



Airtime

Spring 2018



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- Jet World Masters 2017
- Dumfries Model Flying Club—new site
- Howard Squire—Spitfire Pilot

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working hyperlinks from www.saaweb.co.uk**





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**Front Cover Picture: Evening shot
from the Jet World Masters, 2017**

Photograph by Bill Grimsley

Chairtime

It is with great pride that I have agreed to take up the post of acting chairman of the association. The council asked me to be co-opted which I have in light of the unfortunate leaving of Alex Mackie due to personal reasons. We should pass our thanks to Alex for his time in the position of chairman.

As this is my first AIRTIME as acting chairman it led me to think about the challenges the council had to fill in the posts on council this year and more so after the chairman and secretary leaving as they did. It leads me to paraphrase a certain John Fitzgerald Kennedy and his famous speech. So I am asking not what can your Association do for you but what can you do for your association. Every year the council struggles to fill posts and as we all get older this may get worse, but I know that there are relatively young members out there who will have something to bring to the table.

If anyone would like to have any other information about the roles in council either please get in touch and we will try and help you, alternatively should you wish to attend a council meeting just get in touch to get dates and times for a visit as you are entitled to do.

Unfortunately I cannot attend as many of the events this year as previous holders of this post have done as unfortunately I still have to work, much to my chagrin. I will however attend what I can, though this will be dependent on my shifts and family commitments.

I would like to wish all members a safe and successful flying season.

Yours, Jim McGlynn.

Following on from the spectacular 2017 Scottish Model Airshow, which had again been organised by the Large Model Association and the Scottish Aeromodellers Association, representatives met with staff from the two Lanarkshire Hospice organisations to present cheque donations.

The Model Flying Show has been held annually at Strathaven Airfield on the last weekend in June and each year the LMA and SAA have donated all surplus Show income to Kilbryde Hospice and St. Andrew's Hospice to facilitate their marvellous service to the people of Lanarkshire.

Despite this year's Show being severely affected by 40mph winds and the organisers halving the entry costs, the Airshow was well supported by the Lanarkshire public, but the reduced income produced a resultant reduction in available funding for the Hospice contributions. However both modelling organisations wholeheartedly agreed to boost the direct Airshow funding



Bill Grimsley (ex-chair SAA); Tom Gallacher; Lorna McCafferty (St. Andr.Hos.) Jack Kennedy (LMA); Dave Johnston (Chair LMA); Willie Jack (Secretary SAA); Joe Lowe (Kilbr. Hosp. Brd.) Karlyn Robertson (Kilbr. Hos. Funding); Seated - Peter McKenna (LMA)

through additional support from LMA and SAA members. Consequently, on Friday 13th. October 2017, a group comprising Airshow organising modellers, together with Dave Johnston, the Chairman of the Large Model Association and Willie Jack, Secretary of the Scottish Aeromodellers Association, presented cheques for £1,000 each to Karlyn Robertson of Kilbride Hospice and Lorna McCafferty of St.Andrew's Hospice. Both Hospice members expressed their individual organisations' thanks to the aeromodellers for all their ongoing wonderful support and contributions since 2013. The Airshow organising team would also like to thank Strathaven Rotary Club for their support to the event.

Dave made a special trip up to Strathaven on Friday morning for the cheque presentation. He stays in Warrington, but his anticipated 2-1/2 hr. journey up here took nearly 6 hours due to the M6 being closed by a lorry fire and complete traffic chaos ensuing. However, he's a great fan and supporter of the Strathaven event and felt it was very much worth the effort!

Leonard Anthony Nichols FSAA

1935 - 2017

Born in Wembley, London on 17th December 1935 coincidentally the day the DC3/C47 entered airline service, so it could be said that two great institutions were born that day. Len, as most of us knew him, was one of four children born to Leonard and Laura. His education began locally, but his mother was not too keen on the influence some of his classmates played on him so before long, she arranged for Len to move to another school where Len's education was continued by Jesuit Monks. In later years Len would recall how good his school days had been and about the very high standards of teaching by the Monks.

Len's ambition was always to go into medicine and with his academic qualifications he might well have done this, but at that point in history in this country, you had to 'know' someone in order to get in and so he went instead to Brighton College to study chemistry.

He was called up like so many others to undertake his National Service, and this he did working on munitions in the Army town of Aldershot and it was there he met Vera who was also serving in the Army.

The couple were married in Vera's home town of Ramsgate and after returning to Civvie Street, Len began work as an industrial research chemist working with some well known companies like Glaxo and Beechams both big names in the pharmaceutical industry.



Before long, the couple had welcomed their children - Kevin, Robert, Andrew, Alison & Amanda. The family moved to Airdrie, Scotland in the 70's when Len took a job working for the drug company Organon in Newhouse. Len was a man who was extremely diligent when it came to standards and he was at times aware that others were not working to these high standards and typical of the man, he grew concerned about the problem and his health suffered as a result, so he took early retirement in the late 80's and they moved to Montrose. Len made a workshop in the rear of the garage and over the years, many models were turned out as by this time Len had become more of a builder than a flyer. I visited many times and Vera would deliver tea and biscuits to us as we sorted out the problems of the modelling world.

Sadly, Vera developed pulmonary fibrosis and Len nursed her for quite a few years, until she passed away. They had been happily married for fifty five years.

Due to Vera's illness and subsequent passing, they had employed Emily to help out around the home. Eventually, Len found himself looking forward to Emily's visits and before she started her work, he insisted that she sit down whilst they enjoyed a chat and a cup of tea. Gradually, the chats became longer and they enjoyed one another's company very much. Len would admit that he never thought he could be happy again after losing Vera, and always said he was so grateful that Emily came into his life. A little over two years ago they were married in Montrose Registrars on 7th September 2015, followed by a reception in the George Hotel.

