



# *Airtime*

Spring 2017



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- Douglas Dickie Concours Evening

**Also available as a free download with  
working hyperlinks from [www.saaweb.co.uk](http://www.saaweb.co.uk)**





# SAA Committee



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**Front Cover Picture: Keith Mitchell's P51D Mustang at Longhorsley 2016.**

# Chairtime



Having taken over from Bill Grimsley in December and fully appreciating the magnitude of what he and his Council have achieved in the last four years, reviving the SAA, it seemed a large challenge, but one I relished.

There have been one or two changes to the Council but I have every confidence in the new Council and we intend to continue to strengthen our influence in the world of aeromodelling and our support of all Scottish clubs.

To many of you I will be a new face but many of you will know me well. I am a very regular flyer at Glenrothes and have been chairman there for the last two years, where with an ex-

cellent committee, we have improved the facilities and the image of the club.

I made my entry into aeromodelling in 1958, at the now defunct Kirkcaldy club, making my balsa and kit purchases from Peter Montgomery's toy and hobby shop in Kirkcaldy. I quickly moved to the Glenrothes club and flew control line, team race, combat and "rat" race. My first model was a Champ with an Allen Mercury 10. At this point club meetings were held in Bill Watson's (FSAA) kitchen and we flew in Carlton Park. A young lad, Brian Barclay, had also just joined the club and I am pleased to say he is still active in our hobby and regularly visits fly-ins all over Scotland and England.

I progressed to serious combat, 1/2 A and Class A racing and I continued with this for a few years competing throughout Scotland and the North of England. It was now the 60's and my hobby was brushed aside by the Beatles, discos, hormones and mini-skirts. Others like Ron Fraser, Chris Grubb and Brian carried on.

For many years I sailed with my family and gained a private pilot's licence, flying to most airports in Scotland, the Western Isles and Northern Ireland. We sailed competitively and successfully for many years. When I retired from sailing and flying after thirty years I needed a new pastime and I joined the

Glenrothes Aeromodelling Club again. I was warmly welcomed and with support and training obtained my Bronze with Don Imrie(FSAA) a few weeks later and since then I have taken my Bronze Plus and Silver. Thanks to initial flights with Alan Gibson, FSAA and excellent tutoring from Charlie Galloway, my vice chairman at GAC. I am also indebted to Dougie Shepherd and Barry Sharp for mentoring and delivering my Bronze Plus and Silver. I don't think we fully appreciate the efforts of club trainers and examiners.

I now possess a variety of 12 models which I fly two or three times a week and I hope to achieve my LMA proficiency early in the new year with my ¼ scale Tiger Moth and ¼ scale Piper cub and hopefully, some help from Bob Nellies.

I am confident our new Council will be out and about around the club events and I hope you will make us aware of your ideas for the future of the SAA, as well as making us welcome at your club.

Any club I have visited, so far, has made me extremely welcome. I think if more club members visited other club's events we would create a stronger SAA, extending the great work of Bill and his previous Council.

A few weeks ago I attended an event for the ATC at HMS Caledonia to witness the handing over of eight thousand pounds of modelling equipment to the ATC squadrons. All funded by the RAF Charitable Trust. Colin Nicol, Bill Grimsley and Don Imrie have been heavily involved in this project which could bring many young members to our hobby and the SAA.

I was also able to present one of the SAA trophies to Wing Commander McCrae and Squadron Leader Gray for their help in getting this project and funding off the ground. We can also depend on the enthusiastic support from Wing Commander Wallace. All clubs should attempt to get involved with their local ATC if they want.

In the middle of January I visited the water plane event at Monikie, a well run and a well attended day. This is a lovely venue facing North with a large area of water with an attractive surrounding area. If you haven't tried flying off water, give it a go!

My next official engagement was the Fellows lunch at Glenrothes Airport. A great opportunity to chat with our Patron, Group Captain Urquhart and our vastly experienced Fellows who turned up in large number. I was also able to chat with Peter McKenna and Tom Gallacher to get their thoughts on the Scottish Air Show in June. I hope that will be another successful event but it needs support from our Scottish pilots and helpers from all our clubs. We can rely on help from the ATC but we need at least 20 bodies to assist at the weekend with set up, running and clear up. Please volunteer and make this the best show ever.



I will do my best to keep all clubs informed with updates on any progress with the EASA proposals. We are working closely with the CAA, BMFA and the LMA on these matters and we will be striving hard to get a satisfactory result.

I trust you are all building and repairing for the new season and wishing for some better weather. Weather permitting, I know many are flying regularly and safe flights! Keep your eyes on the events page on the web site as the diary is beginning to fill up, starting in February.

Remember, the SAA and your Council cannot function properly without your ideas and support—please consider what you can do for the SAA and not just what the SAA can do for you.

Safe, happy flying.

Alex. Mackie

## Fitness Aspects of Flying Site Maintenance by Tom Laird

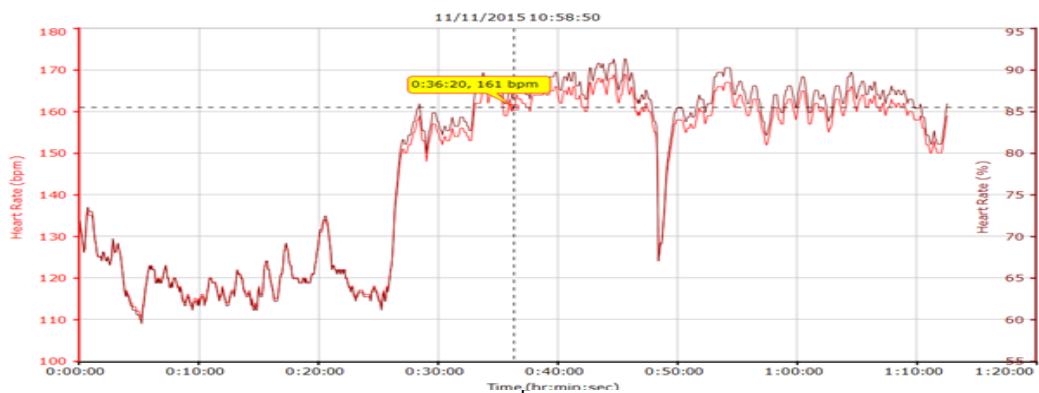
Most clubs have a challenge when it comes to getting volunteers for maintenance, so on my last excursion I took my fitness heart rate monitor to see what the health benefits were. For my age (everyone is different), weight loss is generally 110 - 130 HBM, aerobic fitness is up to 140 HBM and above that is Anaerobic exercise which burns carbohydrates, builds muscle and elevates my levels of good cholesterol. The chart breakdown is as follows:

**0 - 25 minutes:** Raking off old grass, strimming path for drain, and digging new drain. As you can see it was harder work as I got to the 15 to 20 minute mark because the ground was heavier. The last part (22 - 25) was easier as I was only levelling out the bottom of the drain.

