



# *Airtime*

**Spring 2019**



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working hyperlinks from [www.saaweb.co.uk](http://www.saaweb.co.uk)**





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**Front Cover Picture:** Slope Soaring  
with Forth Valley Soarers

[https://www.facebook.com/  
groups/292792921128489/](https://www.facebook.com/groups/292792921128489/)

# Chairtime

I would like to wish all our members and clubs a Happy New Year and a great flying season ahead. It is nice to see the different disciplines and that the members are talking too on social media, especially during the high winds we have been having.

I would like to thank the members who turned up to the AGM to give the council your support for all the hurdles and projects we need to deal with and try to achieve in this coming year. We are moving forward with setting up our limited company and the amendments to the ANO and EASA regulation changes. We should be in a position to let you all know how the regulation changes will impact us very soon as it has been voted on by the EASA committee. I would like to thank Colin McLean and Dougie Sheppard for taking on the roles of Guardians on the retiral of Douglas Dickie and Peter McKenna. I would also like to thank Gordon Hunter and Bill Anderson for all their hard work during their time on the council as without them and their input we wouldn't have gotten through all we have had to deal with over the last few years.

Talking about the AGM brings forward again the need for us to have new people to come forward onto the council. I personally feel I have done my duty for the Association having done 7 years at the end of this year. I may feel I have done enough but we have people stepping up to the plate who have done 4-5 times as much over their time in the association. The council is the heart of our association and you the members are the blood and we need new blood desperately so if you have any interest in coming on board please get in touch. You do not have to wait till the AGM to get involved because if you get in touch we are happy for anyone to come along to the council meetings to see what is involved. We have meetings approximately every 6 weeks through the year, so it isn't too onerous.

Well work has done it again for me. Due to work I have missed the Bring and Buy at Balbedie and from the messages sent to me by Tom Laird I missed couple of nice part built kits and a good day out. It also stopped me from getting to the Concours d'Elegance at Viewpark, Uddingston. I heard it was a very good social event but the entries to the competition were disappointing which would appear to have been due to a lack of advertising which is a shame. It is a very good venue and I have enjoyed my visits to this night out.

However I did make the DADMAC auction though I haven't managed to get there for a few years so it was interesting to get back. It was a very good night with a very busy auction. The range of stuff up for auction was a very varied lot with everything from engines to models kits and even lonesome wings. The bar and pie stall did very good business as the night went on with all the pies dis-

appearing at a rate of knots. The sale went through very quickly so much so they managed to do a rerun on all the stuff which didn't sell on the first run. The obligatory raffle at the end of the auction ran very well and for once I have to report that not only did I win nothing a certain Mr William Grimsley has for the first time I can remember actually won NOTHING. So all in all a great evening especially meeting old friends that I hadn't seen in a few years.

I attended the Fellow's lunch on Sunday 03/03 and it was good to see these stalwarts of the association making it there although we were missing a couple due to ill health. We had the two new guardians and a couple of the new members of the council: Geoff Stevens (treasurer) and John Carson (CD Rep). We also had the company of Morag Urquhart who is our old patron. It was good to hear some of the experiences of these not so young gentlemen and some of their exploits in the military, and it was nice to know that the military has been consistent in some of the crazy things they have done over 60 years.

I hope to get out and about a bit more later in the year as I should have more free time if everything goes to plan and I hope the weather will also play ball to allow this.

After the AGM as well as dealing with the ANO and EASA, I have been in touch with the LMA electronic membership people about setting up a scheme for us and to find out how much this could cost. We have unfortunately been like ships passing in the night to contact each other but I will get on with this and report back to the council with all information as I get it.

I have also tried to get grant funding to help with my pet project to get us defibrillators and this has been an eye opening experience for me. It would seem that there is a lot of lip service being paid to the idea of supplying defibrillators to local communities but there are so many barriers to having them or barriers to funding them. I have contacted the national lottery by phone before embarking on a paper trail of applications to no avail. This was a very good move as I found out from them that the Awards For All scheme actually isn't for "all". I was informed that the Scottish government had provided funding to local councils to enable defibrillators in communities. I am still trying to find out how to access this funding at this time. I contacted the British Heart Foundation and spoke to a very nice woman who passed on my enquiry to the defibrillator team who then replied and advised that they will only supply them to groups and communities where they can have a 240v power supply present at all times and we would be expected to pay £650 towards each one. This was after explaining that we need P.A.D'S as most clubs do not have access to a power supply, so that avenue has stopped dead. I have also emailed the St Johns ambulance service after a tip off at the AGM that they have funding for this kind of project, but it seems that they do not even have the manners to reply to



correspondence as I have as yet heard nothing from them.

I haven't stopped searching for help and I will do my best to make a success of this project.

As I have been writing this report our membership secretary has stepped down from her role due to personal reasons which we will support and respect. I would like to thank her for her 7 years hard work and support of the council in all she has done. Thanks Carolyn.

That means that we now need to find a new membership secretary so if anyone is up for taking over or knows someone who would be interested in becoming the membership secretary please get in touch. I have had news that a member from the Hamilton club is interested in taking over the role which is fantastic news for the council, but we still need more new people to come forward to take YOUR association into the future.

I would also like to thank the Monikie Ducks in taking over as the water planes CD and ensuring the successful future for this branch of the hobby which, from a social media perspective, seems to be coming more and more popular. I would like to wish all the council and members a happy flying year ahead.

Yours Jim McGlynn.

## SAA Thermal Soaring Contest Calendar 2019

### By Andy Lewis

		EVENT	Venue	Organiser
March	09/10	HLR Open & 2 Metre	Kilsyth	SAA/BARCS
	23/24	F5j 1	Kilsyth	SAA/BARCS
April	13/14	F5j 2	Kilsyth	SAA/BARCS
May	18/19	F5j 3	Kilsyth	SAA/BARCS
June	1/2	F5j 4	Linlith-	SAA/BARCS
	22/23	HLR Open & 2 Metre	Linlith-	SAA/BARCS
July	20/21	F5j 5	Linlith-	SAA/BARCS
August	03/04	Scottish Thermal Soaring Nationals F5J6	Linlith-	SAA/BARCS
September	7/8	Scottish Thermal Soaring Nationals Open & 2M	Kilsyth	SAA/BARCS
	21/22	F5j 7	Linlith-	SAA/BARCS
October	5/6	HLR Open & 2 Metre	Kilsyth	SAA/BARCS
	19/20	F5j 8	Kilsyth	SAA/BARCS

# Automatic External Defibrillators

## Dougie Sheppard, MCPara.

Automatic External Defibrillators (AED), Public Access Defibrillator (PAD), shock box, whatever you want to call them, they make a great difference to the chance of survival of someone who has suffered an out of hospital cardiac arrest (OHCA).