Len couldn't quite get over just how much everyone rallied round to help to give them a special day. One 'borrowed' a car from a customer, and wearing the chauffeur's hat that had been obtained from the internet turned up at Len's place with a gleaming black Jaguar. Another made the cake whilst another attended to the wedding photography. Len, being the humble man he was, and despite his intellect, was overwhelmed at his friends' generosity and what they all did.

With Emily working full time, Len became very adept in the kitchen but admitted he found it amazing how women thought out what to eat every night. He enjoyed his computer and of course his other passion was something that had been with him throughout his life and that was his model aircraft. He had always been interested in them and although he stopped whilst bringing up the family, one day Vera suggested he should take up the hobby again once they had grown up and of course his interest was rekindled.

Len was a member of Cumbernauld club whilst living in Airdrie serving The SAA as Chairman for many years, then after moving to Montrose, joined Montrose Club and also Angus Club when it was formed.

Len was as happy in front of the computer listening to Pink Floyd, Tangerine Dream, Dire Straits etc. with his very eclectic tastes, as he was watching television or chatting with Emily about their day. He got on so well with his step

daughter Claire, and was delighted to be at her wedding early last year.

Len had a great sense of humour but knew when to be serious when the situation called for it. He was without doubt an articulate intelligent man who would carefully think things out before making his decision then would see it through to the proper conclusion. Sadly, around April last year, Len fell ill and was diagnosed with myelofibrosis. This condition was managed until the end of July when Len attracted the unwelcome attention of a swooping seagull whilst out enjoying a run on his bike and after the resulting fall, suffered severe pain in his hip.

A few weeks later, on an evening in Ninewells Hospital, Len lost his final battle after suffering a heart attack on Friday 25th August with Emily, Claire and granddaughter Joan by his side.

Unless you had known Len personally, you may not know much about him as he never pushed himself to the front, but as was said in the last Airtime, we owe him a great deal and I am pretty sure, to use a few words from an old Scottish song, we might be lucky to see his like again.

Tommy Taylor

Tommy sadly passed away after fighting COPD on the 2/1/18

He was a keen Aeromodeller having cut his teeth flying freeflight and control line whilst in the RAF, and after moving to RAF Scampton he would venture into the world of radio control, however the thought in the new club was that you learn on a fully aerobatic model as it does what "you" tell it..... Soon after Tommy was posted to RAF Kinloss and joined the Elgin Aeromodellers where he enjoyed many, many years of happy membership and indeed it was whilst here that he joined the SAA soon after its conception.

He touched many people throughout his Aeromodelling years and the community will be a sadder place for his passing.

Gary Taylor



John Cunningham by Bill Anderson

I would like to thank John's wife and family for asking me to say a fond farewell from the West Calder Club and also for the privilege of helping John to make his last flight. Now! That was something he always picked up on at the flying club: if he heard someone say after a days flying "I will just have my last flight" he told them to change the words to "one more



flight" and never tempt the king of gravity to take over because he would always win and the plane would be lost.

I met John 11 years ago on a Saturday when I was out cycling trying to keep the legs working and the midriff in check, when I saw some model planes flying so I went up the track to investigate and there he was! "Are you interested?" he asked and I said "yes, and I think I have a plane in the loft". "Bring it up next weekend" he said and I will see if it will fly, so up it went with John in control which led to me being hooked on the hobby.

John taught me to fly along with countless other guys year after year. Some of his training comments will always be used at the club for years to come. If he was instructing someone to turn right he would say go right – go right, your other beep right and that usually did the trick.

He was made a life member of the club a few years ago due to the constant training and all the help setting up transmitters and planes for countless new starts. This meant John's joining fee was nil but he soon found a way around not paying his joining fee. He would ask me to do him a favour and knew that I would so before the year was out he paid for pies, sausage rolls and bottles of gas for the club hut and ended up paying more than he would have if he had paid a joining fee.

We have a club hut which is our weather shelter and hide away that is well used at weekends for tea and coffee and every weekend come rain or shine. John travelled from Portobello to be there before anyone else to put the kettle on and if it was cold he would make sure the heater was on. John was very proud of the club and the never ending work that goes on and always thanked those involved with "You're doing a grand job". John will be sorely missed.

Brian Martin



Along with his clubmates from the Tynemouth club, Brian was a regular visitor to Newbigging for the Scottish Nats, the Paisley Trophy and the Steel Cup events through the years from 1980 to 2007. Although his early contest successes were with power models, Brian was a dedicated “rubber man” by the time he started coming to Newbigging.

He was particularly successful with his Korean style Wakefields. He won the F1b event at the Scottish Nats ten times. There were five consecutive years when he was unbeatable.

Brian is seen here with a Coupe on Newcastle Toon Moor, where he ran the very enjoyable Tynemouth Mini Rally for many years.

My Spitfire Hero by Mike Boulcott

My story starts at Princethorpe Primary School, Weoley Castle, Birmingham 1945 to 1948 (yes, I am that old).

Our primary teacher was a gentleman called Mr Squire and the whole class thought he was the greatest, this perhaps due to his ready smile that he was always wore. But I especially noticed, and will always remember him by, his bright blue twinkling eyes.

One day we found out, from another teacher, that Mr Squire had been a Spitfire pilot during World War 2 and this made our respect for him even greater.



Flight Sergeant Howard Squire at age 19

It also stirred our curiosity. One morning in class we picked up courage and asked Mr Squire whether he had shot down any Messerschmitt during the conflict. To our complete and utter amazement, Mr Squire explained that he had not in fact shot down any enemy aircraft but he had destroyed two Spitfires!

We all sat in complete silence, wide eyed, as he told the story that only happened a few years before. As a junior pilot, during 1940, he was taken up into the air by his Squadron Leader who instructed him to follow his Spitfire very closely so that they could practice 'dog fighting'. During these aggressive manoeuvres, his Squadron Leader kept on telling him to "Stick to me like glue".