**25 - 48 minutes:** general strimmer work to cut down grass and reeds.

**50 - 1h 12 :** using roller on runway.

Of course you might want to consult your doctor before engaging in any of these activities.



# AGM 2016 Report

by Tom Laird

The meeting was opened by Bill Grimsley who welcomed everyone and introduced our guests, Dave Johnston from the LMA, Wing Commander Colin McCrae and Squadron Leader Tom Gray and explained about our new trophy, donated by Ron Fraser's family and to be awarded to the best improved air cadet. We had about 50 attendees with some new faces in the crowd but mostly it is the same group who turn up each year. This is generally a 3-hour meeting with tea, coffee, sandwiches, and a lot of humour and definitely well worth escaping the Christmas shopping for.



Bill covered his work through the year and thanked all the clubs for their hospitality. 4000 miles travelled!!

He gave a report on the ATC work and the presentations to the various squadrons he had attended, and covered the funding received from The RAF Charitable Trust for models and equipment, and thanked the cadets for their excellent work at the air show manning the gates and directing traffic in the car park. Further thanks were given to the large number of SAA members who helped set up the site for the show, and he put out a call for helpers to set up the 2017 show on the 24<sup>th</sup> & 25<sup>th</sup> June. Although Bill is standing down as Chairman he is still involved in the Scottish Model Airshow so please let him know if you can get along to help. £1000 was donated to each of the hospices.

The membership for the International Jet Association has been renewed keeping Scotland on the world map, and Bill is once again one of the judges. He expressed a desire to see a Scottish pilot at Finland next year.

He then covered the CAA and Ministry of Transport meeting and reported that both are very happy with how we operate. On the EASA front, discussions and meetings are ongoing in response to their 72 page document for the control of UAV's which resulted in all the national organisations meeting to look at how best respond. UAV's include model aircraft so needs to be resolved in a way that does not stop our flying activities.

Bill covered the FPV Championships at the Dundee club and reiterated that he would like to see more multi-rotor pilots in the SAA clubs, and becoming members of the SAA.

Bill finished with a thanks to the members and the council for all their support.

Jim McGlynn was up next and covered the CAA meeting in more detail, and gave an update on the situation facing one club with encroaching houses. At the forthcoming CAA meeting he will be seeking clarification on a few FPV & Multi-rotor points.

He thanked all the clubs and examiners for their help and assistance and encouraged other clubs to host an event. In total this year we had 60 passes.

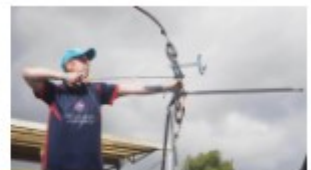
Willy Jack gave a report but basically said it had been another quiet year, though he did get us back onto the Sports Scotland web site, and importantly, we are the first sport mentioned. Aeromodelling beats Angling. <https://www.sportscotland.org.uk/sport-a-z/>



**Aeromodelling**



**Angling**



**Archery**

Peter Miller also reported another quiet year and is looking forward to building further links with the schools to deliver model related presentations following on from his time on the Council.

Tom Love was also standing down this year but a replacement in the form of Gordon Hunter is taking over. Tom recommended that the fees remained the same and this was subsequently agreed. He gave an update on the PayPal process and the new treasurer will continue this work, but at present the fees appeared to be the stumbling block. Please let the Treasurer or Secretary know your views on this subject.

Carolyn reported that the current membership is 1164 closing at 30<sup>th</sup> Sept. 2017 membership starts on 1<sup>st</sup> Oct and approximately 300 renewals have been processed and still arriving at a good rate.

Bill was also acting as the CD's Rep and commented favourably on the number of competitions we have, but asked for more reports please. The 2016 Scottish Scale Nationals attracted another large entry beating last years, so hopefully we are seeing a growth in this area. According to the scale CD, there are a lot of really nice models "out there" and at the fly-ins but not at the competitions for some reason. Bill Anderson will be taking over as C.D.'s Rep for 2017/8.

Lesley reported a pretty poor year on the merchandising front, so please, if you need a new fleece or sweatshirt, see her first.

## How to Get Started in Flying Model Aircraft

Graeme reported a fairly quiet year but had visited a few of the waterplane events, the fly-ins and the static display at the Thornton Highland Games.

From myself I reported 3 x 48 page magazines, helping with the new recruitment brochure, the editor's YouTube channel, the Flickr page and the Facebook page for the Airshow. 350 copies of Airtime go out by e-mail, 90 by post, and the release is communicated to about 1000 people through Social Media.

On the business side there were 2 proposals – the first was to allow 3 members from any one club to be a voting members on the council, and the second was to increase the Guardians from 3 to 4. Both were carried.







Flt Sgt Callum Kerrigan was presented with the Ron Fraser Trophy by Ron's son Keith on behalf of the family for the best improved cadet. Calum is also now teaching other cadets.

The Chairman's Trophy went to Squadron Leader Tom Gray. Scale Class III trophies went to Charlie Galloway (3<sup>rd</sup>), Steven Fox (2nd), Duncan Gray (1st) and Flying Only went to Bill Grimsley (3rd), Simon Louden (2nd) and Lindsay Dickie (1st). Gerry Marchbanks' Popular Scale trophy was not presented this year but hopefully will be in 2017.

Jimmy Pinkerton & Robert Cameron won the Control Line team race trophy.

Fellowships went to Peter Miller for his work with the schools and to Stewart Smith for his work as webmaster.



### **Election of Office Bearers:**

Chairman: Alex Mackie from the Glenrothes Club

Vice Chairman: Jim McGlynn has stayed on to see the EASA challenge through, and also to provide an offset between the Chairman and Vice Chair being up for re-election.

