



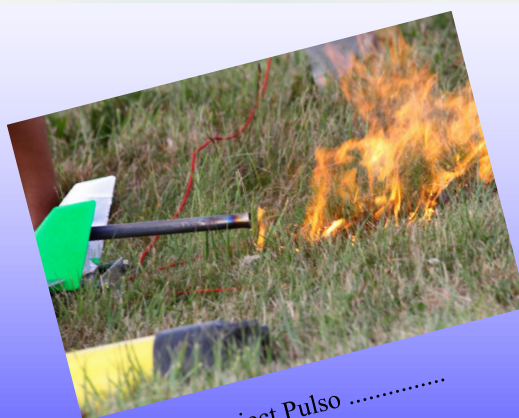
Airtime

October 2014



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Project Pulso

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Chairtime

This summer has been something of a sad occasion for the Association with the passing of our Airtime Editor, Alex Reaich. I had visited Alex along with Tom Love, our Treasurer, during the last months of his life and was amazed at the courage he showed. Even though he was in constant pain he was determined to finish the Airtime before he let go of the reins. It was a very humbling experience for me; I wish I had the sort of courage and determination that Alex showed. There is an eloquent obituary written by Douglas Dickie FSAA a fellow Club Member and friend, on the web site.

There was another loss to the Association in the passing of the Chairman of the Greenock Club, Graeham Logan on his 40th birthday some months ago. We would like to extend our sympathy to his Family and to his fellow Club Members.

The passing of Alex did cause the Council some concern as filling Alex' place was going to be difficult.

However we eventually got a volunteer in the form of Billy Dunn from the Kinross Club who was gratefully accepted into the post by a very relieved Council. I can now sleep for four hours now instead of two!!

I sincerely hope that the SAA Members will give him all the support he needs to produce the same quality of Airtime that Alex produced and we wish him well in the future.

The summer recess is once again over for the Council during which we have enjoyed some fair weather for flying our models. Although we have been in recess the Council Members have still been working away at organising, running various events and dealing with various SAA matters that came in throughout the summer months.

One of the main events during the summer was the Strathaven LMA/SAA Large Model Show. This time we enjoyed better weather than what we had experience last year and were reward with considerable increase in attendance from not only the public, but also a fair number of Scottish pilots.

The Scottish pilots showed that we have some very talented fliers, all of whom put on an excellent display throughout the event.

Many thanks go to the Members and the ATC Cadets who turned up to assist in the setting up and the removal of the fencing and tents and the assistance with the car parking.

In May I had the pleasure of visiting the Montrose Club and even managed to get some flying done.

Many thanks for the kind words and welcome I had from the Members some of whom I've known for a long time. The food, as I found in my visits to various clubs, was very good and has added to my ever expanding waistline.

The Montrose Club celebrates its 70th Anniversary this year having been formed in 1944 on the Montrose RAF base. It has been affiliated to the Scottish Aeromodelling Association during that period which makes it one of the oldest Clubs in the SAA.

I was invited to their anniversary dinner but unfortunately I was out of the country on that date and asked Colin McLean, Club Liaison to stand in for me. Many congratulations to the Montrose Club and I hope they continue for another 70 years.

After my visit to Montrose I travelled to LMA Show at Rougham, BMFA show at Long Marsden, judging at BMFA Scale Warboys, Ripmax Trophy Osbournby and then up to Weston Park.

At all of these events it was a pleasure to see a good few SAA members not only spectating but participating as well.

At the end of that trip we finished up at the Balbedie Mid Summer Fly-in as I promised to do last year and what a week end we had. The weather was fine and there were more models of all kinds and more pilots than I have ever seen at any one venue in Scotland. The ladies of the Balbedie Club are absolute gems; the buffet they laid out on the Saturday was superb as was the BBB's (belly busting butties). The entertainment on the Saturday night was really of international quality. Good food, good wine, good company, good entertainment and good flying, what more do you want?

By the way, on Saturday night I wasn't pole dancing, I was tripped!!

I am now looking forward to the Balbedie Halloween bash later on in October with Cinderella.

At the end of July I had the privilege of judging at the Jet Formation Cup in Mulheim, Germany. This was an excellent event with 12 international Teams flying three rounds with two and three models in formation to music.

The first place went to the Steve and Matt Bishop, flying their Red Arrows BA Hawks to the theme music from the James Bond Films and all dressed in evening wear. Included in Steve's routine was Steve's grandson driving a model Aston Martin up and down the runway and a firework display, all synchronized to the flying routine.

It was a well deserved win and it's worth having a look at the videos of them on the web.

At the beginning of August we took 26 Cadets camping to help out at the LMA model show at Elvington. They manned the car parking in shifts on both days and visited the Air Museum in their time off.

On the Saturday night I suggested that they form a couple of teams and enter the quiz night that was organised by the LMA. This they did and much to the surprise and not a little embarrassment of some of the adult teams, they won the competition and received a £45 voucher which they spent on a model at the trade stands. Well done to them, Maybe they have something to teach us about aircraft and general knowledge.

Although the Cadets experienced some extreme weather conditions due to Hurricane Bertha they still enjoyed themselves in particular the full size Vulcan,

getting the photograph taken in the cockpit of the Jet Provost and the visit to the Pizza Hut in York.