At one point, Mr Squire found that he was actually overtaking his Squadron Leader's Spitfire from above and had lost sight of him, mainly due to the restricted forward vision that a Spitfire has due to its large bulbous engine cowling.

Perhaps unaware of where Mr Squire had positioned his Spitfire, the Squadron Leader started to climb just as Mr Squire dipped his Spitfire's nose to regain visual sight. CRUNCH! Mr Squire's propeller sliced through the Squadron Leader's rear fuselage and cut off the whole tail assembly. The detached tail assemble came flying up towards him and realising that he had made contact, Mr Squires quickly ducked down and forced his head between his knees. This

action undoubtedly saved his life as he heard the detached tail assembly tear off his windscreen. His canopy parted company fell away and his rear fuselage was flattened. His Squadron Leader, now tailless and out of control, spun away below him, heading towards the ground and followed by the tail.

Back in the class we asked Mr Squire what had happened to his Squadron Leader. He told us that his boss had bailed out much faster than he did and also survived!

He explained that he had then throttled his crippled Spitfire back, set the controls straight and level, and then bailed out himself off the port wing.

Both Spitfires were lost!

In 1947 and still in primary school, I contracted rheumatic fever, and was ill and off school for 9 months – medication in those days not being what they are now!

Mr Squire came to my house during those 9 months and was a great help tutoring me with my homework and doing my morale no end of good. Without his help I would never have passed my 11+ examinations to gain entry into grammar school. This help, along with the additional chess lessons (a game which I still relish and play regularly to this day) made a great difference to my determination never to be beaten and no doubt speeded my recovery and furthered my success for future education.

I heard nothing further for 30 odd years and then, quite un-expectantly, Mr Squire's Spitfire re-appeared back into my life.

When Sergeant Squire bailed out, his Spitfire flew on quite serenely and landed wheels up, in deep snow in a meadow close to a river bank. This was 28th December 1940, and the weather was atrocious, with deep snow covering the local countryside. When the RAF recovery crew arrived, it was decided, that because of the depth of snow, the Spitfire could not be recovered, so they, and some local villagers, pushed it into the river!

All was forgotten, that is until 1976, when in a drought-ridden summer reduced the level of the river and the tail fin of the Spitfire appeared above the water. All this time the Spitfire had been fully submerged on the riverbed, encased in thick mud, which had a beneficial preserving effect by eliminated corrosion caused by oxygen.

The Spitfire was carefully recovered and placed into storage for many years – one again forgotten.

On a visit to my osteopath, she told me that she had seen a Spitfire on a road trailer heading south. Unknown to me at the time, this was Sergeant Squire's Spitfire X4650 on its way to Duxford for restoration and rebuild.



Following the hundreds, or perhaps thousands, of hours of skilled restoration work, Howard Squire came to Duxford in 2012 and saw his beloved Mk1 Spitfire again, 72 years after he bailed out.

How I wish that I could have met my old teacher Howard Squire again.

I have only missed one Flying Legends Airshow in the last 22 years, that being the year that pre-booking was introduced. Coming down from Scotland to visit Duxford has always been the highlight of my year, so in July, I drove down to Duxford and stayed for three days.

On my first day at Duxford I had mentioned my connection with Flight Sergeant Squire and his Spitfire to the engineer working on it. As he was the Chief Engineer working on her at the time, he very kindly took me under the ropes in my electric disability buggy to the far corner of the hanger to see X4650.

He explained that the markings and lettering had been altered, as it had been used in the film DUNKIRK and showed me the video that he had. The video showed X4650 landing on the sands at Calais, in the now famous shot at the end of the film. It looked absolutely spectacular.

On opening access hatch on the port side of the Spitfire, taped inside is the signature 'Howard Squire 54 Fighter Squadron'.



Mike and X4650

This story was rounded off with photographs of me and the Spitfire which gave me one of the greatest thrills I could have ever imagined.

POSTSCRIPT

Howard Squire's Squadron Leader was the famous Al Deere (see pages 177-182 of the book 'Nine Lives' by Alan C. Deere. Pic.5). His parachute only partially opened, but he was saved because he landed in a deep sewage tank... What he said to Sergeant Squire afterwards can only be imagined!

Howard Squire was shot down by Flak, on a sortie over occupied France in February 1941, but parachuted to safety, becoming a POW for the rest of the war. He later became our much-loved teacher.



Spitfire X4650 was built in Castle Bromwich and was piloted by Howard Squires of 54 Squadron, RAF Caterick, when he collided with Flight Commander Alan C. Deere over North Yorkshire in December 1940. Following his Flight Commanders instruction, Howard Squire got too close and collided with him at 12000ft causing both to ditch. Both pilots successfully bailed out and were unhurt on landing.

During the very hot summer of 1976, the Spitfire was rediscovered due to the low river level on farmland near Kirklevington, Cleveland. After the recovery of the aircraft, the engine was refurbished by specialist in Gloucestershire and the airframe was restored by specialists on the Isle of Wight. The first post restoration flight took place on the 9th March 2012 and was flown by Paul Bonhomme, the Red Bull Racing pilot.

Currently X4650 is based at Duxford with the fighter legends Collection.