Treasurer: Gordon Hunter from the Glenrothes Club

Assistant Secretary: Colin Thomson from the Lanark Club

PRO: Les Madden will be continuing in the role.

CD's Rep: Bill Anderson from the West Calder club.

Webmaster: A replacement is expected soon.

Alex then spoke to the meeting about his flying history, and his hopes for the SAA's future, more of which you will have read in "Chairtime".

The meeting closed shortly after 4 and the 2017 AGM will be on the 3<sup>rd</sup> December.

### **Duncan Gray being awarded the Scale Class III**





## From the Editor

In February the 30 year old Blackburn Model Aircraft Club closed its doors for the last time. Joe Rinkus started the club and although never a big club, nevertheless had a good compliment of youngsters who enjoyed both the R/C and the plastic kit-building side. 10 years ago they lost their flying site but continued as an indoor operation, but the community centre is being demolished and they have decided to call it a day, now being down to only 2 members.



I hope you enjoy "The Lost Wing", a short story by John Lipowski, a keen member of the Cambuslang Flying Club who gives a great insight into the model plane hobby during the late 1950's.

If you are reading the paper copy, please remember you can also download the electronic copy which has working hyperlinks.

As usual there are too many pictures to publish, but they are all on Flickr at this address: <https://www.flickr.com/photos/138883192@N02/albums>

## Around the Web

Cupar Air Cadets:

[https://www.facebook.com/571Cupar/?hc\\_ref=SEARCH&fref=nf](https://www.facebook.com/571Cupar/?hc_ref=SEARCH&fref=nf)

Dunfermline Air Cadets:

<https://www.facebook.com/1145aircadets/?fref=ts>

Montrose Air Cadets:

<https://www.facebook.com/MontroseAirCadets/?fref=ts>

Musselburgh Air Cadets

[https://www.facebook.com/search/140652239385441/local\\_search?surface=sist](https://www.facebook.com/search/140652239385441/local_search?surface=sist)

Wishaw Air Cadets

<https://www.facebook.com/498sgn/?fref=ts>

**The next Copy Date will be the end of June 2017**

## **ATC visit to RAF Kirknewton by Keenan Carr from 571 Cupar Sqn**

On the 3rd of December, the Scottish Aeromodellers Association organised a flying day at RAF Kirknewton (Home to 661 VGS) which saw cadets from as far as 498 (Wishaw) Squadron come along to take part. The purpose of the day was to give cadets who hadn't ever had the chance to take part in radio controlled flying a taster of what it would be like if they were to continue with their local club. Some cadets, however, had already been flying multiple times and were aiming to either go further towards their Bronze Award for Radio Controlled Flying or, for those who have already achieved their bronze, were just aiming to have some fun and try some new tricks. Please watch the video of the day here:

<https://www.youtube.com/watch?v=zITq01zg0rA>

### **. . . and from 498 Wishaw Sqn**



The Squadron took 10 cadets Radio Controlled Flying yesterday at RAF KIRKNEWTON.

This was the first time that many of them have had the opportunity to try out this hobby. Any type of flying is an important part of Air Cadet training, which is why the RC Model Flying has been brought

on board to help enhance the current flying and gliding that we do. The aircraft are smaller scale trainers which allow cadets to practice the basics of the principles of flight, this gives them first hand experience of how control surfaces work and how they affect the flight. We were assisted by instructors from the Scottish Aeromodellers Association, Large Model Association, South East Scotland Wing ATC and instructors from our own West Scotland Wing ATC. They are all thanked for their support and passing on their experience to the younger generation! Many of the cadets are looking to progress their flying



skills with this project. The weather was kind to us and stayed dry all day this helped greatly to make this a great day out!







Cadets and Staff from across Scotland & Northern Ireland Region were present at 1143 (Dunfermline) Squadron in December to mark the roll out of the Radio Controlled (RC) Flying Starter Packs Project funded by the RAF Charitable Trust and supplied by Scoonie Hobbies in Kirkcaldy (<http://www.scoonie-hobbies.co.uk>). Wing Commander Ian Wallace Regional Aviation Officer for Scotland & Northern Ireland Region said : ***“Scotland and Northern Ireland Region was extremely fortunate in securing a successful bid for funding from the Royal Air Force Charitable Trust (RAF CT). This funding was for the provision of Radio Controlled (RC) Flying Starter Packs and It provides cadets and staff with an opportunity to gain a working knowledge and better understanding of aircraft construction, propulsion systems, aerodynamics, effects of controls and teamwork.*”**

***Cadets and staff can also progress through a grading system culminating in a silver qualification which allows them to fly RC aircraft at flying displays.***

***I would like to thank the RAF Charitable Trust for their kind donation. which allowed us to purchase these kits.”***





**View from the Hamilton club car park**

Some of the cadets from the Wishaw Squadron enjoyed a cold but worthwhile day at Hamilton Model Flying Club. They were learning to fly one of the Squadron trainer aircraft which included the preparation for flight, pre flight safety, refuelling safe retrieval of aircraft and close

down procedures. A lot to take in for one session. Their instructor was excellent with them many thanks go to the club members who helped us out today!

This was followed by a visit to RAF Kirknewton on the 21st January, thanks to our friends at 661 VGS and Livingston Model Aircraft Club. More than twenty Cadets from several squadrons attended and got to sample the delights of R/C flying. Hopefully many will return and some will join their local club and continue to enjoy this great hobby. Highlight of the day was when one cadet - Keenan Carr from 571 Cupar Sqn. passed his Bronze SAA award using a model he had only briefly flown for the first time a few minutes earlier. Many congratulations to Keenan for a really good effort. Those of you who are on Facebook will already know about the day as it was splashed all over South East Scotland Wing's Facebook page before we even got home! I think you could safely say that the cadets enjoyed themselves. All the models returned home intact, so it really was a great start to the New Year.