As a paramedic & clinical training officer with the Scottish Ambulance Service, I have seen first-hand, on numerous occasions, the difference AED's can make to the outcome of an OHCA.

In light of recent tragic events at Elvington when John Townsend collapsed on the flight line and closer to home at West Calder where a club member collapsed at the flying field, neither of which events had a positive outcome, the SAA Council proposed at this years' AGM, exploring securing funding to buy some AED's for events and competitions initially and looking to expand this to clubs which could provide secure storage.

By the very nature of our sport, we seek out remote areas to fly from, so if the worst should happen, the first responder will not reach you in time. We also have an aging membership pursuing our sport. However it must be recognised that cardiac arrest is no respecter of age.

10% of cardiac arrests occur in the under 45's  
27% are between the ages of 45 to 64  
23% are between the ages of 65 to 74  
40% over 74

Where do you fit on that age range?

In Scotland there are, on average. 3000 OHCA's per year. In urban areas, the Ambulance Service aims to have help with you in no more than eight minutes. (Without bystander intervention this may be too long!)

In rural areas this response time can more than double!

By following the chain of survival, a casualty's chance of survival is greatly increased.

### **The Chain of Survival**

For survival, all links must be present.

1. Recognising early that someone has suffered a cardiac arrest and calling the ambulance without delay. If you are unsure if the person is unwell enough to warrant an ambulance, call one anyway, we would far rather re-



spond to a false alarm than miss a genuine emergency.

2. If there are enough people on scene, send someone to the entrance to guide the ambulance in.
3. Start CPR. Place the heel of one hand on the centre of the chest, place the other hand over the first hand and press down firmly 5 – 6cm, then release. Try to do this 120 times a minute or twice a second.
4. After 30 compressions, give 2 rescue breaths and repeat the cycle. If you do not wish to do “mouth to mouth” don’t worry, just concentrate on chest compressions. This is known as “hands only CPR”. If there is an AED available, turn it on and follow the voice prompts but minimise interruptions to chest compressions.

As you can see, we are able to complete the first two links in the chain and if an AED is available, we can complete the first three.

If we do not try the first two links, at the very least, links four and five cannot take place.

A metadata review of OHCA survival rates found that the UK survival rate is around 8%. This rose to 32% when bystanders initiated CPR and attached an AED prior to the arrival of first responders. Survival rates were even higher for people who had a rhythm that could be treated by a shock from a defibrillator, at 53% following intervention by bystanders. (<https://doi.org/10.3310/signal-000473>)

Some questions and concerns were raised during the demonstration at the AGM which I will share with you here;

### **Q. Will I need training to use an AED?**

*A. No, these AED’s are designed to be used by bystanders with no training whatsoever and will even talk you through how to do CPR.*

**Q. What if I shock somebody accidentally?**

*A. The AED will analyse the heart rhythm and will only allow a shock to be delivered if it is a rhythm that would respond to a shock.*

**Q. What if I get confused and get things wrong?**

*A. Don't worry, just follow the instructions from the AED.*

**Q. What if I make them worse?**

*A. You can't make them worse, technically, they are dead, you can only make them better!*

Not everyone survives an OHCA, a lot depends on age, fitness and general health, however, following the chain of survival gives them the best chance possible.

You can always take a first aid course or a CPR course with one of the voluntary aid society's such as The Red Cross of St Andrews. Or if employed, see if your employer will put you through a First Aid at Work course.

Never forget, we are all racing the reaper, some of us can run faster than others but he does catch us all in the end.

Baekgaard J, Viereck S, Moller T, et al (<http://circ.ahajournals.org/content/early/2017/07/07/CIRCULATIONAHA.117.029067>)

Short S, Scottish Ambulance Service (via google)

British Heart Foundation (<https://www.resus.org.uk>)

# Obituary

## NOEL STEPHENSON

Sadly on the 19th December Noel passed away in Alnwick Infirmary aged 82. His family comprising Mel, Zoe and Lia were at his bedside. The funeral was held in St Pauls church Alnwick where the numbers attending indicated how much Noel was loved and respected. His family are greatly appreciative of the condolence cards and messages of sympathy they have received about their Dad. Noel was well known in the local area, clubs and societies of various kinds and from the aeromodelling community. Noel has been involved with aeromodelling since his early teens when building gliders and rubber powered models eventually lead the way to diesel and glow powered types. For many years during his military service he supported competitions organised by the RAFMAA in addition to those in civilian life. He himself was a very effective organiser and planner. His interests were in scale, aerobatics and team racing either as a pilot or pitman.

Google defines Aeromodelling as "the building and flying of model aircraft".

In Noel's case he took his hobby much more serious than that. For many years he was an accomplished designer of various type including the Spitfire (as shown in attached picture) plus Tucano, ME109,FW190,



**Control line stunter designed by Noel**  
P51 Mustang and Martin Baker designs. Some of these have been published. Having personally flown several of these models they indeed go well. His determination to research his subjects whether it be in aeromodelling or WW2 designs made him a worthy adversary in debate, he certainly knew his stuff and deserves the credit accordingly. In my 42 years of knowing Noel I have found him to be a real gentleman in every respect. Furthermore he has been an effective guide when revising rules and was a great source of encouragement, very unselfish with his knowledge and definitely the type of guy you would want in your club. Sadly in recent years his eyesight started to fail curtailing his driving and model activities. The ever shrinking world of aeromodelling needs people like this who set the standards high. Had any of you wished to donate to a worthy cause then Alnwick Hospice was supportive to him in latter stages of his life. Noel was a dear friend to me and I am very grateful to Mel, Zoe and Lia for giving me the opportunity to share these thoughts. **John Davidson, Chairman, MADMAC**

# Obituary

## Derek Stewart

Derek, a member at the Cumbernauld club sadly passed away on Saturday 26th January after a short illness.