Freeflight by Jim Arnott

Finlayson Trophy Day

The 17th of September was dry day with a breeze of below 10mph from the Northeast. The scheduled events were able to go ahead as planned. The main event was the Rubber Championship for the Finlayson Trophy – that is combined rubber with BMFA (50gm); Classic (75gm); or Vintage (100gm). A range of supporting events from the BMFA calendar included Classic Glider, Classic R/P, and combined Electric. The breeze was in a poor direction, North Nor-east, which put a line of trees at about three minute range. With the CD calling for 2:30 max flights, models would be at risk throughout the day. It was



a close contest between Tommy McLaughlin and Jim Arnott with their Classic Urchins. Jim thought that he had blown his chances when his first flight scored 2:18 in poor air, but Tommy's first was also launched into a bad patch for a 2:11 first flight. As the day warmed up both Tommy and Jim had big second flights overflying the downwind trees. Further maxes from both on their third flights left Jim 7 seconds ahead and winner of the Finlayson Trophy.

Bruce Duncan had a rare off-day with his BMFA Rubber model and had to settle for a 4:00 minute total.

John Eland flew his OS 15 powered Ascender in Classic Power. He had one max, d/t'ing down just short of the trees on his way to a 6:01 total. David Hambley had two flights with his Sans Egal classic glider. 2:10 and 2:19 in neutral air showed that it was in good trim.

David also flew in the BMFA Combined electric, along with Chris Edge. Both flew E36 models. Chris was adjusting the trim throughout the day and flights of 1:55 and 2:03, were followed on his third flight by his best climb pattern ever for a comfortable final max and a 6:33 total. David again abandoned his newer E36 model in favour of the very consistent Super Pearl and had flights of 2:10,



Jim plods back through the mud having used a perch pole to knock his Urchin out off a fir tree.

2:30 max, and 2:23 for a 7:03 total. For this BMFA Area Event, the weather across Britain was generally very good and five fliers achieved a full set of maxes in combined electric. Chris Strachan won with a 6:33 fly-off flight.

The Steel Cup, originally planned for 16th July was postponed due to the strong winds. More than two months later, on Sunday 8th October, a pleasant flying day gave us the chance to run the event. There was a steady breeze from the west around 8 mph. It was overcast but dry all day. These were excellent conditions for towing gliders, although finding good air would be difficult. The Steel Cup is combined F1a and F1b but our five entries all chose to fly F1a gliders. Tommy, Chris and Jim scored maxes

on their first flights. Chris and Jim added a second flight max. While Jim fell short with 2:16 third flight, Chris completed his full house with another comfortable max to win the Steel Cup.

With winds gusting to 35 mph on the 15 October, the **Pan-Am Trophy** was called off, but we did not have to wait long before the rerun on 29th October. When we arrived to find a stiff breeze from North Northeast blowing at the trees, I was aware of some mutinous rumblings, however, I set the max at 2:00 and reassured everyone that if we got to a fly-off at 3pm it would be much calmer.

David Hambley was flying his Old Peculiar, a BMFA straight tow model. Chris Edge was flying his #48 Bunter. Bruce Duncan was flying his Classic Sans Egal, and Jim Arnott was flying his large open model.

Maxes were soon peppering the score board, with all four flyers having excellent first flights. Chris d/t'd into the trees at 2:00, but luckily landed nicely beside a bridle track. Having seen that, Jim set his d/t for 2:30 and overflew the trees successfully. That was the high spot of his day as on the second flights Jim was the only one to drop time. The wind moved round to the North North-west giving a clear downwind area. David, Chris and Bruce completed full

houses in fine style.

As promised, at fly-off time the conditions were perfect. There was a 5 mph light breeze which was ideal for kiting models to the top of the line. The weak sunshine from the setting sun maintained a pleasant temperature.

Bruce first away in nice patch of air. Not strong enough lift for the model to climb but definitely slowing its descent. The Sans Egal held on beautifully for a super 3:47 flight. Chris was in the air a minute after Bruce and was in equally good air. It was another great flight and when it dropped behind the ridge it



As the shadows lengthen Chris, Bruce, and David prepare for the Pan-Am Trophy Fly-off

was clocked off at – what 3:47 ! David launched a few minutes later and his Old Peculiar was also in good air. It was a third super flight and the odds on a 3-way tie were shortening rapidly as the Old Peculiar passed the 3 minute mark with some height in hand. It dropped out of sight behind the ridge just 16secs short at 3:31.

After quick retrievals, Bruce and Chris lined up to go again. Bruce towed first, was quickly to the top of the line and off smoothly. Chris started circling and watching Bruce's model. Bruce had found another good patch of air and his Sans Egal was holding height well. Chris zoomed his model off into the same area. Then a disaster for Bruce, his model d/t'd early for 1:25 while Chris's

model flew on in the buoyant air, enjoying the winning flight until he radio d/t'd it for an excellent 4:28 time. Congratulations to all three contestants in a memorable glider fly-off.

Our final outdoor meeting of 2017 was the much delayed Power Championship for **The Lawrie Trophy**. When perfect weather conditions were predicted for a mid-week day, we grabbed the opportunity and we gathered at Newbigging on Thursday 2nd November. We were rewarded with the best flying conditions of the year – a very light drift from the South and sunshine from dawn to dusk.

It was a combined power event for Classic, Vintage, BMFA, electric, and SLOP etc. There were five entries. John Eland flew a Classic Power model, an As-cender #18 powered by an OS15. Chris Edge and David Hambley flew E36 electric models. Jim Arnott and Tommy McLaughlin were competing with Vintage Power models, an OS15 powered All American for Jim and a Fox25 powered San De Hogan for Tommy.

John, David, Chris and Jim all started with 2:30 maxes and it looked like it was going to be a close contest. It was not to be however. Despite the perfect con-



ditions David, Jim, Tommy and John all contrived to drop time on their second or third flights, while Chris marched on with very consistent and comfortable maxes to win the Lawrie Trophy.

End of Year Results :-

Chris Edge added the Lawrie Trophy to his large 2017 collection.