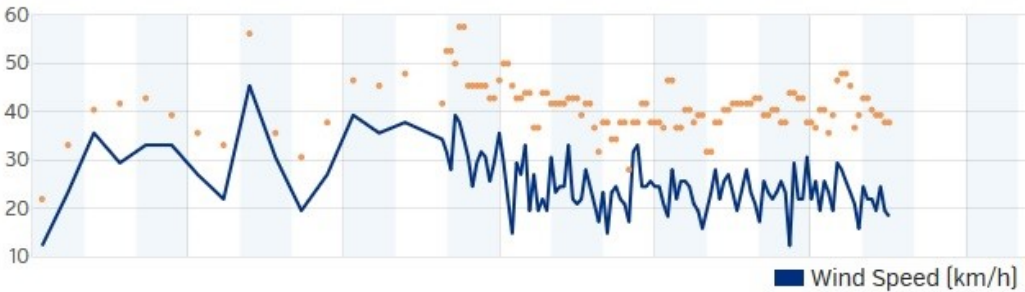
Next up was another visit to RAF Kirknewton on the 18th February. The Falkirk squadron were the lucky team this time and turned up just as the rain and mist appeared. Credit to them though, they kept themselves entertained and even-



tually they were rewarded with a spot of flying. Liam Madden came along with his Sebart Mythos 50 and gave a demonstration in some challenging conditions, and I had my Sebart Wind 50 on the buddy box to give the cadets an introduction to entry level precision flying.

With the high wind though, it was more a case of steer it round the sky, but at least they managed a few decent sized loops.

Eventually the rain went of about 2:00PM and I take my hat off to the guys who dealt with the logistical nightmare of 6 aircraft, all with flight boxes and buddy systems. The pits area, starter area and pilots stance were identified and flying got underway.





## Into the (FPV) Unknown Part 2 by Tom Laird

Next on my visiting list was Marionville Models in Livingston (<http://www.marionvillemodels.com>) where I spoke with Kevin to get a run down on their products. Certainly the Crossfire and Nighthawks were interesting and again, the rapid advances in the technology was breath-taking.

# Marionville Models

RC Specialist Since 1974

<http://www.marionvillemodels.com>



Then it was the club's AGM where they heard a proposal to integrate FPV with fixed-wing and heli flying. Quadcopters were already flying at the site but I felt for racing that agreement with the membership was best sought before rather than after any complaints. The motion to investigate and report back to an EGM was passed, so the next thing was to gather all the arguments for & against into one document that could be discussed, stressed, pulled apart etc. I think this 2-stage approach is important otherwise you run the risk of knee-jerk emotional arguments. This document is available to anyone who wants it and may be useful in your own endeavours.

At this stage the main unknowns were the effect of multiple analogue video streams, the distance to earth from when the motor kill switch was operated, and the relationship of the FPVUK insurance compared to the SAA / BMFA offering. I was also interested to see that none of the formal tests included an FPV component so that went on the To-Do list in the event that racing was permitted at our site.

A quick call to Kooltoyz confirmed that the racing quads do not have the GPS "Stop & Land" features that some of the camera drones have, but all can have a failsafe / kill switch which stops the motors. Following a question on FPV Scotland's Facebook page, the expected distance to earth is 20—25 metres depending on the particulars of the model.

Funds were being replenished so it was time for a couple of questions on the technical side. Here is my question on the FPV Scotland Facebook page:

*I have a very simple question here. As a beginner should I go for a 210 frame with 5" props or a 250 frame with 6" props? I would expect the 250 to be more stable and easier to see and requiring larger batteries, but possibly not as agile as the 210 for tight turns in racing conditions. I need to start cutting down the*

*options before buying the wrong things.*

**Response 1:** In terms of stability any differences caused by frame size would be unnoticeable.

A 250 would probably carry a larger battery but the extra weight and therefore thrust required to get off the ground would drain the battery quicker so you wouldn't get any longer flight times.

A great frame to start off is the QAV210 (or dare I say one of the clones available from BangGood e.g. the LT210 or the LS210)

The clones have great price and decent durability, the QAV is a bit more durable but quite a bit dearer.

For orientation when flying line of sight the difference between a 210 and a 250 is also next to none. It's not easy either way!

What is more important than anything with these quads is time in the air! So I would say there isn't much point in building a larger heavier "beginner" quad as it will feel and fly totally different to a thoroughbred racer. Better to build a good one to start with and learn on 3 cells and underprop it a tad, then give it less rates and more expo to make it a bit more docile. Once you get a bit of confidence bring up the pitch of the props, drop some expo and increase the rates a bit at a time until you're ready to go to 4 cells!

Flying in horizon mode also makes things easier but only when you're learning to control and orientate yourself. Switch to Acro as soon as you can!!

**Response 2:** I'd also suggest a 210, particularly if you want to get to a point where you can race and you can tame it down to begin with. You can also fly a 3s 2200mah pack on a 210 no problem.

**Response 3:** 210 all the way preferably a nice 4mm frame.

**And from another beginner:**

*Is there much point in using a 3s? I'm building a x210 as my first quad so kind of in the same situation but have been told just to go with the 4s batteries as if starting with the 3s you'd quickly move onto the 4s quick and would just be wasting money which I can agree with to an extent.*

**Response 1:** That is a debate that will no doubt keep going for a while. I

think they have their place when learning and even afterwards for warm up flights or when the 4s ones have been flown for the day but you just want a couple more flights.

While this was all going on I was debating The Eternal Question—new or second hand? Build it myself or pay an expert to do it? A club mate had just bought the whole caboodle for £100 but he already had one and knew what he was doing, so for me it will probably be off to KoolToyz with my hard earned cash.

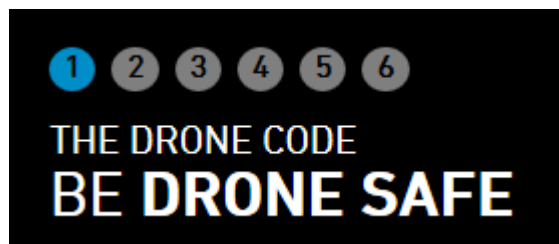
That's all for now folks, more in the next issue.

A quick reminder that the Department for Transport's consultation on regulation of drones is here- <https://www.gov.uk/government/consultations/benefits-of-drones-to-the-uk-economy>

Open consultation

## Benefits of drones to the UK economy

... and for anyone contemplating a foray into multi-rotor fun we have:



<http://dronesafe.uk/drone-code/>

## **The Lost Wing, a first short story by John Lipowski.**

The little diesel engine gleamed in the young boy's hand. "It's an E.D.Bee," said Don Rabey, "and it cost one pound seventeen shillings." His three friends gasped simultaneously.