Derek had only been a member of our club for under two years and was working his way towards his Bronze award which I don't think he would have had a problem passing. He was very much a larger-than-life character, full of life and bonhomie and was very much integrated into the club. I first met him some 25 years ago when he came over to the Isle of Man to see the T.T, motor-cycles being another of his great passions in life.

Derek had a fund of stories, anecdotes and droll observations on life; he will be much missed at our field and, no doubt, at all the auctions, Bring & Buys and other selling places our hobby promotes.

Ian Horn

Secretary

Cumbernauld Flying Club





# Freeflight by Jim Arnott

## Obituary - the "Paisley John O'Donnell"

John O'Donnell was a flying buddy of Tommy Lawrie. As the secretary and a stalwart of the Paisley Model Flying Club, he was one of the regular competitors at Free Flight contests in Scotland through the fifties and sixties. His brother Raymond has advised Tommy McLaughlin that John had passed away in December. Raymond remembers vividly the enjoyment that John got from making and flying his planes, whether successes or disasters, despite the smells that he introduced to the house.

Tommy recalls - "I met John and his buddy, Tommy Lawrie way back in the fifties when we were in rival aeromodelling clubs. We competed at Abbotsinch aerodrome, and joined forces when flying in competitions in England. He accompanied the members of my Glasgow M.A.C. club on a trip to Church Fenton, where he flew his MVVS powered Creep using a clockwork timer operated D/T. (that was cutting edge technology then). He was always the innovator and sent off to Italy for Pirelli rubber. He was responsible for arranging the inter-club contests between Paisley and G.M.A.C. A joiner to trade meant he travelled far and wide in the course of his work. In retirement, he settled down in East Anglia with his wife and family.

John and Tommy were the quintessential double act in the Paisley Club and together they camped out at the World Power Champs at Cranfield in 1960, offering their services where needed. Tommy often remarked that it was the last Power Champs where the off the shelf engines were able to compete with the top fliers. John also gave me a shot of his Triumph motorbike at Abbotsinch when I only had a Lambretta scooter. What a blast! Aeromodelling and the Avon Valley motorcycle club are my fondest memories of John. My condolences go to Elizabeth and family. It was one of life's privileges to have known John."

## Allison Trophy

The first free flight outing of the year was scheduled for Sunday 10th February and it was time to emerge from hibernation. The Allison Trophy is a combined event for the mini classes A/1, Coupe, 1/2A Power, E36, and Mini Vintage.

The forecast was not encouraging, with a deep depression due to pass over the Northern Isles on Saturday giving gales at Newbigging. These were expected to reduce to a gusty breeze on Sunday. With the two minute maxes of the mini classes, it should not prove too arduous so on Sunday morning the CD

confirmed the event was on.

There were five entries in the contest. The weather was better than anticipated with a 10 mph wind from West-southwest. We were all rather rusty after the winter lay-off.

There were very few maxes and some halfzeimer interludes, but it was a pleasant gentle start of season outing. Tommy McLaughlin flew this multi-system Coupe. Problems with the "variable incidence tail" setting (or rather its failure to unset) took Tommy out of contention. David Hambley flew his SuperPearl E36. After a test flight which was on excellent trim he was disappointed to drop the first two comp flights. A final excellent closing max was some consolation.



Bruce flew an A/1 glider and hit a nice patch of air on his first flight. It was a gusty period and the model drifted downwind quickly. Both his timekeeper (Jim) and Bruce surprisingly lost sight of it after only 1:40 when it was at a good height. Bruce had a lengthy search for it, but in vain. (He later received a call from George Donald at North Deanhead Farm to say that it had been found in his farmyard)



Colin Millar had been out trimming his French design vintage coupe at

his local “Mount Lothian” field. It was flying a bit too well for the size of field and got hung up in the firs.

He managed to pole it out undamaged.

The model was still on good trim with a first round max in the Allison event. Not quite so good on rounds two and three but a 5:11 total was very respectable.



Jim Arnott did not get any maxes with his reliable little Gollywock, but three near misses giving a total of 5:22 was enough to win the Allison Trophy.



## F3a

Another season beckons and a few new faces will be hopefully be joining us, though more are always welcome. The tour dates are as follows and as always we look forward to welcoming any new participants, and meeting members of the host club.

23/03/19 Drem

13/04/19 Kinross

25/05/19 Glenrothes

15/06/19 Dumfries

06/07/19 East Fortune TBC

20/07/19 Angus

21/09/19 CVF

12/10/19 Drem

For 2019 the Scottish Triple Crown Team will be selected on the result of the Glenrothes comp and if for any reason this is doesn't go ahead, on the basis of the positions in the first two comps, both to count. To try and encourage participation in as many events as possible, the 2020 team will be selected on the basis of the league positions throughout the season.

The first comp of 2019 was at the excellent Macmerry club at Drem, with a total turn out of 13 pilots over the 3 categories, and that was with 4 pilots missing, so a really good day and hopefully signs of a good year. We could really do with a few more in the entry level and Intermediate classes though as competing against oneself or 1 other is not always a lot of fun.