Jacobite Trophy - When I was in paid employment, I would often have a wistful glance outside and wish to be on the flying field rather than the workhouse. The Jacobite Trophy event was particularly aimed at retired gentlemen to

allow those calm non-contest days to be utilized in a low key event and to give the poor old dears something to fill the incessant tedium of retirement. It is a season long accumulation of short flight times. How strange it is then that the regular winner of the Jacobite trophy, who retains it again in 2017, is one of the

few members who is still working. Yes, Himself the Thane of Glaur, will remain in residence in Perth under the stewardship of Bruce Duncan. With a total logged flight time of 55 minutes, Bruce was miles ahead of the field. There were no prodigious 20 to 30 minute flights by Bruce this year, just a consistent logging of 1,2 and 3minute efforts. Jim Arnott was second and David Hambley was third.

Bill's Chuck Glider League - there were four outings this year where entries were made in the HLG/CLG league. Jim Arnott won two of them to retain the trophy.

In the interclub event for the **Caley Shield**, the results of the three championships; Glider, Rubber, and Power are used to decide the winning club. A win in the Rubber championship and good performances in the Glider and Power championships from Jim Arnott and David Hambley was enough to see their Dunfermline Club retain the Caley Shield.

2017 Free Flight League : The stand out performer of 2017 was Chris Edge. He won nearly every contest that he entered including the Alison Trophy, F1a and Power at the Scot Nats, the Lawrie Trophy, Steel Cup, and Pan-Am Trophy. His final flourish at the end of the season winning the last three contests carried his total to 74 points. His consistency with his electric power model has added a new dimension to Scottish Power contests. Added to these successes Chris won two events at the British Nats and also two BMFA area events, and of course he also represented GB in World Championships in Hungary. It has been a superb year for Chris.

In the face of this onslaught, it was difficult for Jim Arnott to defend his title this year; but two wins indoors, the Paisley Trophy, Jubilee Quaich, Finlayson Trophy, and Chuckie League saw him accumulate 77 points and stay just in front.

2018 Contest Calendar

Here is a draft contest calendar for next season.

The major change in the BMFA calendar is their plan to run a Combined Glider, Combined Rubber, Combined Power, Combined Electric, and HLG/CLG events on all eight area dates. As these are likely to be more attractive than some of the present Plugge events (viz – P30, F1j, F1c, E30, and CO2), I considered how best to incorporate these. I thought of using these events to determine our Glider, Rubber, Power and Electric championships, taking the your best three from eight meetings, but this would lose the focus of the Finlayson day, the Pan-Am Trophy day and the Lawrie Trophy day and I decided against that. I have dropped the Plugge events generally as having local SAA events, but on days when we have no major comp, I have scheduled a catch all local event.

Free Flight Contest Calendar 2018

18 Feb	Allison Trophy - all-in-mini (Includes A/1, 1/2A, Coupe, E36, and Mini-Vintage) BMFA 1st Area. <u>Plugge</u> events F1g, E36, Mini-Vintage + F1a (SMAE), CP (White), CR, CG, CE, HLG/CLG	<u>Newbigging</u>
4 Mar	Local SAA event - Combined Everything BMFA 2nd Area. <u>Plugge</u> Events P30, F1j, CE+ F1h, HLG/CLG, 1/2A Power, CG, CR, CP	<u>Newbigging</u>
11 Mar	Indoor Meeting - LRS Contest 11 am to 3 pm	Bathgate
25 Mar	Local SAA event - Combined Everything BMFA 3rd Area <u>Plugge</u> Events <u>Vint</u> Glider, HLG/CLG, F1c + CG, CR(<u>Gamage</u>), CP, CE, F1q,	<u>Newbigging</u>
Fri 30 Mar	Northern Gala	North <u>Luffenham</u>
1 Apr	Stop use of <u>Newbigging</u> during lambing season	
15 Apr	Indoor Meeting - <u>Pennyplane</u> Contest	Bathgate
1 May	Restart flying at <u>Newbigging</u> after Lambing	
13 May	Indoor Meeting - F1L Contest 11 am to 3pm	Bathgate
20 May	Lawrie Trophy (CP incl electric) – power championship BMFA 4th Area <u>Plugge</u> Events CP team, <u>Vint</u> R/P, E30 + CG, F1b, Mini-Vint, CR, CE, HLG/CLG	<u>Newbigging</u>
26-28 May	British Nationals	<u>Barkston Heath</u>
10 Jun	The Cranfield Classic	<u>Newbigging</u>
23/24 Jun	Scottish Nationals : Saturday F1a, Vintage, SLOP/E36 : Sunday Glider(BG),Rubber(BR),Power(BmfaP/E36) BMFA 5th Area : <u>Plugge</u> events F1h, 1/2A Power, CO2 + F1g, F1j, E36, CG, CR, CP, CE , HLG/CLG	<u>Newbigging</u>
8 Jul	Steel Trophy (combined F1a and F1b) BMFA 6th Area : <u>Plugge</u> events F1a, F1q, <u>Tailless</u> + P30, Vint R/P. SLOP, CG, CR, CP, CE, HLG/CLG	<u>Newbigging</u>
5 Aug	Paisley Trophy (all in CG,CP,CR,CE)	<u>Newbigging</u>
12 Aug	-- Start of grouse shooting season - avoid Saturdays at <u>Newbigging</u> --	
26 Aug	Jubilee Quaich and Caprice Contest(Bob Grieve Trophy)	<u>Newbigging</u>
16 Sep	Finlayson Trophy (CR) - rubber championship BMFA 7th Area <u>Plugge</u> events CR Team, Classic Glider, Classic R/P + F1c, CG, CP, CE ,HLG/CLG	<u>Newbigging</u>
Oct	Indoor Trimming Day	Bathgate
14 Oct	Pan-Am Trophy (CG) - glider championship BMFA 8th Area – <u>Plugge</u> events CG Team, F1b, SLOP + E30, Mini-vint, CR, CP, CE, HLG/CLG	<u>Newbigging</u>
Nov	Indoor Trimming Day	Bathgate
Dec	Indoor Trimming Day	Bathgate

F3a Roundup



The final event of 2017 was at the excellent [East Fortune Aeromodellers](#) site and we were met with an amazing blue sky which as usual did not last all day. As throughout the year we were down on numbers but 2018 is looking to be much better, with the 3 from the Angus club taking part, and 2 new pilots doing the entry level “Clubman” schedule, and 2 pilots from the [Blyth Valley Model Club](#) just north of Newcastle. As regards models for 2018, there are some nice new additions including a Mythos 125, a Mythos Pro and a Sebart 2m Prometheus. New people are always welcome be it flying or spectating and if you want to have some coaching before turning up at a comp then please don’t hesitate to get in touch.