Just then Mac's Dormobile pulled up in front of the school gates. The boys were relieved that the club Secretary had arrived to open up and let them in. (Actually, Mac never failed to show up). Another Saturday flying session at West Coats Model Flying Club was about to begin.

The four led by Mac, made their way to the "dunny" which was located underneath the West Coats F. C. canteen. Here members kept their models to save carting them home after very session. Only three broken planes needed to return to the workshop for repair.

To the delight of Don and the other juniors, Mac retrieved his scale control-line Tempest from the wall. They all went to the flying circle, which was located on the playground between the grass verge and gymnasium.

Meanwhile, Barry Tounge and some of the senior members had arrived, sporting a number of attractive models. Flying lines were laid out adjacent to the school sheds and everybody got to work in preparation for the afternoon's activity.

Don had been assigned as Barry's mechanic. This was based on the principal that each junior should work with a senior member to learn his trade.

Barry hooked the lines onto his newly completed A.P.S. Bluepants, which was to have its first flight this very day. As Don held the model steady on the ground, Barry adjusted the handle for up/down/level on the elevator.

Barry then decanted his fuel from the can into his squash bottle and filled the tank. All was ready.

Ten minutes later it was Barry/Don's turn to fly. Barry carried the handle to the centre while Don placed the model on the perimeter of the forty-two foot radius circle, drawn on the tarmac.

Barry joined Don next to the model. It was painted blue – not because it was called Bluepants but because all Barry's models were painted blue or red or blue and red. Did Barry have a source of red and blue paint?

After a quick exhaust prime, Barry fired up the Enya 15D and adjusted the settings. When the engine reached maximum revs Barry took position at the centre and gave Don the signal to launch.

The model left Don's hands perfectly with Barry keeping the lines tight. Then disaster struck. Did a loose stone, the wind or the severe slope on the play-ground cause it? Anyway, the model ended up in a gentle spiral towards the pilot. Barry pulled feverishly on the lines to get control. The aircraft then turned to fly outwards.

The impulsive force generated as the lines tightened snapped both wires. The model was now in free flight – the control-line flyer's nightmare.

All eyes present gazed skywards watching the model making a vertical climb. The noise of the screaming engine faded and the model became a spec in the sky. And then – nothing! No sight, no sound, just stillness. Everyone stared upwards holding their breath.

Twenty seconds later, the spec reappeared and the sound of the motor could be heard once more. Bluepants was returning to earth.

Meanwhile Mac muttered to himself "s'truth I'm glad we're insured – this doesn't happen in R.C."

The aircraft arrived on the railway embankment and was discovered fairly promptly – minus the outboard wing, which had neatly sheared off.

The rest of the day was spent searching for the missing wing. It was never found. Could it be, that a junior had purloined it to add to his collection of model parts?

Don Rabey never owned up.

**Picture courtesy of the internet.**



## Scale Round-up 2016 by Dick Marsden

Firstly, a huge thank you to all the committees and flying clubs taking part.

**1st May - Warrix Group Site** - Event cancelled due to adverse weather.

**8th May - Open Scale at Balbedie Club Site** - Weather good - Large attendance - 38 models.

**15th May - Open Scale at Falkirk Club Site** - Weather good - 25 models flying. Jets, biplanes, vintage and aerobatic models. Very enjoyable day.

**5th June - Open Scale Lew Weaver Trophy at Alloa & District Club Blair-drummond site.** - Weather good - 24 models flying. Most enjoyable day. Jim Joiner of Cumbernauld Club was the worthy winner of the Lew Weaver Trophy.

**12th June - Open Scale - Angus Club Site** - Weather low cloud and rain with some flying in the afternoon when the weather improved. Rolls and coffee in the clubhouse went down well.

**3rd July - Open Scale - Hamilton Club Site** - Weather rain and gales - event called off at noon.

**17th July - Warbirds Scale Event - Balbedie Club Site** - Weather good. Turn out good. Best flight by Tom Bennett of Kinross Club.

**24th July -Scale Event - Clyde Valley Flyers Club Site** - Weather misty - 8 entries. First place went to Alistair Duff of Clyde Valley Flyers.

Training and testing 2017			
Date	Time	Venue	Location
27 May		Glenrothes Aeromodelling Club	<a href="#">Coaltown of Balgonie</a>
28 May		Glenrothes Aeromodelling Club	<a href="#">Coaltown of Balgonie</a>
24 Jun		Aberdeen Aeromodellers Flying Club	<a href="#">1/4 mile past Banchory Devenic</a>
25 Jun		Aberdeen Aeromodellers Flying Club	<a href="#">1/4 mile past Banchory Devenic</a>
19 Aug		West Calder Model Flying Club	<a href="#">2 miles South of West Calder</a>
20 Aug		West Calder Model Flying Club	<a href="#">2 miles South of West Calder</a>
2 Sep		Hamilton Radio Modelling Club	<a href="#">From M74, exit at Junction 8</a>
3 Sep		Hamilton Radio Modelling Club	<a href="#">From M74, exit at Junction 8</a>



## Scale Events Calendar 2017 by Dick Marsden

<b>Date</b>	<b>Time</b>	<b>Event</b>	<b>Venue</b>	<b>Location/contact</b>
07-May	10:00	Open Scale	Falkirk Club Site	Contact Arty on 07973984226
21-May	10:00	Flying Scale	Warrix Group Flying Site	Contact Jim Currie on 01294 556290
04-Jun	10:00	Open Scale Lew Weaver Trophy	Alloa & District Flying Club (Blairdrummond Site)	Contact Dick Marsden on 01786 833815
16-Jun	10:00	Midsummer and Warbirds	Balbedie Club Site	Contact Colin Maclean on 01592 345473
17-Jun	10:00	Midsummer and Warbirds	Balbedie Club Site	Contact Colin Maclean on 01592 345473
18-Jun	10:00	Midsummer and Warbirds	Balbedie Club Site	Contact Colin Maclean on 01592 345473
02-Jul	10:00	Open Scale TBC	Angus Club Site	Contact Ian Runciman on 07881863851
30-Jul	10:00	Open Scale TBC	Hamilton Club Site	Contact Barry Sharp on 07956931779
05-Aug	10:00	SAA Scale Nationals	Glenrothes Flying Club Site	Flying Contact Dick Marsden 01786 833815
06-Aug	10:00	Flying Scale and class 3 Entry £5		Camping Contact Duncan Gray 01592745335
10-Sep	10:00	Class3 Scale	Clyde Valley Flyers Club Site	Contact David Fettes 07872146053
17-Sep	10:00	Open Scale	Alloa & District Flying Club (Blairdrummond Site)	Contact Dick Marsden on 01786 833815

## What's On, 2017

# Scottish Model Airshow 2017

Strathaven Airfield, Strathaven, ML10 6RW

**Saturday 24th & Sunday 25th June**

**(23rd fly-in on the airfield, LMA & SAA Members only)**

With the continuing support of Microlight Scotland, the LMA and SAA together are staging their fifth 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.