On the subject of the ATC, it is very satisfying to see that the Alloa Club are progressing well with their involvement with the ATC and have had eight Cadets joining the Alloa Club. So well done to them.

The last summer trip this year was to Glenrothes to fly in the Scottish Scale Nationals which unfortunately was blown off on the Saturday and as the forecast was for higher winds on the Sunday, it was abandoned. This will be run at a later date.

As I had been given an invitation to attend the British Nationals as a guest, we upped sticks and headed south again. I was very cordially welcomed by the past Chairman of the BMFA, Robin Gowler and treated to a very nice lunch.

This year the venue had been reorganised with the flight lines reversed, which was received with mixed views. Once again it was nice to see so many Scottish pilots participating in the various disciplines at Barkston.

On mentioning Barkston Heath, the mischief makers have been at it again saying that anyone who wants to enter a BMFA competition is required to be a member of the BMFA.

This is not the case. SAA insurance is virtually identical to the BMFA insurance, is accepted by the BMFA and covers SAA Members flying in SAA and BMFA competitions.

In addition, our insurance also covers SAA Members flying at LMA events. The insurance policy also covers our Members flying models universally with the exception of USA where they require pilots to be insured by an American insurance company.

The other little malicious rumour is that if a club committee has BMFA and SAA members in it, they will not be protected against claims unless the committee members are all BMFA insured. Again, this is not the case.

The SAA insurance covers all members of Scottish club committees, irrespective if they are BMFA, LMA or SAA.

In the recent months we have been receiving some e-mails regarding FPV operations in the USA. The Federal Aviation Authority has announced that operating FPV models in the US is no longer legal.

As most will probable know, earlier in the year in the UK, there was a successful prosecution by the Civil Aviation Authority of a modeller flying a FPV model fitted with a camera.

Recently there has been another successful prosecution by the CAA of a person flying a similar FPV model.

In this country we are allowed to operate FPV's under the provisions laid down by the Civil Aviation Authority all of which are published on their web site.

Whether this exemption will be continued considering the irresponsible attitude of certain people remains to be seen. We will know what action the CAA wish to take, if any, in November when the three associations attend the yearly safety meeting at the CAA London office.

I had the pleasure of attending a model show arranged by Bill Grieve on Sunday 7th September at Dunfermline Pittencrief Park. He was ably assisted by Peter Millar, Jim McGlynn and Colin McLean and members from the Dunfermline, Balbedie, Cumnock, Motherwell, Glenrothes and Kinross Clubs.

The show was restricted to flying control line models with a static display of radio control models, helicopters and free flight models.

Many congratulations to all who participated for the excellent show that they put on.

The Pittencrief Park is one of the best kept parks I have seen in Scotland and has all the facilities to attract the public such as walks, garden, toilets and very nice restaurant.

What impressed me most was the fact the Fife Council has a very progressive and positive attitude to what we are about. They accommodated us in every way possible with roping the flying area off and supplying chairs for the public. There was a Council Ranger, Damian, in attendance all day, who made certain that we had every assistance.

Two large marquees were provided to display the static models both of which were supplied and erected by the Scouts from Dunfermline all of which made toward a very successful event.

Many thanks to the Fife Council and the Scouts for their much appreciated assistance.

We did have visits to the event from some senior Fife Councillors who were surprised at the models and the flying.

They were very happy with the public response to the exhibition, so much so that they have offered the venue for future competitions and or demo's.

The Council have asked for a meeting with us in the very near future to discuss future dates for events and further possible attractions such as a hobbies day.

Once again that's it for Chairtime this year and the time for the wearing of winter woollies looms in the horizon.

On reading this back, it is mostly a travel log that has taken almost 4 months and 4435 miles in the caravan. No complaints though, I have enjoyed every minute of it and have met a lot of great people both North and South of the border.

Come December we will be looking for some nominations for the positions that are due vacant at the AGM.

Electionsbodies required club liaison and Cd's rep.

In the meantime, be safe, be responsible and have soft landings.

Bill Grimsley

New Airtime Editor Billy Dunn

The SAA are pleased to announce that Billy Dunn from Kinross will be handed the post of SAA Airtime Editor, after the passing of Alex Reaich we have had to do a bit of trawling but eventually we have our man, below is an introduction from Billy....

Hello everyone, firstly can i just pass on my condolences to the Reaich family on the passing of Alex, i never knew him personally but i now know what an extremely popular person he was, i do, given time hope that i can produce Airtime to the exceptionally high standard that Alex set.



I was first made aware of model aircraft at the age of 5 when my father started building a model Aeroplane on our dining table, from what i remember it was dinners on our knees for about 6 weeks as the table became his domain and nobody dared venture near, after it was built i do remember him having to buy my mother a new table as the old one was full of pin holes and bits of glue.