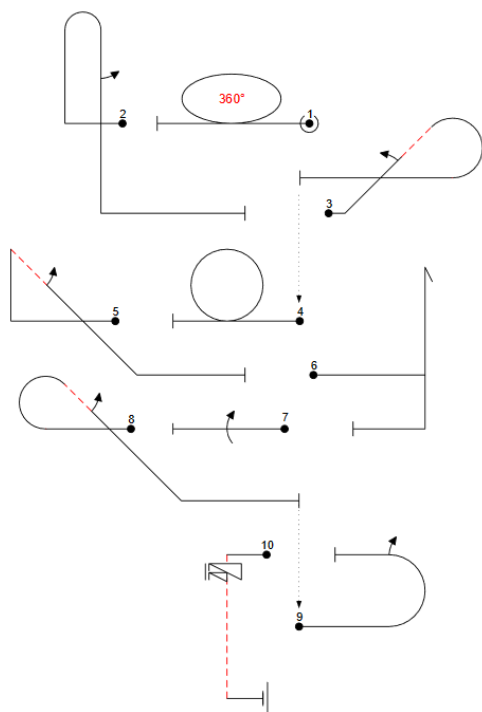
**Nice shot of a Krill Spark at Drem**



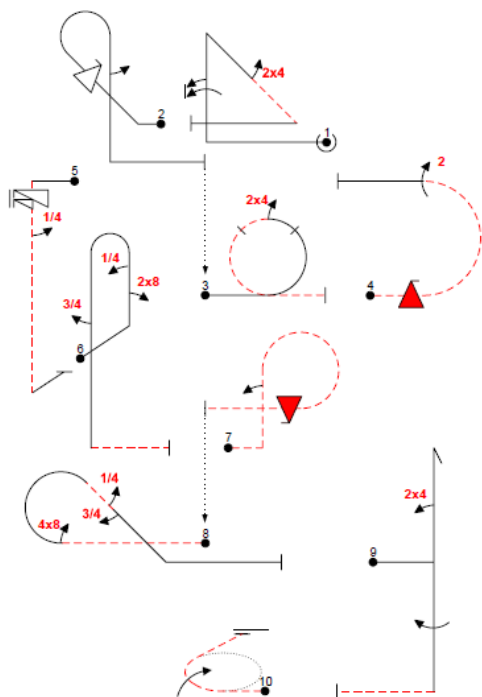
**This Citrin is new to the Scottish circuit and flies as well as it looks.**

# IMAC & Freestyle

As always with IMAC, the schedules change every year to keep everyone on their toes and the entry level ones are shown below. Watching the video of Dan on page 39 it is very tempting to run for the hills thinking this is way beyond us mere mortals but don't despair—you do not start off at that level :) Entry level is the "Basic" schedule with the "Sportsman" being the first category flown at the UK competitions. Click on the images to download the pdf's or watch the videos or go to <http://imacuk.org> or <http://www.mini-iac.org/>.



[Basic 2019](#)



[Sportsman 2019](#)



[Video Here](#)



[Video Here](#)

# Classic Pattern

Facebook: <https://www.facebook.com/UKCAA>

Homepage: <http://www.ukcaa.org.uk/>

Classic Pattern is the term applied to f3a models generally before 1996 when models were mainly self-built either from a kit or plan. There are no Classic Pattern meetings in Scotland (**if any club is interested then please get in touch**) but there are a few in England <http://www.ukcaa.org.uk/Events/Default.aspx> where the format is fly-in centric with a single competition round where the manoeuvres are selected by the pilot. This makes for a very relaxed and stress-free day out. In Scotland we do have a few "Classic" models so please send me pictures of any others that I have not come across. In central Scotland we

have this Chilli Wind 40 side-by-side to a modern moulded "Nuance". I also came across a DirtyBirdy during a visit to Dumfries, and in the West of Scotland we have the black, blue and red Flair Super Lightning designed by Dave Hardaker.







Above left: A Home Run which hopefully will take to the sky this year.

Above: There are a couple of Hanger 9 Phoenix's in Scotland and (left) This Wolfgang Matt Atlas owned by one of the F3a pilots.



Flair Super Lightning designed by Dave Hardaker

# Waterplanes

<https://www.facebook.com/groups/204878686527621/>

## Event Dates

**Mill Dam:** April 7th

**Kilbirnie:** TBA

**Loch Earn:** March 23rd & 24th, May 24th to 27th, October 12th & 13th

**Loch Leven:** 17th & 18th August

**Loch Insh:** 14th & 15th September

**Ulswater:** Similar to 2018 except for April to avoid Easter and June now a Sunday/Monday:

March Sat/Sun 23rd and 24th

April Sat/Sun 27th and 28th

May Sat/Sun 18th and 19th

June Sun/Mon 23rd and 24th

Sept Sat/Sun 21st and 22nd

Oct Sat/Sun 19th and 20th.







# Concours d'Elegance 2019

The annual Concours / Bring & Buy was held at the Viewpark Parish Church Hall and once again attracted a reasonable number of people, but the competition part was particularly disappointing with very few models entered which was a surprise given the number of kits that still get built. There is also a category for ARTF's which again did not attract too much interest. The "Bring & Buy" part was reasonable but I think all the real bargains were being held for the Dumbarton event only a few weeks later but a few good models did still change hands and bargains were there to be snapped up. It is not a particularly late night out and I left about 9 and was home by 9:30

I personally hope the event continues, but it is a huge amount of work to put on the event on for so little return. This might be a **"Use it or Lose It"** situation so if you are building something and/or want to book a slot on a table for next year please **contact John Davidson on 07884351443**.

**OPEN SCALE** and Concourse Trophy were won by Bill Grimsley.

**Control line** was won by Willy Kidd with his teamracer model.

**Free Flight** was won by Ed Barr with his Mercury Marauder glider.











# Dornoch Airfield

Malcolm Hayes (Chairman), Dornoch Model Flying Club

During the summer months I know several SAA members have holidays in Dornoch to take advantage of its superb Airfield, and we enjoy having them with us. Until recently there have been no issues. Aeromodellers have just been able to turn up and fly taking care of dog walkers and light aircraft.

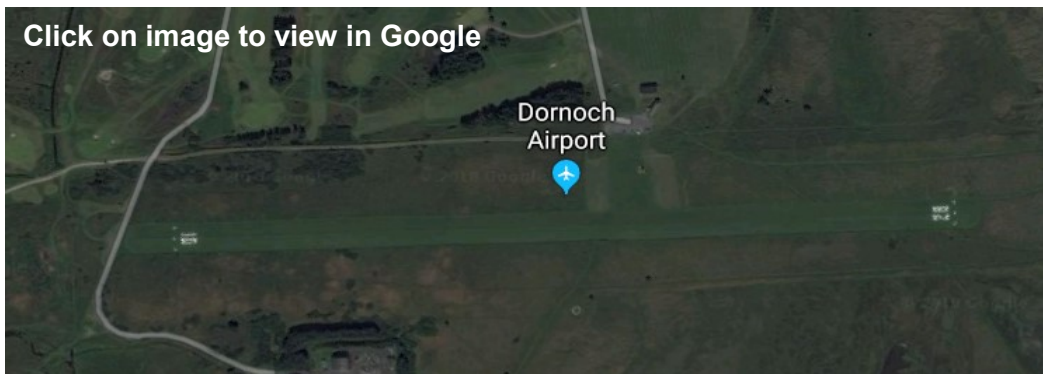
However, the Highland Council is now taking a more active role in operating the Airfield with the result that Aeromodellers now have to get prior approval, give proof of insurance etc. to access the Airfield and pay £18 per day for the 'privilege'. The Scottish Access legislation is being quoted as the need for obtaining prior approval for access.