First up for 2018 is the meeting at the excellent Drem site on the 24th March: <https://www.madb.com/place/11085>



IMAC Round up



Another year starts and for anyone who got a nice aerobatic type model for Christmas and wants to put it through its paces then your 1st port of call is to www.imacuk.org to have a look at the “Schedules” and “Resources” pages. The comps are spread across Scotland, England and Wales and are generally formatted as practice on the Friday, 3 rounds plus the optional but great fun Freestyle to music on the Saturday, the “Unknown” and a couple of rounds on the Sunday, all depending on the weather of course. Generally there is an optional pub meal on the Saturday evening. Caravans and tents are the choice for some and others use the local hotels or B&B.

The Scottish round will be at Castle Kennedy, 5th and 6th May with free entry for first time competitors. Please contact Malcolm if you would like to compete:

malcbalf51@yahoo.co.uk This is a great opportunity to meet a great bunch of fliers and see some great flying.

If you want some help and coaching beforehand please feel free to get in touch or check out the [Introduction Day](#) at the BMFA Centre on April 28th.

The **Tucson Aerobatic Shootout** was held last year, October 18th - 22nd in Tucson, Arizona. There was as usual some outstanding flying and amazing camerawork and echoing what Bill said in his Jet Masters article, some of the



pilots are just so young :) Here are the website and YouTube links:

<http://www.tucsonaerobaticshootout.com/>

https://www.youtube.com/results?search_query=tucson+shootout+2017



The major event of 2018 is **the IMAC World Championships** from 4th to the 8th September in Muncie, USA. <http://www.imacworlds.com/> with quite a few from the UK going. Lots of discussions currently going on about model transportation.

Another, closer event that gets good representation from the UK is **the Italian Cup** in Carole, just 20 minutes from Venice if you are thinking about a nice holiday in Italy. Flying is the 1st, 2nd and 3rd June.

<https://www.mini-iac.it/imac-italian-cup>

Dumfries Model Flying Club

by Colin Lee

After 25 years at the Bankend flying site, the club is on the move to a new location with upgraded facilities and here a few pictures of the progress so far.

We have completed the Fencing and Gates, The Entrance and Car Park are completed. There is a bit of work to do with the soil we removed for the stone to go in but it is far to wet just now. We have mowed most of the runway area the pits and the walkway from the car park which gives us a proposed site layout, The Pits tables are in place as is the Wind Sock and markers for the no fly zone.

We started Flying from the site on 18th February which is not to bad considering the Car Park was started on the Saturday 10th and the Fencing on Monday 12th, (The sheep were still on it on Wednesday morning). Saying all that the Runway requires a fair amount of work to get it to a stage to be able to take off and land with a normal under carriage, (but a couple of people did today and got away with it).

Next is to get it rolled which I am sure this will make a big difference and move us a step closer. The container is on order and there is still loads to do.



<http://dumfriesmodelflyingclub.webplus.net/>



Smithsonian Air Museum

by Bill Grimsley

During my travels judging for the International Jet Modellers Committee at the Jet World Masters at Dayton, Ohio, I had the opportunity to visit the Smithsonian Air Museum at Chantilly near Dulles Airport, Washington on the way home. What a museum, well laid out, lots of rare aircraft from the beginning of flight to space vehicles, a very helpful and interested staff and a bus service from Dulles Airport.

As you enter the building the first thing you see is Charlie Hillard's Pitts Special hanging from the roof and the goodies shop on your right.

This leads on to the main build first level gantry where you get a great overall view of all the aircraft.

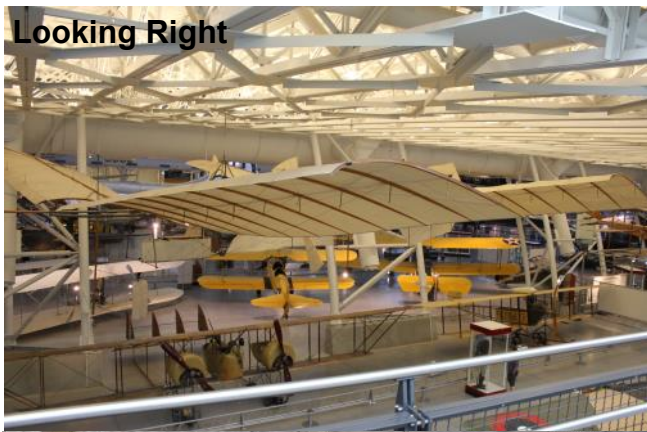
Looking to the right is early aircraft from various nations and looking to the right is more modern aircraft. The roof is festooned with all type of flying machines.

Just have a look at some of them.

There are so many aircraft it's difficult to know where to start and what to aircraft to show. Probably the best place to start is on the ground floor beginning with the early aircraft both civil and military.

The first aircraft on show are the early aircraft such as the Wright Flyer, the Caudron Bomber the Spad, the Phaltz, the Curtiss Jenny and a good many others, some of which are begging to be modelled.