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

### Admission Prices

Adults £8.00

Children under 16 free

(when accompanied by an adult)

### Model Bring & Buy

Trade & food stalls

Great day out for all the family!

On-site camping (for the weekend)  
£40.00 in advance (until 10th June)  
£45.00 on the gate

Tel: 07827 675665 email: [public-camping@largemodelassociation.com](mailto:public-camping@largemodelassociation.com)

For all other enquiries contact 07927 784528 or email: [chairman@largemodelassociation.com](mailto:chairman@largemodelassociation.com)

All advertised attractions are subject to change. For full terms and conditions see <http://www.largemodelassociation.com/resources/terms-and-conditions>



Scan QR code to buy tickets  
and for latest show information

All major credit/debit cards accepted

As mentioned in "Chairtime" by Alex, a big "Thank You" was given to all the helpers at the 2016 air show, and a request is now being made for assistance for the 2017 show. Please contact Tom Gallacher on 01357-529782. Please also remember the fly-in on the Friday open to all SAA & LMA members. Entry to the fly-in is free. SAA pilots who wish to fly at the show can register on the LMA web site <http://largemodelassociation.com/>



Picture from 2016 by Bob Johnstone





Picture by Bob Johnstone

Part of the line-up from 2016



## What's On, 2017

### Free Flight Contest Calendar 2017

19 Feb	BMFA 1st Area. <b>Plugge events F1g, E36, Mini-Vint</b> ( + CP , F1A )	Newbigging
5 Mar	<b>Allison Trophy - all-in-mini</b> - Includes A/1, 1/2A, Coupe, E36, and Mini-Vintage BMFA 2nd Area. <b>Plugge Events P30, F1j, CE</b> ( + F1h, HLG/CLG, 1/2A Power )	Newbigging
12 Mar	Indoor Meeting - <b>NPP Contest</b> 11am to 3pm	Bathgate
26 Mar	BMFA 3rd Area <b>Plugge Events Vint Glider, HLG/CLG, F1c</b> ( + CR, F1q, CP )	Newbigging
1 Apr	<b>Stop use of Newbigging during lambing season</b>	
16 Apr	Indoor Meeting - <b>F1L Contest</b> 11am to 3 pm	Bathgate
1 May	<b>Restart flying at Newbigging after Lambing</b>	
7 May	Indoor Meeting - 11am to 3pm	Bathgate
14 May	<b>Lawrie Trophy</b> - Power Championship ( C/P ) BMFA 4 <sup>th</sup> Area <b>Plugge Events CP team, Vint R/P, E30</b> ( + CG, F1b, Mini-Vint )	Newbigging
27-29 May	British Nationals	Barkston Heath
11 Jun	<b>The Cranfield Classic</b>	Newbigging
24/25 Jun	<b>Scottish Nationals :</b> <b>Saturday F1a, Vintage, SLOP</b> <b>Sunday Glider(BG),Rubber(BR),Power(BmfaP)</b> BMFA 5 <sup>th</sup> Area : <b>Plugge events F1h, 1/2A Power, CO2</b> ( + F1g, F1j, E36 )	Newbigging

16 Jul	<b>Steel Trophy</b> ( combined F1a and F1b) BMFA 6th Area : <b>Plugge events F1a, F1q, Tailless</b> ( + P30, Vint R/P. SLOP )	Newbigging
6 Aug	<b>Paisley Trophy</b> (all in CG,CP,CR)	Newbigging
12 Aug	-- Start of grouse shooting season - avoid Saturdays at Newbigging --	
27 Aug	<b>Jubilee Quaich</b> and <b>Caprice Contest(Bob Grieve Trophy)</b>	Newbigging
17 Sep	<b>Finlayson Trophy</b> - Rubber Championship ( CR ) BMFA 7 <sup>th</sup> Area <b>Plugge events CR, Classic Glider, Classic R/P</b> ( + F1c, CE,HLG/CLG )	Newbigging
15 Oct	<b>Pan – Am Rosebowl</b> - Glider Championship (CG ) BMFA 8 <sup>th</sup> Area – <b>Plugge events CG Team, F1b, SLOP</b> ( + E30, Mini-vint )	Newbigging

F1a = A/2, F1b = Wakefield, F1c = FAI Power, F1g = Coupe, F1h = A/1

BMFA Plugge Trophy events are “**bold**” at area events, local SAA contests for these classes.

All “**bold**” events, including Plugge Events, count to F/F League, best 8 during year.

The scores of the top flier from each club in the Glider, Rubber, and Power Championships will be used to decide the winning club for the Caley Shield.

Contests for “Bill’s Chuckie League” will be held on every Newbigging date apart from the Nationals weekend. There could be up to ten chuckie/ catapult contests and your best 5 will be count towards the trophy.

Outdoor Entry Fees will be £3:00 per event. SAA Flying site fee of £5:00 per day, or £30 per annum.