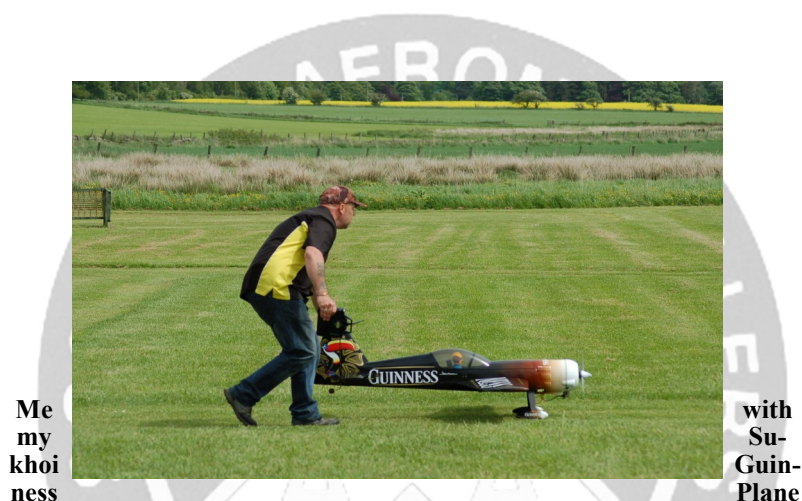
I was born and bred in the village of Strathkinness which is located 3 miles to the west of St Andrews; at the age of 18 I joined the Army and the Black Watch (RHR) which is the local Regiment.

Over the next 18 years i was to travel the world before i ended up in my final job in Recruiting, this presented me with the opportunity to make a home in a very nice area in Cupar, Fife. It was from here that i started to dip my toe into the Aero Modelling world.

having been pointed in the right direction from a neighbour Bill Dunnett who was also a modeller i eventually joined Kinross Radio Model Flying Club, since then there has been no turning back. I predominantly fly Fixed Wing however at the time of typing this i am venturing into Helicopters (don't tell my wife ££), Nowadays i am employed as Houseman at Kinross House, i have also moved to Kinross which makes flying time more accessible.

The Airtime magazine is a fantastic way to let everyone know exactly what's going on, where and when, it is my aim to carry this on and also

add a few little extra things here and there, one thing i am keen to do is let you all know who we on the SAA are by means of a small biography just like mine above, as you will have noticed this year we are now seeing SAA Committee members out and about visiting club events more than ever which is brilliant, therefore i think it would be nice to know who you are looking for and a wee bit about them (obviously nothing personal).



I will also, in the next few months be contacting clubs to ask for a write up all about them along with a few pictures; again we will start to get to know who is out there and where. These will be published in Airtime and made available for download through the SAA Website, so this will be your chance to shine and promote your club.

Also if you have a story to tell then send it to me along with some photos, this could be anything from a build you are working on, events held at clubs or perhaps you have just come back from the RC Hotel, tell us all about it.

If anyone has any ideas on what they would like to see more of in the magazine then please let me know and i will endeavour to make it happen. Look forward to seeing you all when i can get out and about.

Safe Landings.....Billy

Strathaven 2014

Reporter: Don Imrie

After trialling this venue as a Fly In, a decision was made that this year's event would be a full air show with responsibility being shared between The LMA and The SAA. There are always lots of things going on in the background that many of you will be unaware of, but the work has to be done to ensure smooth running of the show and the site. The event even requires a licence from the local Council which means a great deal of jumping through hoops to achieve.

Tom Gallaher and Peter McKenna were the main organisers and had spent



a great deal of their time jumping through those hoops on our behalf and I know that all the guys appreciated the groundwork done by them. From a distance (Warrington) they were aided and abetted at all times by Big Dave Johnson who is never very far away from the steering wheel as you will have seen if you attended this event. Bill Grimsley was there to lead the SAA team and Colin Nicol had arranged for ATC members to be pre-

sent and were duly briefed on their duties with car parking, hangar security and flight line marshalling.

The site was set up and ready by Thursday afternoon, and Jack Kennedy had the grass cut and rolled and then went on to help resurface the entrance drive and had it rolled and flat in no time. Anyone arriving by car would have noticed the remarkable improvement in the surface of the drive – Well done Jack!

The LMA/SAA organisers caravan site had all places marked out correctly spaced and even name flags attached so everyone knew exactly where to park their caravans which saved a great deal of time – Nice one Tom!

Friday was punctuated by microlight movements, and whilst this was han-



dled well by both sides, it will be addressed by the organisers for next year and the good news is that it looks like there will be a next year, as the event was deemed a success in every way.

So the LMA were pleased that their funding assistance last year has turned out to be a wise investment. The cooperation between the two Associations is a joy to behold, and although the banter is merciless, it is always very good humoured and completely harmless fun. What more can you ask? If you didn't fly this year, make it your business to do so next year. Just get your SAA Silver or LMA Proficiency and a model which brings something interesting or different to the table and you can be assured of a great weekends flying.

Pilots were all issued with lunch tickets provided of course that they were properly booked in and actually flew their models in the show – a nice touch I thought. The catering provided was of a very high standard with reasonable prices despite their having a captive audience. Three happy

smiling girls kept the hot food coming all weekend. Credit to Peter for that one I think.

So what of the models – it is so easy to run out of superlatives but as normal, I'll let the photos do most of the talking. All pilots deserve a pat on the back for safely flying in the correct space despite an annoying crosswind at times. It even swung around during slots but all the pilots handled the conditions well and overall the weather was kinder than before



and just got better as the weekend progressed.

The minor criticisms received will be addressed for next year – mind you it is hard to please all the people all the time – that goes without saying. We do try hard to do our best though so we will be taking on board the comments received.





Model of the weekend for me was Tony Hooper's Corsair with the MOKI 250 radial for power – totally believable if you've ever heard a full size Corsair growling past.