Dornoch Model Flying Club members had always assumed that since the Airfield was on Common Good Land then access was a given right. However now knowing this is not the case means that all of us who fly there have been flying without insurance since we had no written approval from the operator to do so!

Once aware of this issue DMFC entered into negotiations with THC resulting in it obtaining a residents annual User Agreement with associated access fees for its members to permit their continued authorised access to the Airfield. The result of all this is visitors' legal access to fly at Dornoch Airfield will require either contacting THC to obtain prior authorisation and pay £18 per day or become members of DMFC. (N.B. The HC's preferred method of payment is debit or credit card. Payment can be made by telephoning 01349 886606 and stating, date of visit and code 10 41408 000 KC1802 16)

Now the latter is a bit daft for anyone just visiting on holiday so at the club's recent AGM it was decided to offer anyone visiting on holiday a temporary DMFC membership card which will be FREE, but no donation towards costs will be refused! I would there appreciate it if you could advise any SAA members who visit Dornoch of the change which has taken place. To obtain the temporary membership card (which also entitles card holders to 10% discount at a local Model Shop) just contact our Secretary. Details on the club's web site [www.dornochmfc.org](http://www.dornochmfc.org). If you have any questions then please just ask.

Click on image to view in Google



# China Formation Masters in Rongcheng

## by Bill Grimsley

Last October the IJMC Jet Formation Cup was held in Rongcheng, which is on the East Coast of China. It was supposed to happen earlier in the year but was cancelled due to a Chinese Government event which grounded all aircraft in that area and was rescheduled for October. I was chosen as the Chief Judge for the competition with judges from China, Hong Kong, America, Italy and me from Scotland.

Getting to Weihai, Rongcheng was a bit of a journey as it situated on the furthest away point in China and meant three flights; Glasgow to Amsterdam to Beijing and then Weihai, taking 20 hours. On arriving at Weihai Airport the Organisers had a bus waiting to transport us to the hotel hopefully for a quick nap.

No chance. As soon as we had booked into the hotel it was off to the flying site to check out the setup at the field. We found that the venue was ideal and that the only thing that had to be completed was the access road and the car park which did not create a problem.



**Runway to the left**

**Runway on the centre line**

**Runway to the right**

There was a minor hiccup in that some of the models had not been unloaded from the container which was still at the far end of the field but this was soon dealt with by the Organisers and by the following morning all the models were on display for the opening ceremony.

It was very evident that the Chinese Organisers had gone to great effort on the venue with a wide new tarmac runway running North-South which was long enough to land light aircraft let alone model air craft. There were marquees for traders and spectators to one side with the model hanger and offices to the oth-



### **The Reds Duo Team Steve and Mat Bishop with Kevin Watson setting up their Hawks in the hanger**

er side and a large spectator stand in the middle. The hanger was laid out with an area for each team with chairs and tables and power supplies for charging. At one end of the hanger we had a food stand with tables where the food was free for the Teams competing and officials.

After the inspection of the field it was back to the hotel which was a very grand and palatial looking out onto the sea. The room was very well appointed however the bathroom was a bit confusing: it had a glass wall! Not only had it a glass wall looking into the living/bedroom, it had glass partition walls for the bathroom, toilet and the shower room. This was very confusing for me and caused me to walk into the shower room door on my way to the toilet giving me a bit of a shiner for a few days.

The first day of flying was for practice to allow the teams to get used to the area. The wind was easterly which was across the runway causing a bit of turbulence however the teams handled the situation extremely well.

Following the practice days came the opening ceremony and what a show that was. The opening ceremony was a grand affair with speeches from the many dignitaries on the rostrum, including Reto Senn and Simon To IJMC. The rais-



ing of the flags was carried out by a squad of very smart soldiers who had stood absolutely still for an hour. After the very impressive burst of coloured smoke, the opening show began with a mini airshow of microlights, paragliders and a team of young people flying what I can only describe as radio controlled kites, some flying Ironman super heroes and some impressive aerobatic models.

Competing this year were twelve Teams from Germany, England, Hong Kong



and China. On working out the possible number of rounds that we could have in the competition we were confident that we could manage five rounds in the time we had. As it turned out we did manage to get the five rounds in. This was due in no small way due to efforts of Emmerich Deutch from Germany and Simon To from Hong Kong on the flight line, getting the Teams ready to fly and time keeping.

The first round was really a testing cum practice session for some of the teams as we understood that some of the teams had not done a lot of flying together and some of the others had a bit of jet lag.





The first round saw three of the teams having to scratch because of problems with the models.

The more experienced teams set the pace in the first round for the rest of the competition and even they had problems with their models. The one thing that stood out was the camaraderie between the competitors. If someone had a problem everyone was on hand to help out and resolve the problems.

Throughout the competition there was a happy carnival atmosphere as the organizers had arranged some sightseeing trips around the area, the local zoo for the helpers and families. We also had an evening to the Festival of Culture with live Stage and Light Show and hot air balloons held in the Olympic Park, Rongcheng.

The main problems we saw as judges were that many of the manoeuvres tend-



ed to be too far apart and not synchronized well to the music. However, the scoring became progressively better with each round as the teams settled down.



These were my two favourite models from the German Team





By the end of the competition the scores of the top five teams were not very far apart considering that they had flown five rounds. Mention must be made of the young pilots in the competition; they flew very well. In particular Maurice Reitz and Nick Rupert of the Horizon Team Kids, who are 11 and 10 years old, the young Chinese Team and the Hong Kong HK1 Team. It is very encourag-



The Horizon Kids at the end of the competition

ing to see that there a number of young people coming into the sport and competing. Every encouragement must be given to all of them.

My overall impression of the event was one of a well run competition by an excellent team. The venue had everything that was needed for the competition and I have no doubt that the JWM 2019 will be a great success.