BMFA Area entry fee is £5:00 per day ticket, this will include entry to the local SAA event

# WATERPLANE EVENTS SCOTLAND 2017

## CLUB WATERPLANE EVENTS 2017

Mill Dam	April	2nd	10.00 - 16.00
Kilbirnie	May	6th/7th	10.00 - 16.30
Loch Leven	August	19th/20th	10.00 - 16.00
Mill Dam	September	3rd	10.00 - 16.00
Loch Insh	September	9th/10th	10.00 - 16.30
Kilbirnie	Sept 30th / Oct 1st		10.00 - 16.30



## SAA WATERPLANE EVENTS 2017

Loch Tay	March	25th/26th	10.00 - 16.30
Loch Tay	October	7th/8th	10.00 - 16.30

## MONIKIE WATERPLANE EVENTS 2017

January	15th	10.30 - 15.30
February	5th	10.30 - 15.30
March	12th	10.30 - 15.30



## Contacts

Loch Earn / Loch Tay / Loch Leven / Loch Insh  
Mill Dam  
Kilbirnie  
Monikie

Colin MacLean 01592 345473  
Alastair Lamb 01786 473329  
Alasdair Sutherland 01505 873045  
Caroline Simpson 01241 855320



## F3a Precision Flying

March 18: Drem  
April 15: Kinross  
May 20: Dumbarton  
June 17: Dumfries  
July 29: Glenrothes  
Aug. 19: Angus  
Sept. 2/3: Triple Crown  
Sept. 23: Caplaw Model Flying Group  
October 14: East fortune



(Ed. Nice to see Dumbarton and Angus making an appearance for 2017.)

If you would like to know more about precision flying then why not get in touch or come along to any of the events and meet the pilots, see the models and schedules, and get advice on a suitable starting set-up. There is a video of the entry level schedule here if you want to see what it entails:

<https://www.youtube.com/watch?v=s-olBxfGFe8&t=60s>

Or go to YouTube and search for **f3a clubman 2016**



Sunday 7<sup>th</sup> May 2017 – Falkirk Model Flying Club Open Scale Fly-in 2017

Sunday 6<sup>th</sup> August 2017 – Falkirk Model Flying Club Summer Fly-in 2017

See <http://www.fmfc.org.uk/> for further information.



Montrose Model Aero Club  
Spring Fly-In 2017

Sunday 21 May

at Broomfield Playing Fields Montrose

All Welcome

Montrose Model Aero Club

Summer Fly-in 2017

July 29 + 30 at Broomfield

Montrose

*All Welcome - Usual Facilities*



**Ayr and District Model Flyers**

**Open Fly-in**

**Saturday May 13th from 10:00 AM**

**All model types welcome**

**BBQ and marquee**



**[www.ayranddistrictmodelflyers.info](http://www.ayranddistrictmodelflyers.info)**

**Dundee model Aircraft Club**

**Fly In :- June 3/4th**

**Camping and Caravans allowed.**



**Kinross Radio Model Flying Club  
Summer Fly-In 2017  
10th & 11th June 2017**



**Angus Model Flying Club  
ANNUAL FLY-IN 2017  
Annual 2 Day FLY-IN  
5th/16th July 2017.**

**<http://angusmodelflying.com/events.html>**

**See SAA website for additional dates as they appear.**



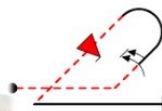
## Longhorsley Fly-In, 26 - 29th May

LMA/SAA members/affiliates are invited to join us at our annual Bank Holiday Fly-In. Details: Site open Thur 25th - Tues 30th.

Camping free to members; £5 per night/£20 weekend for all others. Toilets and effluent disposal provided; refuse sacks also provided but please note ALL rubbish to be removed by campers. BBQ on Sat. Evening, free to pilots; £3 for guests (NB: BBQ's **must** be ordered in advance).

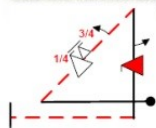


Further info: Vic Goode (07429 097129 or [victorgoode700@hotmail.com](mailto:victorgoode700@hotmail.com)), Ian Jones (07941 937538 or [ihurricane@virginmedia.com](mailto:ihurricane@virginmedia.com)).

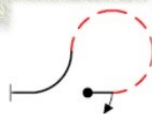


The **International Miniature Aerobatic Club UK** is presenting an **'Introduction to IMAC Day'** kindly hosted by **Angus Model Flying Club**.

- Sunday 4<sup>th</sup> June 2017 10:00 till 17:00.
- Learn about Scale Aerobatics and IMAC flying.
- Learn how to read Aresti diagrams and have a go flying sequences.
- Sequence and Freestyle flying demonstrations.
- Bring an aerobatic model, any size – electric, glow or gas.
- Training and tips to cater for all levels.



For more information or to register interest please contact Dan Gallo – [extra300dan@gmail.com](mailto:extra300dan@gmail.com)



## IMAC Precision Flying Scotland 2017 by Tom Laird.

The good news is that once again we have a great weekend looming for the Scottish IMAC round at Castle Kennedy down in Galloway, a short distance south of Glasgow and along the very picturesque west coast road. As usual the site will be available for practice on the Friday with schedules and freestyle on the Saturday and Sunday weather and time permitting. This is a great site with plenty of space for camping and caravans.

Another exciting new event for Scotland is the Beginner's Day which will be held at the Angus club on the 4<sup>th</sup> June. The day will include demonstrations of the entry level schedule, advice on suitable models and engines, how to interpret the Aresti symbols, and of course plenty of chat for all attendees. If you are wondering what to do with that 160 glow, 30 - 50cc petrol or nice electric model then this is the place for you. Whilst a larger aircraft will undoubtedly help, you should be able to get a good feel for IMAC using a mid-winged .90-sized glow engine or electric equivalent or a 20cc petrol. It is probably more important to have an aircraft that is well setup for aerobatics and that is something we can help you with. More details will be made available through social media closer to the time. There is also a beginner's day at the Bristol on the 22<sup>nd</sup> & 23<sup>rd</sup> April if you can't make the Angus event.

Remember your first competition comes with free entry though you will need an SAA Bronze Plus or BMFA "B". A video of the 2016 entry schedule can be found here but remember this is flown by an established expert so don't think you need to fly at this level on your first visit.

<https://www.youtube.com/watch?v=8I9aaCwXEY&t=2s>

All the schedules can be found on the IMAC UK website here:  
[www.imacuk.org](http://www.imacuk.org)

The full confirmed UK tour for 2017 is:

Introduction weekend	April 22/23	Bristol
Castle Kennedy	April 29/30	Scotland
Introduction day	June 4th	Angus MFC
Wrexham	June 17/18	NE Wales
Rhyl	July 15/16	North Wales
Clitheroe	August 5/6	Lancashire
BMFA Nationals	August 26/27/28	
Gordano	September 16/17	Bristol



IMAC in Scotland has always had participating pilots with Doug Thornton, Ian Beveridge and Glen Fletcher ([glensmodels.com](http://glensmodels.com)) all having good success. Doug was an IMAC champion and Glen entered the Woodvale event a couple of times and flew in the European Acro cup in 1996 in France, Germany and England...and won.