Ted Allison's E E Lightning had a troublesome nose leg on Saturday, but some excellent field engineering by young Arthur Barlow had it retracting and lowering perfectly and on Sunday, Dave Johnson rewarded all this with one of his best ever touchdowns on the mains and slowly lowering this great model on to its nose leg after a neat flight – fabulous!

Some great aerobatics types were there and so varied in their styles that it only made it much more interesting. Stephen Nicholl whose grandfather would have been so proud to see him fly with dad Alistair. Then Simon McNeil with his stunning routine which left me struggling to catch the Beast on camera until he stopped momentarily to hover at the windsock!

Then on to Lindsay Dickie with his smooth virtually perfect manoeuvres more reminiscent of F3A than IMAC, and there was that superb Pitts flown by Richard Copeland with ease. Thanks to them all – lots of practice pays off when you see the results of their labours.

The jets were similarly represented not only by Ted's big Lightning but also by a wide variation of types from the two Super reapers of Lindsay and Mark to the two Boomerangs from myself and Colin Thompson to the absolutely breathtaking Viper by Mark Conlin who originally came from Strathaven would you believe – now living and working near Blackpool.

Alasdair Sutherland flew his CARF Lightning and his well known Jet Trainer. Richard Copeland's Phoenix was another eye catcher. Thanks again guys.

WWII models were aplenty and apart from the Corsair, there were two Wellingtons and my own Avro Manchester which is a tad unusual – unless you know better – I've never seen another one. Peter's B17 was flown with aplomb every chance he got and of course this big bomber has such tremendous presence both on the ground and in the air. Alistair Nicholl displayed the ex Jack Tanner Sea Fury and has those folding wings working perfectly now.

John Townsend's half size Magister flew well and we were reminded by the commentator that it was the first large model ever to receive permission to fly using the CAA/LMA system and still holds Certificate number LMA1. Flown very well as usual and drew many comments from parents in the crowd that it could carry their child aloft in the empty seat with ease. The queue of parents volunteering their little angels for flights was quickly dispersed, however tempting the idea was for some.

May I just mention the commentators who braved the wrath of the pilots for getting names or models mixed up now and then? Michael Boulcott, Tony Hooper and a return (in microlight and leathers) for Kenny Rexter – a big thank you guys.

We even had a bonus as young David McIlroy passed his SAA Silver on Monday morning – a great finish to a great weekend.



Dons Manchester



John Townsends Magister



Club Spotlight

Dundee Model Aircraft Club A Bit of Our History

There has been a model aircraft club of some description in Dundee since November 1909, when the Dundee Model Aero Club was cited in ***The Dundee City Echo*** as being founded by a David Urquhart. In 1910, the noted Scottish aviation pioneer Preston Watson gifted his No.1 aeroplane to the members of Dundee Model Aero Club – they responded by removing the engine (Steady, Billy!) and flying it as a glider.

The picture Below shows Mr. Watson's aeroplane, minus engine, in the hands of a DMAC member in 1911.



There have been name changes over the years, with old Club trophies being engraved with the name Dundee Model Aeroplane Club, although they were last awarded in the mid 1950s.

The current club is a bit of an amalgamation - as flying sites disappeared over the years, the Tayside Club from Errol Airfield and the Hatton Club, whose site vanished with the dualling of the Dundee – Arbroath road have had their members join at Dundee, bringing changes to the way things were done.

Barry Buddon-Our Flying Site

The field at Barry Buddon has been used by a Dundee Aeromodelling club since at least 1947 – if anyone can confirm an earlier date, I'd be glad to hear from them!

The field is part of a Ministry of Defense Training Area, used all year round by regular, reserve and cadet forces, and security is necessarily a priority for Landmark Support Services, who administer the Area on behalf of the MoD. This, in turn, has led to the requirement for Club members to be issued passes for entry to the area – if there is firing on the ranges, the road into the area is closed by sentries at each end.

Another consequence of this is that it can be quite challenging to organize Fly-Ins, as these must be coordinated with Landmark as well.

We have three large, well-maintained runways, the longest of which is approximately 400 feet, ample pits and starting area, plenty of parking space, a clubhouse with cooking facilities and a portaloos. There is a plan to get a buggy track cut into a little used area of parking, but one thing at a time!

The site is maintained to a high standard by our Chairman, Ken Carr, and his "apprentice", Paul Fleming, who have our gratitude for giving up so much of their own hobby time to keep the field looking so good.

Our Members

Our current members ship is in the "low sixties" - I can't be more exact as we have a couple of prospective new members arranging their first visits to the field as I write!

The age range is currently from teenagers to sprightly octogenarians, and, I'm ashamed to say, currently an all-male membership. It's true what they say, you can't force people to join, you can only accept the people who want to fly!



A view of the Site from the South in July, Thanks to ‘Bin Bag Bill’ for the Photo

The models being flown vary as much as the people, from “hacks” to scale models, home brewed to ARTF, from very small electrics to turbine powered beasts. We also have a rising number of helicopter fliers, again everything from small electrics, to scale stuff, and even a turbine-powered heli!

At present, we have two SAA examiners, one of whom is also a BMFA examiner, and newcomers are encouraged to get at least their “bronze” or “A” certificate as soon as possible, with the help of willing instructors.

Our Fly-Ins are well-attended, possibly because of our field, maybe because of the friendly banter, but more likely because of the standard of the food served up by Susan and Lori, who do sterling work not only in the kitchen, but also handle a mean raffle book!