Looking Right



Looking Left







Moving on over the central gantry the first thing that hits your eye is the Enola Gay, the actual one that dropped the first atomic bomb. This is in pristine con-

dition and polished to such a shine as to see your face in it.





On the other side of the gantry is a racing Mustang called Excalibur II which hangs above a well known Bearcat and a couple of smaller class racers.



The Turner Special

I have a set of drawings for the Turner Special for an 83", 30 to 50 size engines if anybody wants them.



Some of you might know the aircraft that the little racers are sitting under, this is the prototype Boeing 707 that was famously rolled with some news men on board who took pictures and film when it was inverted.



The one of a kind Hawk 1A was flown from 1930 to 1936 by Al Williams, a former chief test pilot for the U.S. Navy and a famous aerobatic pilot. He flew in the Gulfhawk in public and military air shows to promote military aviation during the inter war years when aviation budgets were low.



The Hawk 1A was originally Curtis P6 export demonstrator with an inline D-12 engine which was converted to a Wright Cyclone radial for Gulf Oil Company demonstration purposes. Al Gulf Oil aircraft were painted in the familiar orange with white and blue trim.

Al William Curtis Hawk 1A Gulfhawk and the Grumman Gulfhawk II G-22



Above is another famous aircraft: the Virgin Atlantic Global Flyer with the Swift underneath. The Global Flyer isn't the aircraft that flew round the world, the record breaker is in the Smithsonian in Washington.

There is a good number of the well known World War Two aircraft are on view, P-38 Lightning, Thunderbolt, Mustang, Tomahawk, Black Widow, to name but a few US machines. There is also British German and Japanese aircraft to be seen.

These are just a few of them







Not forgotten in the far corner of the museum are some of the jets.
I've left some of the names off see if you know what they are.





This is just scratching the surface of the aircraft, missiles, commercial, experimental and Space Craft in this museum. There are, according to Wikipedia over two hundred aircraft and 152 large space craft artefacts housed in 293,70 square feet of the Boeing Hanger and 53,067 feet in the Space hanger. We spent the whole day there only stopping for something to eat and left when it closed. So if you go there make sure you have comfortable shoes and that your camera is fully charged.

Jet World Masters 2017

On August the 12th the Jet World Masters was held in Jamijarvi, Finland and again I was fortunate be elected Lead Judge for Static Team A. The airfield is situated in the middle of a forest, roughly about the size of Lanarkshire, three hours north of Helsinki. The facility had everything we needed on site with a hotel, restaurant, bar and a games hall for accommodating and displaying the models.



Our first impression of the venue was that you had better like trees, because there are lots of them. We were also told that there were bears in the forest, but the only bears we saw were three Scottish bears from Montrose: Ian Morrow, Ian Bell and Alistair Bell. They had come for a short holiday to see the Jet Masters.



The second impression was that the facility was good, although the beer and the food were very expensive and you had better like chips and hamburgers!!!

The organisation was very good and new tarmac had been laid for the event. As you can see from the picture the trees were a bit closer than we would have liked but they were far enough away that the pilots coped without any problems.



With the three bears

There was two days of practice flying for the competitors before the start of the competition which obviously helped as there were no mishaps during the event. As is usual at the Jet Masters the event started with a parade of all the 12 competing countries, competitors, helpers and supporters, all flying their national flag with the judges bringing up the rear.

After each country was introduced to the spectators we were treated to an air display by the Finish Air Force Hawk Display Team and a Swedish Viggan, all at low level due to the overcast.

Then it was off for some beer and a walk round the competing models that were on display in the sports hall.

The standard of the models have, once again, been raised with the quality of finish and the number of different models, even though we had ten BA Hawks. The fine detail in these models was something to see, such as, although not



From left to right the judges were Finnish, Spanish, Italian, Swiss, German, German, Swiss, Dutch, French, Russian, American, Chinese and last but not least Scottish, in the baggy trousers.

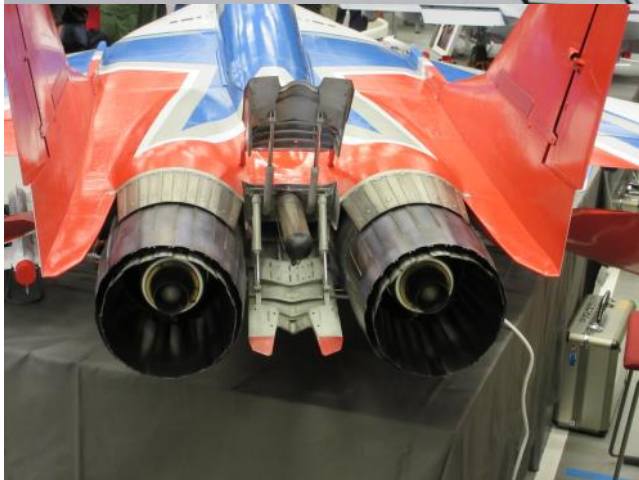
judged, the cockpit areas. So fine was the detail on the Russian Team's Mig 29, it was only allowed out of Russia on the promise that it would return to Russia and not be sold as some details on the model were still on the secret list. Many of the models had animatronic pilots in the cockpit that waved to you and looked around.

Many of the pilots in the models were effigies of the owner of the model. There was a lot of evidence of 3D printing for much of the detail and in the case of the Russian jet this was how the undercarriage was done, then high pressure carbon moulded. To see the Russian jet go to www.rusjet.ru where they have lots of video on the jets that they have built over the years and the technology they have used.

The one thing that impressed me was that all of the pilots took the time to talk to the spectators, answering all their questions and this happened throughout the competition. There were plenty of handouts from the teams such as hats and badges. The competition started the following day and the static judges



were shuttled off to a hanger some distance from the flying for the next five days. This meant that we didn't see much of flying as static judging didn't stop until about six p.m. most days and anyway the bar was open by then.