Currently Dan Gallo who flies at the Angus club is the UK Freestyle Champion, also winning the “Advanced” schedule at the 2015 British Nationals before moving up to “Unlimited” in 2016, where he is up against Malcolm and Angus. Dan started RC flying around 12-13 years of age and started IMAC in 2012 so is now in his sixth season. About this time Chris & Steven Currie, Malcolm & Angus Balfour started making trips down to England to take part in the UK series and latterly myself & Mike Buchan have made a couple of forays down south. The number of Scottish pilots however is not too high at the moment and more are always sought after to improve the overall standard and make for a great day out. Looking to the future we have Angus and Dan competing in the IMAC World Championships in 2018 in the USA and I think we can expect a good turn-out for the British Nationals this year where Angus will be defend-

**A selection of models** ing his British Nationals Champion status.  
**from CK 2016**





## "Douglas Dickie Concours and Social Evening" (Formerly the East Kilbride Concours) by Tom Laird

After some discussion with fellow modellers at the AGM, it was regretted a decision had been made this event could no longer be held, and would be sorely missed. As this event has been the traditional start to our season over the years and has always been a very enjoyable, and well attended event, Peter Miller decided to approach his club mates at Motherwell and District Club suggesting they could run an event on similar lines with agreement from Douglas.

The club renamed the event to recognise the magnificent achievements of Douglas Dickie and East Kilbride Club for the many years they have run the Concours. They managed to secure a venue on the original date of Friday 17th. February at Tannochside / Viewpark Church Hall, with an excellent cafeteria serving soft drinks with seating and tables, for around 40 and good parking facilities.

It was the intention to try as far as possible to stick to the already accepted format with silent auction and raffle, bring and buy, etc., hoping that members would support this venture and make it as popular as ever.

This was the first attempt at running such an event and I think it was quite successful, though it is always nice to see more models on display. Entry as before was £5, with a raffle ticket, and the same classes for models in the concours:



Open Class (winner: Jim Marsden, Spitfire)  
ARTF Helicopter (winner Augusta 109)  
Open Helicopter (winner Goblin)  
Dave Guild Trophy (winner Jim Marsden)

**More pictures:**

<https://www.flickr.com/photos/138883192@N02/albums>

YouTube Video: <https://youtu.be/LIMMOqJP3qE>







**Some examples of the high standard of building.**



# Rudder Landing Training for Phoenix Flight Simulator by Tom Laird

Here is a nice little landing training exercise for the Phoenix flight simulator: See here for my attempts: [https://www.youtube.com/watch?v=AO\\_4kf0CqJA](https://www.youtube.com/watch?v=AO_4kf0CqJA)



The first 3 landings in the video were elevator only so you can see the effect of the wind. The 4<sup>th</sup> and 5<sup>th</sup> were throttle, elevator and rudder only— NO ailerons.

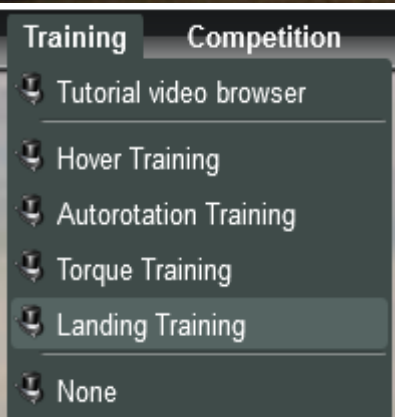
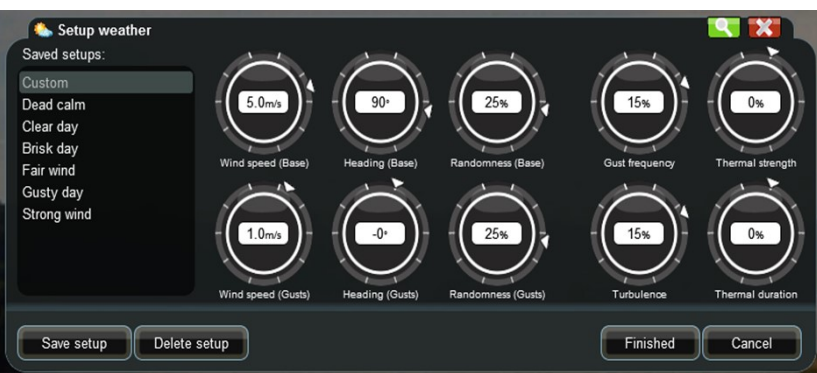
Most scenery files in Phoenix have the model landing from the left, but if you have a north facing site then you generally want to land from the right, heading into a west wind.

Download & install the MFC Gersthofen\_v2 scenery file <http://www.phoenix-sim.com/downloads.asp>

<http://www.phoenix-sim.com/downloads.asp>

which will have you landing from the right.

Set the weather to this and use the Tutor 40 model as it is the correct weight. The



bigger models will not be affected by the wind. 5m/s = 11MPH so a fairly typical day.

Select **Training | Landing Training** and the model will come at you from a set distance and height, though you can change these to suit. The task is to land on the runway by using throttle, elevator and rudder only - ailerons are **NOT** allowed. Once you can do 10 out of 10 onto the runway, change the wind direction to 270 degrees and go again. Then adjust the wind speed and "Gusts" value for increased realism.

## Achievement Tests at the Clyde Valley Flyers by Bill Grimsley

At the end of October last year I had the pleasure of doing some Achievement Tests at the Clyde Valley Flyers. Two of the pilots that were being tested were Ben McHarg, age 10 and Ewan Reeves, age 8. Ben had passed his Bronze Power earlier in June having been getting instruction from his Granddad Frank Ward and Ewan was being instructed by his Dad, Nick Reeves.

Both of the boys were attempting their Bronze Electric test for the first time and I am happy to say that they passed with flying colours, if you will pardon the pun.

It was a delight to watch these lads flying with such confidence and skill, to a degree not seen in some adults at times and answering the questions almost as written in the manual.

This is what we should be encouraging, bringing young people into the sport and is the main reasons why I work with the Air Training Corp.

**Ben and Ewan**





**An ideal trainer for landing practice —no undercarriage to break off.**



**Dad!! This chuck glider is too big for me!!**





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