Our aim is to have the best model aircraft club in Scotland – I know that some of you are also looking at this – so if we all keep trying to “raise the standard” Everybody wins!



Well almost everyone!!!!

Project Pulso Pt3

(The best bit!!)

The first time I set eyes on a pulse jet would have been over forty years ago and it was on that day that I promised myself that one day I would fly one of these engines in a radio controlled model. Little did I know that my quest for pulsejet flight would take me across Europe, find me a whole lot of new friends, consume far too much of my time and lead me down the same garden path as my father as I tried to solve the same issues that had prevented him and his friend from being able to fly their old dynajet.

The problem about which I speak is the age old one of how to supply a bubble-less fuel supply at a constant pressure. In part 2 of this series I explained how the bladder tank worked and although I was able to run the engine using this type of tank it was not a lot of fun being drenched in fuel when it escaped from a failed tank, besides I wasn't convinced that the fuel would be delivered at a constant pressure as the bladder deflated. I therefore turned my attentions to using a turbine fuel pump controlled by a brushed speed controller and finely adjustable flow valve.

Umpteen ground runs proved that the system worked and gave good control of the fuel flow. A good shake of the test bench also proved that this setup would be quite resilient to external vibration.



Fuelling with a syringe type refueller ensures that all the air can be expelled from the fuel system

Having completed all the flight testing using an electric powered Funjet I was quite confident that there was little else I could do but attempt to fly my new creation and on a bright, sunny and believe it or not windless day I made my way to the flying site to give it a go.

Unless you have heard these engines running it will be difficult for you to understand the level of noise that they generate, even my little 45mm version makes a fair racket, and it is for that reason that they are generally not welcome at your average flying site. I am very lucky in that I work at an active airfield where the usual users make much more noise than I ever could but that did not excuse me having to ask for permission to fly to ensure that I complied with the insurance requirements.

You see, contrary to what many people will tell you, operating pulsejets in the UK is not illegal. There are just a few hoops that you have to jump through to make it happen.



Your Scribe and his wife Lorraine in Germany

Upon arrival at the field it was quite clear that the regulars had had their fill of flying for the day and were either packing up or engaging in various debriefs of the day's activities. Little did they know that their peace was about to be shattered.

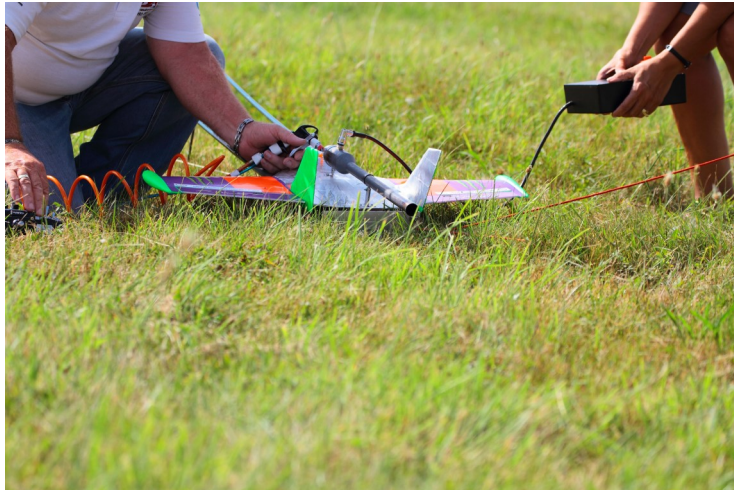
You will recall that all of my testing had been carried out using a conventional Fun jet. This included exploring the range of CofG likely to be experienced as the fuel burned off, various control throws including what would be required for the engine off gliding phase of the flight and of course that all important bungee.

The rule of thumb for a bungee is that it should be stretched to a tension equal to five times the weight of the model to be launched. I have lost models due to not enough tension but never as a result of too much.



Final Preparations before flight

My simple ramp was soon set up and all the starting gear assembled, much to the bemusement of my fellow club members, and it was not long until I had reached the point where I had run out of excuses. A few blasts of air and gas soon had the motor running, a quick twiddle on the needle valve and a nod to my bungee assistant soon had the model away.but not for long, alas the motor stopped just as it left the bungee but a quick about turn soon had the model back at my feet. Six more attempts were to follow but all with the same result and I felt I had no other option but to return to the drawing board for a rethink.



Just add air, gas and a spark at the right time



tle too much gas.

A
lit-



Buy a Pulse Jet and fire will never be too far away



The easiest way to put out any residual fire is to dunk the tailpipe on the ground to starve the fire of oxygen

Although a thorough inspection back home found some very minor issues I could find nothing that I could, hand on heart, say had caused the engine to stop, although I did find a fault with my home made tank that prompted me to bite the bullet and set about a complete re-design of the fuel system, this time using a plasma bag.

To fit the bag to the model required some serious surgery but two nights of sanding and grinding had soon removed enough foam to create a large enough cavity to accept the 500ml bag.

Time was running out as there was now only two weeks to go until I left for the biggest pulse jet meeting in the world, Days of Speed and Thunder, and I still had not had a successful flight but luck seemed to be on my side as the weather was perfect for the next test flight.



The point of no return

This time things could not have gone any better, the model flew as expected with the engine behaving perfectly. Three minutes and 300ml of fuel later the engine cut and the model was brought round for a perfect landing a few metres from my feet.

SUCCESS at last!!!