The static judging I found more difficult this time as the standard was very high. So much so that there is a proposal to increase the time allowed for static judging from 20 minutes to 30 minutes. As there are two static teams that means that each static team will be allowed 15 minutes to judge instead of 10 minutes.



For me the models that impressed me most were, obviously the Russian Mig 29, the German ME 262, the French Alpha Jet, the Austrian Draken, the German BA Hawk Mk88, the Swiss Hunters, all beautiful models.

There is no point in me telling you about what flying I saw or any more about the other models as they are well covered on YouTube and Facebook.

What I will mention is some of the pilots that were competing. For instance



there were six pilots that were 18 years old or under, in fact Vasily Eikhner from Russia had just turned 17 and flew a Yak 130 given to him by Vitaly Robertus.



Walter Gahwiler from Switzerland has severely disabled hands which didn't stop him from building his BA Hawk and winning first place in the 13.5 kg event. These competitors should be an inspiration to us all.



The full results of the World Jet Masters are on the web site along with lots of photographs.

The social side of the event was very good and a bit different than what we have normally.

We had a bonfire evening, held at one end of the airfield and required all of us trekking through the forest. That was when John Roth from the USA said he saw a bear, but I think he had a few bears (beers) before he came out. The barbecue sausages were very tasty and the beer went down well as did the bonfire and the fireworks. Later in the week the



The bonfire went with a bang

drink were excellent. After we had been fed and watered there was an excellent show given by a magician who in turn was followed by the customary presentation of gifts from the various nations to the Organisers.

When the ceremonials were over, it was socialising with everyone and having a drink of each nation's national drink. I bashed out whisky but had only a few drinks in return as I was still on duty in the morning, although I did get a present of a bottle of vodka. A great evening was had by all and everyone got back safely with no encounters with the bears.

So there you have it, the results are on the JWM 2017 web site for those who are interested. <http://www.jwm2017.com/eng/jet-world-masters>

The only down side for me was I was told that the Chinese Formation Cup competition that I was presiding as chief judge was cancelled by the Chinese Government. This competition will now be held on October next year. The event is a great event and social occasion where likeminded people from many nations get together to compete in Fellowship and to enjoy themselves doing what they love, flying jets. Why not come to the next Jet World Masters in China in 2019, you will be very welcome either as a competitor or a spectator.

Click here to go to YouTube for the videos:

https://www.youtube.com/results?search_query=jet+world+masters+2017

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Events 2018

Falkirk:

Falkirk Open Scale Fly in - Sunday 6th May 2018 (10am-4pm)

Falkirk Mid Summer Fly in - Wednesday 20th June 2018 (5pm-10pm)

Falkirk Summer Fly in - Sunday 5th August 2018 (10am-4pm)

LMA Longhorsley: May 25/26/27/28 More details here: <https://forum.largemodelassociation.com/viewtopic.php?f=41&t=8011>

IMAK UK (Scottish Round)

Castle Kennedy, 5th and 6th May with free entry for first time competitors

Waterplanes:

Loch Earn: March 24/25, May 12/13, October 6/7

Monikie: March 11th

Mill Dam: April 1st, September 2nd (Contact Alastair Lamb 01786 473329)

Kilbirnie: April 28/29, September 29/30 (Contact Alasdair Sutherland 01505 873045)

Loch Leven: August 19/20 (Contact Colin MacLean 07798 602096)

Loch Insh: September 8/9 (Contact Colin MacLean 07798 602096)

All the latest waterplane chat is here: <https://www.facebook.com/groups/204878686527621/>

Ayr and District fly-in.
12th May All welcome.
Jets , petrol, glow,
electric, gliders, and
everything else.
55.3720490, -4.7144610



Alloa September fly-in 2017

<https://1drv.ms/f/s!AqZOINbw4BJyhkrOSRHU8Tpo0fWW>



PJ Reynolds Photography



PJ Reynolds Photography

Balbedie Bring & Buy Sale, Feb 2018

The 17th Feb saw another busy day in Kinross for the 2018 Balbedie Bring and Buy sale. Both halls were full of goodies for sale and attracted a good number of people from the different clubs around the country.



Flying or Frying Jan 20/21 2018

by George Mungall

It's difficult to organise club events at any time but when Cumbernauld Club



member Andy Claase decided to organise a weekend event in January 2018 who would have thought that it would coincide with the heaviest fall of snow that we have seen in some years. Surprise, surprise thirteen hardy souls dragged themselves out of bed on the Saturday and made the arduous trek to the club site. Call me what

you want but I think that the lure of rolls with Lorne sausage or bacon followed by tasty treats was the main attraction. After all these people were fed by the very capable cook they got down to the serious business of flying or was that frying! We had everything from ski planes to float planes to air boats. The conditions could not have been better with no wind to speak of and beautiful clear blue skies. The picture with the air boat shows the perils of inserting your hand into a moving propeller, constellation was that it was cold and it took longer to

feel the pain, easy to track him in the white snow though!



Sunday was a totally different day, not even the aroma of cooking could entice some club members to leave their cosy homes. There were blizzard conditions at times and my wife phoned me to ask where I was and should I not be heading home? I replied that we had heat, food and

drink and all was ok. The blizzards abated and a few lucky brave souls were rewarded with some of the best flying conditions of the year. You could either fly, sledge or build snowmen. All departed happy at the end of an other very enjoyable event.

Indoor Flying.

Cumbernauld club has been running a weekly indoor flying event for some years now for small light type electric planes or quads. There has been a surge of enthusiasm with the small FPV quads with an obstacle course set up with some racing taking place. It is entirely up to the individual if they want to take part or do there own thing. It all takes place in a very friendly atmosphere. It definitely improves your flying skills fly-
ing within the parameters of four walls!





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