I found the Chinese people very polite and helpful throughout the whole of the event and would recommend that you compete in the JWM 2019. More so when the Organisers are arranging the transportation of the models to the JWM free of charge and uplifting the models from where you live.

**The judges and some organizers from left to right Germany, Switzerland, Italy, USA, Scotland (Me), China, Hong Kong, Hong Kong, China, Germany, Germany.**



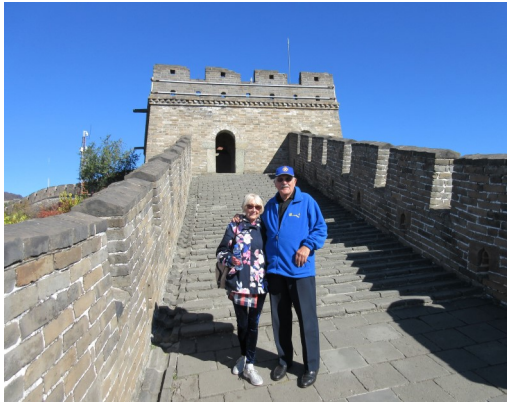
**For me the teams at the top were exceptional and were worthy winners; the final scores can be seen on the China Jet Formation Cup web site.**

**2<sup>nd</sup> Place Red Duo United Kingdom, 1<sup>st</sup> Place Jet Cat Team Germany, 3<sup>rd</sup> Place Elster Team Germany.**



I would also recommend that you take the time out after the JWM to see the sights of Beijing as we did, but that's another story.

**My thanks to the Organisers and all of the team involved in the organisation and to my team of Judges all of whom were first class. I hope to see a large entry next year at the JWM 2019 in China and maybe someone from Scotland.**



**On the great Wall of China**



**The Forbidden City**



# Kids National Flying Day by Don Imrie

Kids National flying day at Fife Airport where disadvantaged and disabled kids are given a flight in a full size aircraft at no cost to themselves or their carers. This is a wonderful scheme which always produces some very big smiles and is held at airfields all over the country every June.

Note the surprise visitor - a Vietnam era Cessna Bird Dog

<http://www.aviationwithoutborders.org/>



# Balbedie Bring & Buy





# Dumbarton Auction









# Falkirk Winter Build Competition

There are some fantastic models here which shows that building skills are not being lost in an ARTF world.

Winner Scratch Build:  
Craig Booth



Winner ARTF:  
Graham Hathaway





# Forthcoming Events 2019



**Falkirk Model Flying Club: John Wilson Open Scale Fly In at Westfield Farm, Airth, on Sunday 5th May.**

**<https://falkirkmodelflyingclub.wordpress.com/>**



**Ayr & District fly-in on 18th May. All model types catered for. [Click here for 2018 pix](#)**

**Web Site: <http://www.ayranddistrictmodelflyers.info/index.htm>**



**KRMFC Summer Fly-In 29th-30th  
June 2019**

<https://www.krmfc.com/>



**The next Machrihanish event is the 18/19th May**

**The MADMAC Control line open day at Strathclyde Park is provisionally either 8th or 15th June depending on what other events are on.**

## **IMAC**

The 2019 Scottish round of the UK league will be held at the Glenluce club near Stranraer over the 3rd and 4th August. Again, everyone is welcome to drop in to watch the action, have a chat, and see the latest models.

[www.glenluceandgallowayflyers.co.uk/index.htm](http://www.glenluceandgallowayflyers.co.uk/index.htm)

Dan flies “Unlimited” at the Glenluce club:

<https://www.youtube.com/watch?v=0b0mReGt8wE>

Please also check out the SAA “Events” page:

<https://www.saaweb.uk/events.html>

Select **“A”** or **“Agenda”** for the full list. Left click on an event, then select **“Copy to my calendar”** to put it in your own Google calendar.

# On-line Magazines

SAA (Airtime):

<https://www.saaweb.uk/airtime.html>

Sun Valley, Arizona (The Slow Roll):

<https://sunvalleyfliers.com/slow-roll/>

National Aeronautical Association of Australia (Wingspan):

<https://www.maaa.asn.au/news-top/wing>

Model Aeronautics Association of Canada (MAC):

<https://www.maac.ca/en/magazine.php> (in English et en Français)

IMAC (In The Box):

<http://www.mini-iac.org/Downloads>

Model Flying New Zealand (Model Flying World)

<http://www.modelflyingnz.org/magazine.html>

South African Model Aircraft Association:

<https://www.samaa.org.za/php/newsletters.php>

Academy of Model Aeronautics (USA)

<https://www.modelaircraft.org/media-resources/media-publications/ama-newsletters>

Air&Space Smithsonian:

<https://www.airspacemag.com/>

**If you have any more links please send them to me for the next edition.**



# On-line Museum Magazines

Royal Air Force Museum Cosford (signup required)

<https://www.rafmuseum.org.uk/contact-us/newsletters.aspx>

Bomber Command Museum of Canada:

<http://www.bombercommandmuseum.ca/newsletters/>

South Africa Air Museum:

<http://www.saamuseum.co.za/newsletters.html>

General catch-all:

<http://warbirdsnews.com/subscribe-mailing-list>

The Collings Foundation, Keeping History Alive Through Direct Participation.

<https://www.collingsfoundation.org/>

2017: <https://issuu.com/collingsfoundation/docs/cfmag>

2018: <https://issuu.com/collingsfoundation/docs/2018-collings-foundation-annual-mag>

Vintage Wings of Canada:

<http://www.vintagewings.ca/en-ca/vintagenews.aspx>

The Stirling Restoration Project:

<http://stirlingproject.co.uk/>

The Mosquito Restoration Club:

<https://www.peoplesmosquitoclub.org.uk/>

Hawker Typhoon Restoration:

<https://hawkertyphoon.com/>

Hawker Hurricane:

<http://hawkerrestorations.co.uk/>

The Smithsonian Air & Space Mag

<https://www.airspacemag.com/>

## Facebook

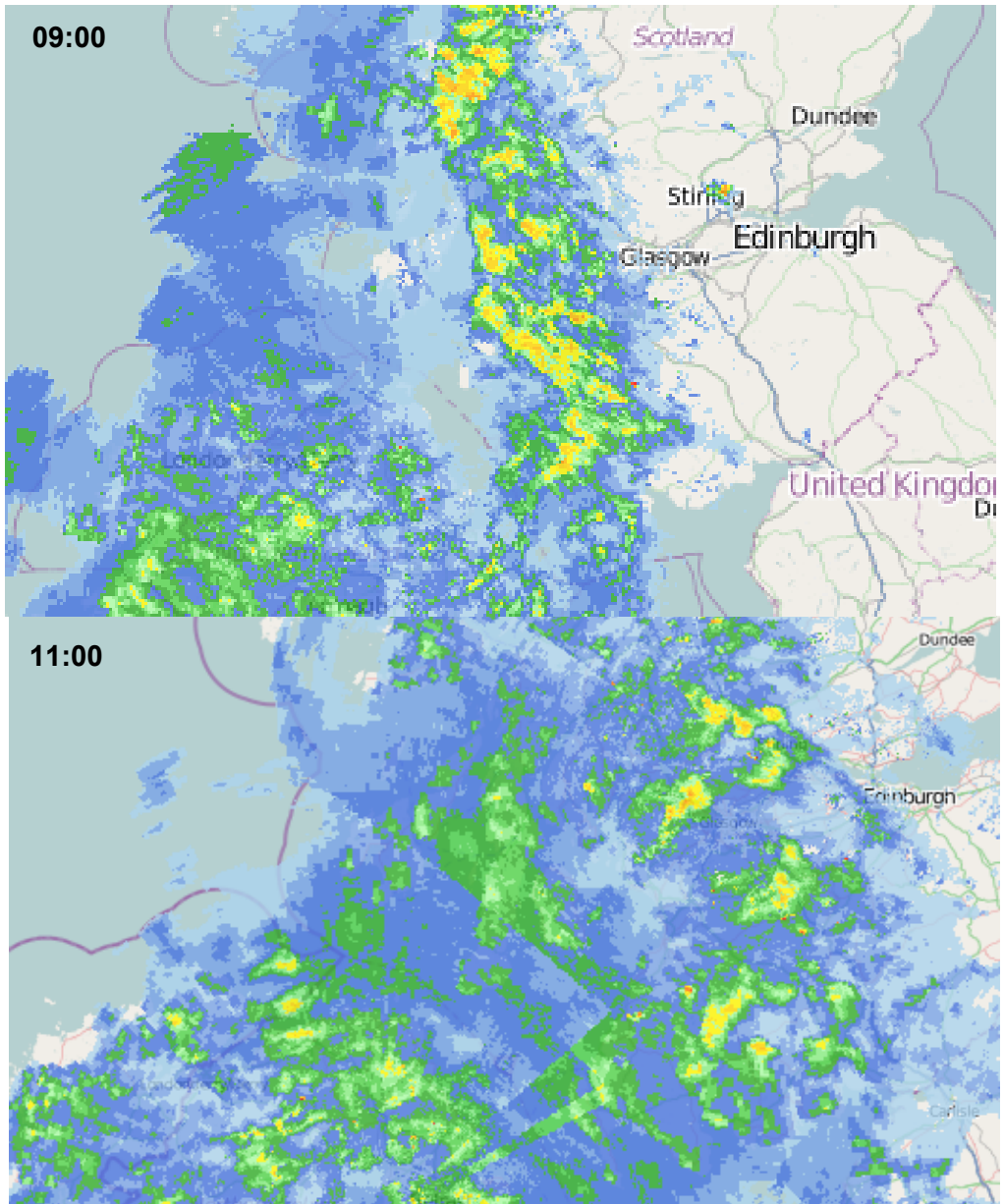
<https://www.facebook.com/TheCatalinaSociety/>

<https://www.facebook.com/stirlingaircraftproject/>

<https://www.facebook.com/peoplesmosquito/>

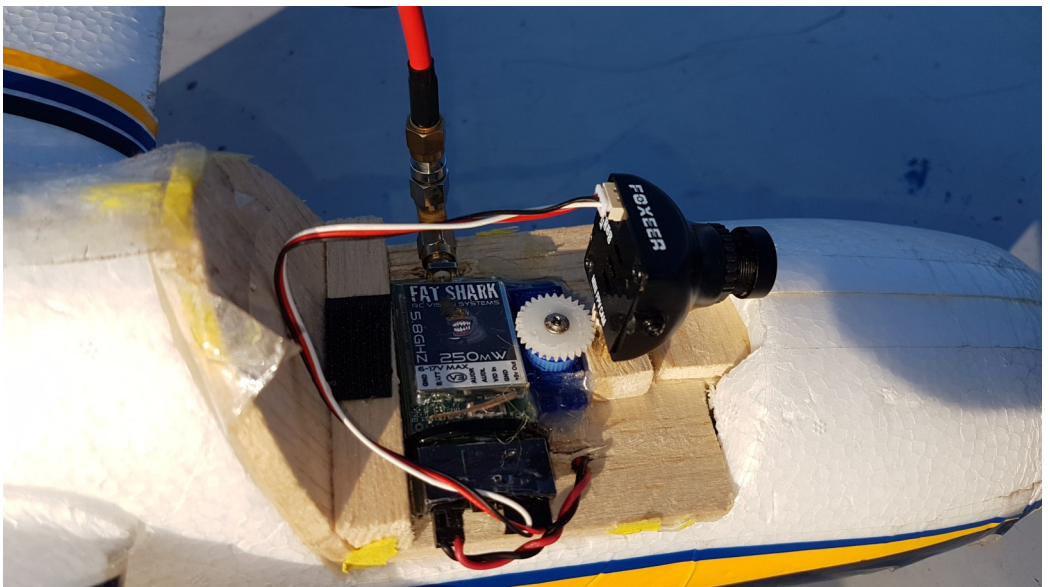
# Can I Go Flying?

We all have our favourite crystal ball to tell us what the weather is going to be (ha! ha!) but one I find useful is <https://www.netweather.tv/live-weather/radar> which has a 2-hour historic animation which lets you see if any rain is on its way, and by watching the video you can estimate a) when it will arrive and b) when it is likely to go off.