One of the flights can be found on Youtube-

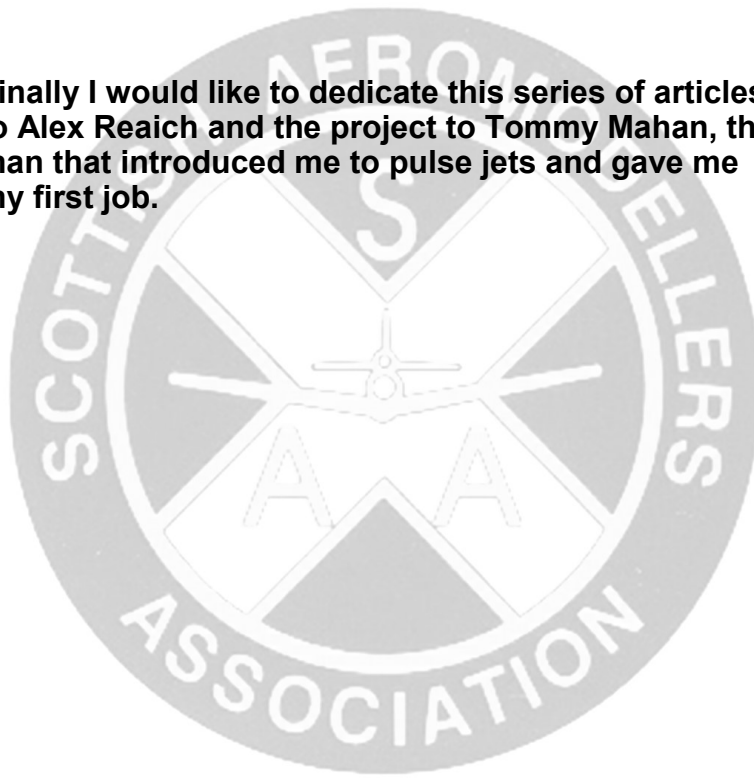
<https://www.youtube.com/watch?v=s5X937rJM54>

If you are viewing online or cut and paste this link into your browser.

I don't doubt that the new fuel system had contributed to this success but the real key and the answer to my father's question as to how I was going to solve the fuel issue was quite simply to run the engine as rich as possible.

I have thoroughly enjoyed this very consuming project and am now building another two models for 2015, a Baojet to be powered by a modified Hobbyking engine and a very special delta model that will be powered by a very nice, but noisy, 75mm engine with almost 8lbs of thrust.

Finally I would like to dedicate this series of articles to Alex Reaich and the project to Tommy Mahan, the man that introduced me to pulse jets and gave me my first job.

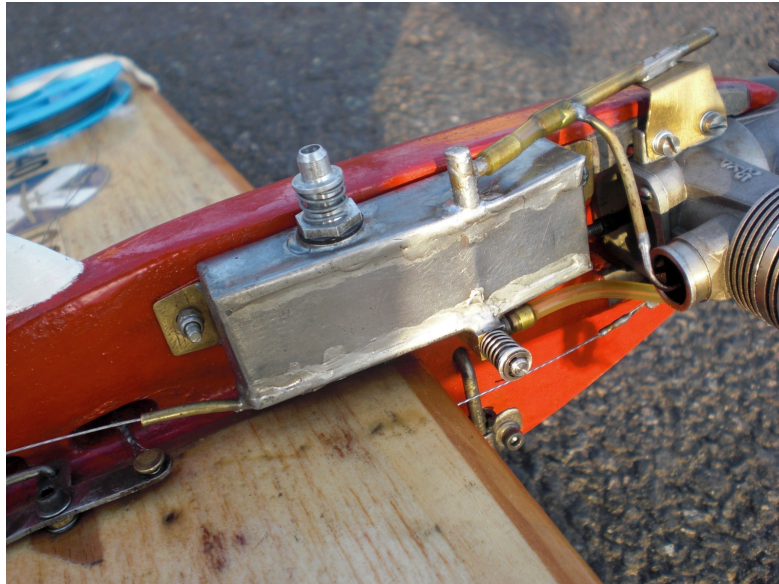




Team Race Titbits

Although relatively few in number, Team Race Enthusiasts are still very active within the SAA. Unfortunately, as with many hobbies and disciplines, particularly those involving a relatively high degree of patience and manual dexterity, trying to attract new blood to compete is proving very difficult and the familiar story of the same old stalwarts appearing at each contest is very much the norm. Many of the competitors flying today have been flying for many years, some for over 50 years and with airspeeds continually tending to increase and lap times decrease, pilot fitness and reaction times are becoming of increasing importance. Fortunately this is not a great issue for Club and Mini Goodyear events flown over grass at Strathclyde Park where speeds are relatively modest, but for the British and Open Goodyear and F2CN events flown down south it is certainly a consideration. Also, although we have a reasonable number of Team Race mechanics, good pilots are very thin on the ground and we have had to scrounge from our BMFA colleagues on occasions in order to compete down south.





Over the past 15 years or so we have been particularly successful in British Goodyear at British Nationals level, having all Scottish or Anglo Scottish teams in finals on at least 5 occasions with an all Scottish team winning twice including last year in 2013.

We have also won F2CN and been in a few 'Phantom' and Open Goodyear finals. As well as airspeeds increasing, pit stop times have also been getting quicker. Fuel shut-offs have been the norm for many years with the pilot cutting the engine by a fuel shut-off operated by a trip wire from a modest amount of down elevator.



