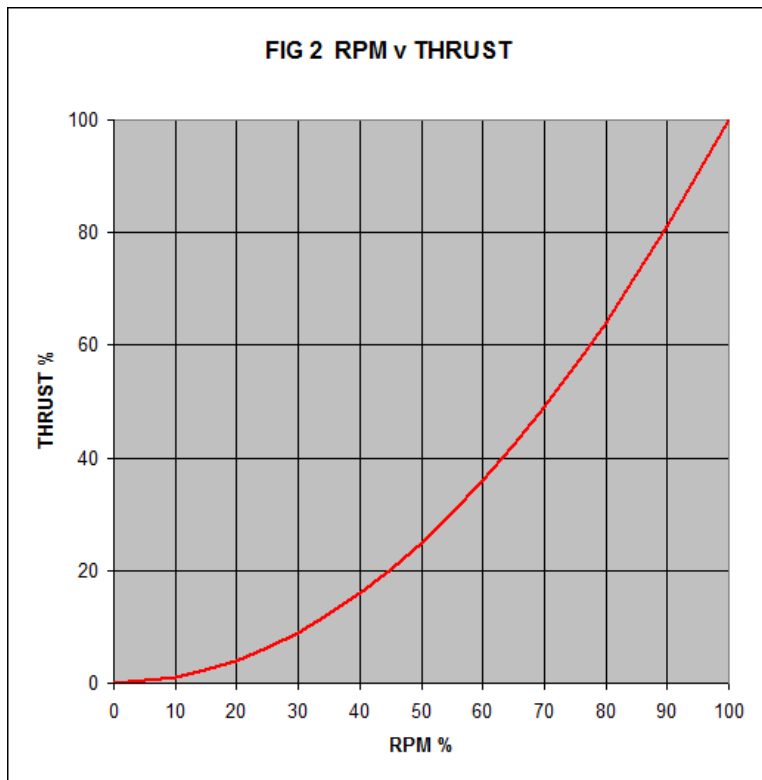
## Throttle Setup

Talking of flying other people's models, one of the most common faults I find when asked to do so is that the throttle never feels remotely linear. By that I mean that the first half of the throttle stick travel does nothing and you have to push the throttle way up to get any thrust above idle.

Now why is this, surely the electronic speed controller (ESC) should take the receiver signal for the throttle channel and give a linear rpm output from the motor? Well this is pretty much what happens as shown in Fig 1