# Innovation Corner

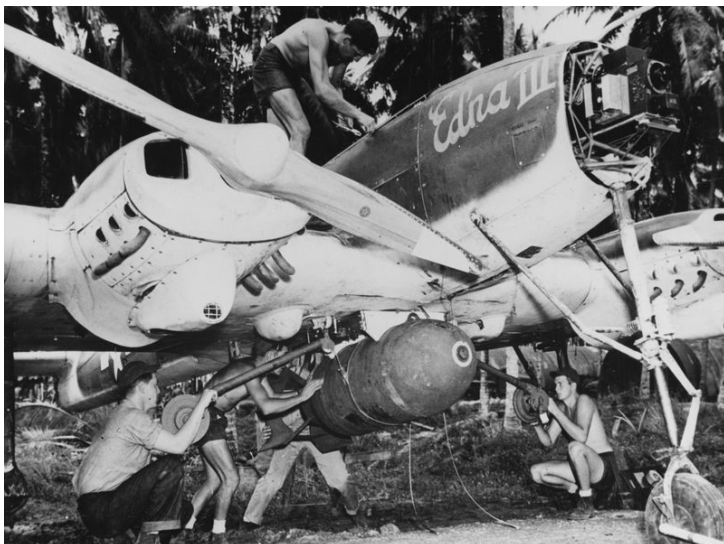
Here is a nice piece of work from one of West Calder's junior club members and is operated from one of the transmitter sliders.





# **“Oldies & Oddities: The World’s First Combat Drone” by Preston Lerner, Burbank, CA**

With their complex suites of electronic wizardry, drones seem to embody the modern, high-tech approach to warfare. Yet remotely piloted airplanes were first used in combat not in Afghanistan or Iraq or even in Kosovo but in the Pacific Theater during World War II.



**The TDR-1 even had a TV camera mounted in its nose.**

On September 27, 1944, four TDR-1 drones – twin-engine unmanned aircraft made of pressed wood over tubular metal frames built by the

Schwinn Bicycle Company – took off from a Navy base in the Solomon Islands, armed with one 2,000-pound bomb apiece. Each was controlled remotely by a drone pilot in a conventional TBM-1C Avenger torpedo bomber equipped with a top secret form of video equipment – a newfangled RCA television.

The strike force flew 55 miles to Bougainville, not far from Guadalcanal, to attack an anti-aircraft battery the Japanese had established on a beached merchant vessel. One of the TDR-1s was lost at sea. A second crashed 30 yards astern of the gun emplacement, but the bomb failed to detonate. The third probably hit the port side of the ship. The fourth flew through flak to land dead-center on target. As remote-control pilot Billie Joe Thomas later told documentary filmmaker Nick Spark, “I kept working that right on in, and boom! All of the sudden, it contacted the ship and blew up.”

Combat operations with the drones continued for the next month, with the range of the attacks being extended to 160 miles. But despite modest successes – and even though no American lives were lost – the TDR-1s were ground-

ed by the end of 1944, the victims of shifting priorities, military politics, not-invented-here syndrome and general skepticism about the practicality of technology that turned out to be generations ahead of its time. No further work was done with drones after the war, and details of the program remained classified for decades, so for many years, the accomplishments of the TDR-1 crews were buried in a military twilight zone.

Ironically, experiments with unmanned aircraft pre-date manned flight, starting with balloons during the 19th century. Various remotely piloted vehicles were developed during and immediately after World War I, most notably the Sperry Aerial Torpedo and the Kettering Bug. But drone technology really took off in the 1930s, when English actor Reginald Denny, who ran a well-known hobby shop in Hollywood, began selling his Radioplane OQ-2s by the thousands to the U.S. military to be used for target practice by aerial gunners.

Navy officer Delmar Fahrney, later dubbed the father of the guided missile, was among the first visionaries to realize that drones could be used to deliver ordnance without putting soldiers at risk. Early tests didn't generate much enthusiasm. But after Pearl Harbor, the Navy created three Special Air Task Groups (STAG) to deploy drones in combat.

The program incorporated cheap-to-build but easy-to-fly airplanes produced by Interstate Aircraft. TDR-1s were equipped with removable cockpits so they could be ferried by human pilots when they weren't being controlled remotely via radio waves. They also carried nose-mounted cameras that transmitted crude images back to five-inch TV screens monitored by control pilots in the torpedo bombers that accompanied the drones.

In 1944, after two years of development and training, STAG One – which faced more resistance from naval critics than it ever did from Japanese combatants – was shipped to the Pacific. Primitive conditions caused further delays. “The tropical climate could, and did, wreak havoc with electronic equipment,” drone pilot James J. Hall wrote in his memoir, *American Kamikaze*.

Between September 27 and October 26, 1944, STAG One's drones attacked gun installations, bridges, caves, a cargo ship and a lighthouse. The standard technique was to operate the TRD-1 like a guided missile and fly it directly into the target, but bombs were dropped remotely on a couple of occasions. Fifteen of 46 drones were lost before reaching their objective. Of the rest, perhaps half hit or came close enough to damage the target. According to a Navy post mortem: “The drone is capable of precision attack given a target of sufficient size and sufficient definition as to be visible in the television screen.”

The high-contrast TV images were most effective at identifying ships on the horizon. This was a big selling point when development began in 1942. But by

1944, there weren't many Japanese ships sailing the seas. "So it no longer had much of a purpose in the Pacific," Spark says. "Also, the Navy as an institution thought it was too Buck Rogers to be legitimate."

So the STAG units were disbanded and the drones discarded. Today, the last remaining TDR-1 hangs at the National Naval Aviation Museum in Pensacola, Florida. But with the unmanned X-47B performing autonomous aircraft carrier takeoffs and landings, how long before naval bombers are rendered as obsolete as the world's first combat drone?

# AIR&SPACE

Smithsonian



# Spitfire Update by Michael Boulcott

(continuing from original article in the Spring 2018 edition)

I have been told that following the Dunkirk film, X4650 was removed to a Biggin Hill hanger for restoration back to Flight Sergeant Howard Squire's original markings. On a visit down south to my son David and family last September, we could not, on the day obtain access to Biggin Hill. Disappointed we drove up to Duxford. To my amazement and delight I discovered X4650 fully restored, and in pristine condition tucked away at the back of Hanger 2. I understands that X4650 will be flown in the main Warbirds Air Show at Duxford this year and think it would be a great idea and a lot of fun if a bus trip to this Warbirds show could be arranged.





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