This gives the team the option to determine on which lap and at which point on the circle the engine will be cut thus minimising glide time and as far as possible avoiding potential 'ground incidents' with other competitors.

For the past two or three years, a few teams have been 'stretching' the rules of British Goodyear to the maximum regarding the make of engine used and modifications carried out. Our relatively standard PAW 2.49's were getting sadly outclassed so I decided that if we couldn't beat them we'd have to join them and started modifying a Russian UCTKAM .15 speed engine. This started life as a glow plug engine but it was converted to diesel and had a few other mods incorporated. It was originally tried out at the Nationals in 2011 but had only been completed a few days before and hadn't been fully de-bugged. Nevertheless, it showed very good promise and only missed the final by 3 seconds in very windy conditions.

For 2013, I had done more minor mods on the UCTKAM and also fitted it to a better handling aeroplane. Unfortunately I wasn't able to attend this meeting but the model/motor combination was flown superbly by Neil Munro and Iain McAlpine to win an excellent final in virtually text book fashion. Another Scot, Dave Hutchison was also competing in the final. Neil and Iain also competed in the F2CN event and despite minimum practice only missed the final in this class by a few seconds. Other Scots teams also entered the Nationals Team Race events and acquitted themselves well.

We have started the 2014 season quite well and a large contingent of Scots attended the Barton Model Flying Club control line site near Trafford Park in Manchester in mid May for the annual 2 day 'Barton Bash'. Barton club have a specially built site for control line flying and it has really excellent facilities. A couple of Scots teams took down British Goodyear models. I went done 'on spec' and was fortunate to secure the services of top English pilot Derek Heaton. It was a lovely day, the model was going well and we managed to qualify for the final against stiff competition. The model also received several complements from fellow competitors for its neat finish (nearly all of our models are scratch built).



The photographs show our red 2013 winning British Goodyear model and also a close up view showing the fuel tank/feed arrangement. This shows the quick fill valve on the top of the tank and the fuel shut-off on the bottom outside which is tripped by the wire from a horn on down elevator. Once the tank is full, the overflow pipe also provides a quick engine prime in the exhaust port via an 'auto prime pipe'. A quick push on the fuel shut-off after filling re-sets it to the normal operating position thus ensuring the engine does not 'flood off' during refuelling. The blue model is the one flown at Barton with an action shot of a typical pit stop.

If anyone would like to try their hand at team race we would more than welcome your interest. The principal team race club in Scotland is Motherwell and District MAC who fly at Strathclyde Park (opposite the new caravan park) on Saturday afternoons. Go along there or get in touch with myself or Jimmy Pinkerton.

Many thanks for reading

Kerr Crozier

Kerr Crozier Tel 01577 864921



LMA/SAA Strathaven 2014



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LMA/SAA Strathaven 2014

Scale CD Report 2014

BALBEDIE FLY-IN

Weather showers/windy. Alastair Nicol from Cumbernauld Club put on a magnificent display with his Spitfire and his son displayed a Fournier motorised glider to good effect.

SAA SCALE EVENT AT ALLOA

Weather fine. Only 3 entries 1st Jim Mc Call, CVF with Ryan; 2nd Bill Dunlop, Warrix with Chipmunk

ANGUS CLUB FLY-IN

Weather light winds/cloudy. 36 models on flight-line. What can I say about this event, a magnificent site and a great welcome from all members and my special thanks to Ian Runciman, club secretary. The flying was of an excellent standard. 1st Ian Morrow, Angus, who flew various models especially his B17 with sound; 2nd Lawson Fargie, Alloa, with electric BE2c. I must thank the Angus Club for a great days flying.



FALKIRK FLY-IN

Weather sunny/gales. Event cancelled.

BALBEDIE WARBIRDS

Weather Fine. 28 models on flightline. Excellent flying by 2 jets on display. The Black Horse 1/6th scale Chipmunk from Drem Club put on a fine display and received the prize for best flight. Jim Wests Dauntless was impressive in the air. Lawson Fargie won prize for best Model with his Bristol Fighter.

ABERDEEN BMFA QUALIFIER AND SAA CLASS 3

Weather dry/sunny periods.

BMFA Qualifier – 1st Jim McCall with his Ryan, excellent flying by Jim once again; 2nd Willie Young flying his Auster; 3rd Alex Kennedy flying his Gipsy Moth, Alex unfortunately had engine problems on 3 flights and later found out that the cylinder head bolts were slack.

SAA Class3 – 1st Alan Carnegie flying Flair kit Stearman, excellent flying of a beautiful model; 2nd Willie Young flying his motorised glider.

Thanks to Aberdeen Club for a good days flying and Graeme Kennedy for judging and scoring.

SCOTTISH NATIONALS

Scheduled for Glenrothes field the event was cancelled at 12noon on Saturday due to strong winds and similar weather forecast for Sunday.



MEMORY LANE

MODELS AND MODELLERS 20+ YEARS AGO

As you may have noticed, following the very untimely passing of Alex Reaich, we have a new Airtime Editor who asked me if I had any old photographs which could be used for an article. As a small tribute to Alex' memory, I begin with a few shots of Alex.