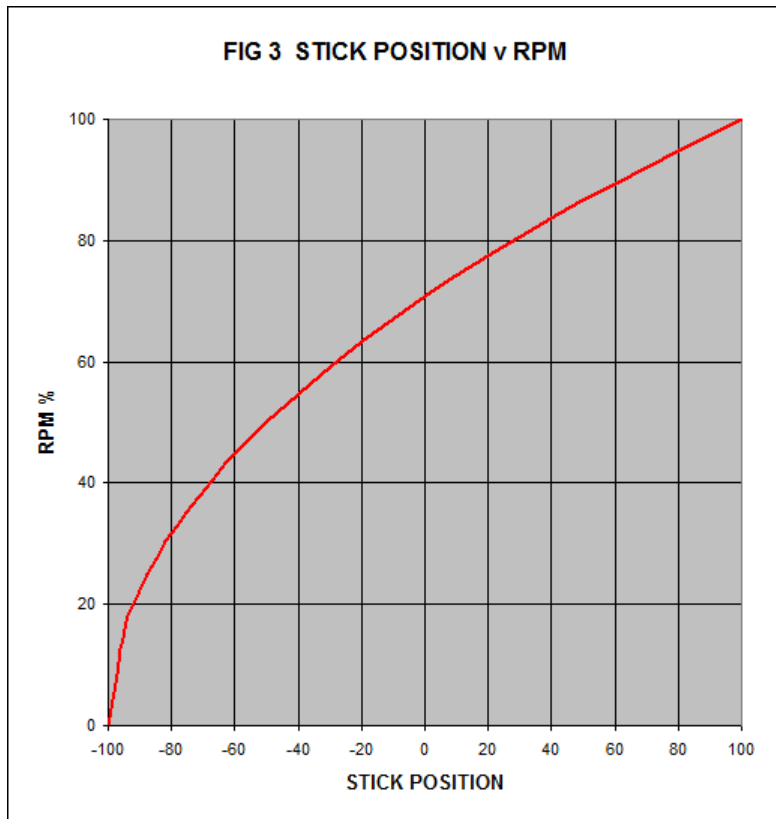


mid stick position gives 50% RPM, full stick gives 100% RPM and low stick gives 0% RPM. So why does the thrust from the propeller not feel linear with stick position? The reason is, that the thrust developed by a propeller is proportional to the RPM squared ( $\text{RPM}^2$ ) as in Fig 2.



This is an exponential relationship with the exponent being 2. From this we can see that 50% RPM gives us less than 30% thrust and that to get 50% thrust we need to increase the RPM to around 70%, so no wonder things feel strange.

To rectify this we need a relationship between throttle stick position and ESC output which is the inverse of the exponential RPM law and this looks like Fig 3.



Now we have low stick 0% RPM (0% Thrust), mid stick 70% RPM (50% Thrust) and full stick 100% RPM (100% Thrust).

Luckily most radios incorporate a way to achieve this using the throttle curve function. Like most radio programming there is usually more than one way to achieve the same result but I am going to show you a

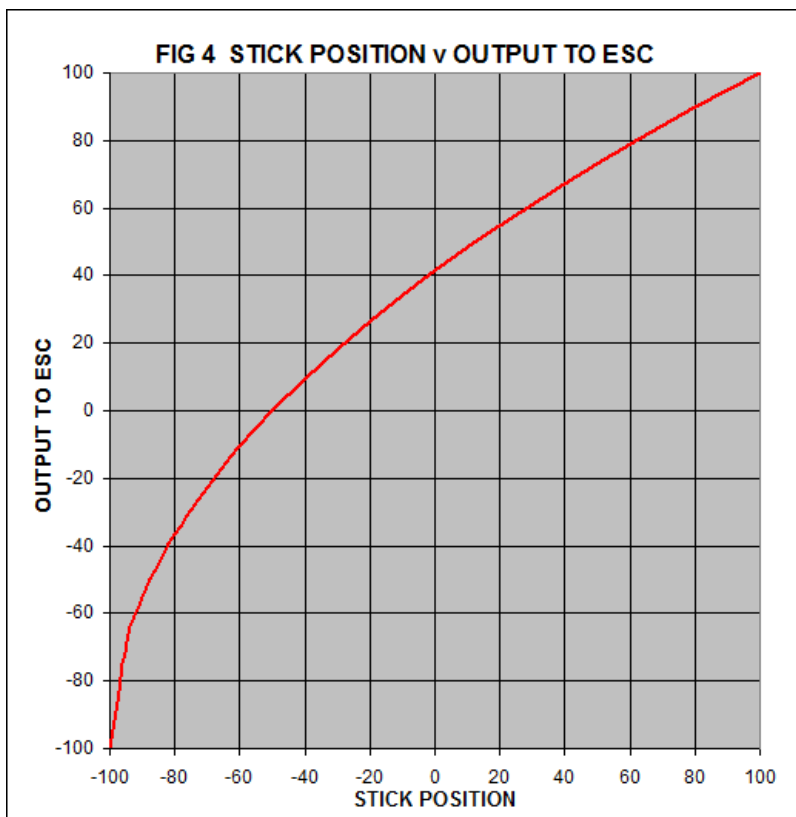
couple of ways that will work on most transmitters. The first way is to use the throttle exponential curve function if you have one. For some reason when using exponential or “expo” none of the radio manufacturers actually allow the user to set a value for the exponent preferring instead to let you assign a positive or negative percentage of whatever exponent they have given you.

This is a pity because we know that the law we are trying to fix is a square law and we need to set its inverse. If we were allowed to set an exponent value, we could enter the inverse of 2 which is  $\frac{1}{2}$  or 0.5 and the job would be done.