The first one shows him holding a transmitter which is a little rare as he was more often found in the supporting role like the one where he is seen hand launching my BF110 or the 'aftermath' shot of a collision between two Autopilots. I was reminded recently that it is now 20 years since that first jet flight at Fife Airport on March 6th 1994 so I will try to line up these photos from around 20 years ago and offer them in groups to your editor.





The final shot in this group shows Alex fuelling the Saggiario just prior to the first flight.) May I point out that these are all old photos – not digital – and therefore will not be as sharp as modern versions would be.



As Douglas Dickie pointed out in his website tribute to Alex that he was only ever in one club, I offer a few memories of the early days in EKMFC from its formation in 1986 up until around 1994. It is astonishing how many scale models are there for their first Scale competition.



The last shot shows Tom Peebles lifting the big Triplane off the grass at the same event.



Before the complaints come in about my being on the 'wrong' side of the runway, there are some pilots who can be safely relied on not to swing on takeoff and Tom is one of those. Prior to the jet project, we had the Lancaster Team, and with four engines to handle, it is much easier with a team and once more there was Alex helped also by Lindsay, Douglas and Stephen



We also did our bit for charity by doing a demo at Erskine Hospital.



In an attempt to involve as many disciplines as possible in these photos, I offer a shot of SAA Membership Secretary the late Stuart Adams who did the job right up until his untimely death being given instruction in C/L flying by Kerr Crozier at the David Livingston Centre, another annual event organised by Douglas and EKMFC.



The last shot in this group is of Jim Fairbairn's Jet Ranger looking as if it might be a full size about to overfly Quarry Farm



Another name which will conjure up memories for many of you will be Fife Airport.

Beginning with Aerobatics (photo on next page) just to balance things a bit, my my – many well known faces there – the guy on the far left looks a bit dodgy to me – and does Steve Burgess still use that 'Empire of the Sun' cap I wonder? which was once EK's site.



Once again a large Scale entry and just look at the variety of types, These are the class winners.



Control Line Aerobatics lads with their models

Past Chairman the late Gerry Marchbanks FSAA is assisted by Douglas to get the twin Islander ready to fly in Popular – the class devised by Gerry. A few wheel kent faces in this one.





Another ex Chairman John Robertson with the late Bill Henderson the day we made the film for television – took all day – six VHS video tapes – and the piece when shown lasted only a few minutes!!



Another ex Chairman of The SAA, the late Harry West FSAA trying to interview a dog!

We lost Harry at far too young an age as well.



Another group of Scale winners contains the aforementioned Tom Peebles who I think won with his Tiger Moth which may have been dismantled and put away in the car by the time I got the group assembled.



We had many good Airshows at Fife Airport and here is one group containing The Red Arrows from Cumbernauld Club if I remember right.



Then there is Dr Keith Mitchell's lovely Beaufighter, The full size Blenheim used to be hangared at Fife Airport when flying at the East Fortune show and we were lucky enough to meet the crew whilst it was refuelled. A neighbour on hearing about it said he worked on them during the war, and was delighted



to be able to meet John Romain and his crew as did the RAF students who can be seen surround-

ing the crew in front of the Topsy Nipper.

Talking of Cumbernauld, it must be one of the longest established clubs in Scotland, and I came across a few shots at a Scale day there – it may well have been the Scottish Nats as they were held there on more than one occasion.



Remember Stephen Semple and a young Drew Moule with his P47 's metal covered Vultand a young Drew

Moule with his P47 ee Valiant .

That Frog 45 was built in 1947 by a friend of Peter and Lyn McKenna and having removed the ignition stuff from it as the Frog 175 spark engine was missing, discovered that 2ch R/C gear was lighter, so I substituted an early Frog 1cc diesel and it flew not only there but at Fife Airport as well.



Another place we used for Nationals was Strathallan Airfield in Perthshire.

The first shot on the next page shows Ian Dunn's large model which was equipped with electric starter – all those years ago – with the full size Shackleton in the background.



When the US Aerobatic Team were working up for the 1986 World Championship, they used Strathallan Airfield as a base. This is Kermit Weeks who featured in the last Airtime, playing his violin in the middle of the grass airfield .

and the other shows him about to take off in his own designed Weeks Solution.



When the Scottish Aerobatics Team was formed for the 1980 Home International at Hixon, I think we came second which was quite good for a first attempt – now 34 years ago.



By 1983, we had got a little better and won the event at Fairyhouse Racecourse in Ireland.



One of the team was John Walter who at the time won the Scale Nationals on an almost annual basis, and as he read the advert in the background “Cork Dry Gin” he added “so it won’t evaporate”



Not far from David Livingstone Memorial Park, I came across this folly being made by someone a bit like us – always game to try something different – it's a lake skimmer but with a real boat for a hull and a Moskvitch engine which was all aluminium. Doubt it ever flew – unless you know better!



And finally on the next page as a bit of self deprecation if that's the word – Mr 70's himself – look at the wide open neck – what a dork! Taken at Strathaven when it was mainly a gliding club – pre micro light days. Now the home of the LMA/SAA Airshow



So I think I've come full circle now. Let the editor know if you enjoyed reminiscing or if you didn't, to save him wasting space next issue which will be from 1995 of course.

Don Imrie

Thanks for these Don, if anyone would like any of the pictures featured then please drop me a line, also if anyone else has photos from the past then feel free to send them to me.

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dedicated to the memory of
Alex Reaich.