But working with percentages we need to do this slightly differently. First of all, because we want the curve to work continuously from the bottom to the top of the stick, unlike say expo on aileron where we want in effect two curves one either side of centre, we set our expo type to “Combined”. This is on Futaba, if you are using a different make of radio this might be called something else but the idea is to get one smooth curve operating from the bottom of the stick to the top. Next, because we want the curve to rise more sharply at the start than it does later on, we set the expo to “negative or -ve”. Again this is on Futaba, JR is the opposite but a little experimentation will show you which way to go.

Lastly, we set the percentage expo to get our 70% throttle output at mid stick position. Have a look at **Fig 4** and you will see that at mid stick the esc output appears to be only 40%. But look again, most radios define the channel output as + and – 100% as the stick moves from the mid position.





So if we want 70% output at mid stick this is actually 140/200% or +40%. So set your throttle stick in the mid position, and decrease the expo value (which is actually increasing the negative expo – I know its confusing but blame the manufacturers!) until the throttle channel output reads +40%. You will now have set up a curve which looks like Fig 4 and we are done.

The second way is to use the free curve function and manually enter the points. This is not as difficult as it sounds because we know exactly where 3 points on this curve should lie and the radio will make a

reasonable job of drawing a smooth curve between them. So select the curve function, it will usually start by giving you a linear function or straight line. Two points on this line are fine and we don't want to move them, they are the bottom and top stick position.

Now move your stick to the mid position and create an additional point on the curve there. I'm not going to tell you how to do that as each radio will be different. Now, with the stick still in the mid position, offset the new point so that it lies 40% above the mid output position, again the method of doing this will be different for each radio.

Finally, tell the radio to draw a smooth curve between these three points. On Futaba we do this by selecting the "Spline" curve type before we enter points. On JR we enter the points and then tell the radio to apply "Expo" to the curve - I know how confusing is that? So play with your radio until it draws a smooth curve between these points and you are done.

I'm aware that all this sounds a bit involved but once you know what you are doing, a throttle curve can be set up in minutes and more importantly can be tweaked to make the throttle feel nice in all situations. There is more that can be done which I will save for another time, as, by tweaking the curve some more it's possible to create a cruise plateau around mid stick to make it easier to find the best cruise throttle setting for horizontal manoeuvres and level flight.

Also the throttle curve can be set for different flight conditions so for example if you use a flight condition

you might also want to ensure the prop keeps turning even at low stick position so that there is some draft over the rudder during the turn. All this and more is possible with throttle curves.

If you want to explore this more and are confused by the above contact me by email or at a comp and I will gladly explain.

Malcolm

malcolm.harris7@btinternet.com



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# SAA Classified Ads Service

Until such times as the BMFA once again allow SAA members to use there Classified Ads service full, the SAA would like to thank the Kinross Radio Model Flying Club for the use of part of there website to host the SAA Classifieds.

Details of how to post an ad can be found on the SAA main page or visit [www.krmrc.com](http://www.krmrc.com)

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Thank you to everyone for there contributions to this Airtime, if there are photos from this edition that anyone would like then drop me a line at [air@saaweb.co.uk](mailto:air@saaweb.co.uk)

The next edition is well under way, if you have something you would like included then again feel free to drop me a line to the email above and I will ensure we include it.

In the meantime, summer is fast approaching, so get those models dusted down and engines tuned in.

Regards

Billy Dunn

Airtime Editor



# Strathaven Model Airshow

## Strathaven Airfield, Strathaven, ML10 6RW

### 27th - 28th June 2015

**(26th fly-in on the airfield, LMA & SAA Members only)**

With the continuing support of Mircolight Scotland, the LMA and SAA together are staging their third Scottish Show at this fantastic airfield, some of the best pilots from both Associations will be demonstrating and displaying the best large model aircraft from up and down the country, we hope you can be there.

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Under 5's	Free

**(Proceeds will support Kilbryde Hospice and St. Andrew's Hospice - Gates open 10am till 5pm)**

For all other enquiries about this event please contact Dave Johnson 07860345613 Email: [chairman@largemodelassociation.com](mailto:chairman@largemodelassociation.com)

