



Airtime

August 2015



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Chairtime

I'm told that summer has officially started although you wouldn't think it, what with the weather we have been having, for example, snow in June!! This has caused a number of events on the SAA calendar to be cancelled. All we can do is hope for the weather to be a bit kinder soon.

Sadly, once again, we have lost another friend with the passing of Ron Fraser (front page) who was one of the great aeromodellers in Scotland and strong supporter of the SAA. I attended the funeral service along with Douglas Dickie, Peter McKenna, Ian McLaren, Don Imrie many other modellers. It was pleasing to see so many SAA Members paying their respects along with a great many of his friends. Ron will be sadly missed by all who knew him.

Dumbarton MAC held their Bring and Buy again and a very successful event it was. There were so many items for sale that the sale went on until quite late. It was dark before it was finished and as we left, we had a brief glimpse of the Northern Lights.

This year I had gone there promising not to buy anything as I have more than enough as it is, but good sense left me and I came away with a Top Flight kit of a Bearcat for less than half the price. I have no idea when I will get around to it. So much for promising not to buy anything.

The Alloa Scale Day turned out well as the weather had decided to give us break by letting the sun shine. There was a good turnout of models some of which were new and a lot of flying was done.

The Club had laid on a barbecue and as I wouldn't manage to the Balbedie Scale Day for my usual feast, I indulged in a few burgers to keep me going. Those that didn't come to the event missed out on a good fun day.

Recently we had discussions with the Dunfermline Council with a view to the organising of the Associations' participation in forthcoming modelling, pastimes and crafts event. This will be held in the town at Pittencrieff Park. during the Dunfermline Gala Week in September.

We visited the venue with a few Council Members and Dunfermline Club Members to view and agree on the stand that we propose to take and to get an idea of the area we will have. Again we will need the participation of the local clubs to turn up with models for display and to help man the stand. This is another excellent opportunity to promote the Association and the local Clubs.

Any Club wishing to participate in the Show should contact me through the usual channels.

In the last Airtime I had mentioned the Protection of Vulnerable Groups Scheme and have been heartened with the results so far. Fourteen clubs have members that have joined the PVG Scheme now. However there are many more Clubs that have still to join up. It really isn't painful or onerous so if you have young people in your Club it is advisable to be covered by the PVF Scheme.

Also mentioned in the last Chairtime was the subject of the BMFA Classified Section in which I reported that the BMFA would be reinstating access to SAA members. It was promised that this would be the case after the BMFA Members were dealt with.

It has since been report by SAA Members that access will only be allowed to Members of the BMFA as it is a service to BMFA members only and anyway it would cost too much to change their programme.

I have written to the BMFA on the matter some time ago and still await a response.

For some time now, I and the Council have received abusive e-mails containing inaccuracies, innuendo and demands. I and this Council will not respond to such correspondence by entering into any form of e-mail bun fight.

We have offered publicly in the past that anyone who has a grievance can request a meeting with the Council to resolve their problem. That offer still stands.

So far this year there have been two ATC Camps where we have been training Air Cadets to fly model aircraft.

The first ATC Camp was at RAF Leuchars where we only got a little flying done as it had rained for a good part of the weekend. When it was raining we did some ground school work and had the flight simulators going full blast.

The second camp was at Galashiels where the Bonchester Club were the hosts for flying training the Cadets. On the Saturday the Cadets were on the Bonchester Club field at 9.30 a.m. and after briefing were in the air by 10 a.m. for a full days flying even though the wind was on the strong side.

On the Sunday the story was the same and although the sun didn't show its self as much as it had done on the Saturday, the Cadets put in a lot of air time. Many thanks to the Bonchester Club for hosting the venue, for their kind assistance teaching the Cadets and for their well run set-up on a model field that must have one of the best scenic views in the country.

The Cadets are already asking for a repeat visit.

I had the occasion to attend the Hamilton Testing and Training day at the West Calder Model Club. The reason for the West Calder venue was due to the encroachment of new wind generators on the Hamilton field which the Club felt were too close for training purposes.

The problem the Club is experiencing with this situation is being dealt with in a proper and professional manner by the Hamilton Club Council.

During a break from being out in a bit of a stiff, cold breeze, there was a bit of banter as to why had I hadn't brought a model along e.g. is it too windy for an old guy etc.

Anyway, I was offered a chance to fly a large Wot 4 with a 26cc engine and during a turn downwind, in the strong breeze, the engine cut and the model was on its own. No amount of stick twiddling had any effect on the stalled condition and it subsequently crashed.

The outcome of this sortie was that Jim has got some spare servos and an engine for his new model and a few of us got a little heat on a cold day from the pyre. My profound apologies Jim for the demise of your model but I will let you fly my Acrowot in return when I next visit West Calder. There will be no prizes for the best moral to this tale.

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

Colin McLean

SAA Club Liaison Officer

My Aeromodelling Career.

It was the summer of 1953 in Devon when i became interested in model aircraft. My cousin had built the Keil Kraft Chief and was flying it from the local farmers field. Six of us lads from the village were there watching and we were very impressed. It was there that we decided to make chuck gliders as we could not afford any kits, this we did during the weekday evenings and flew them at the weekend. We had a lots of fun and a big learning curve.

A couple of years later I built the Keil Kraft Senator (I still have the prop today). My parents then decided to move to Manchester and my mother packed the Senator into a suit case so you can imagine what it was like when we arrived in Manchester.

The next build was the Keil Kraft Swift which ended in bits due to using full strength dope from Avro's. I learned from this.

I left school at 15 (or it left me) and I joined the Royal Air Force as a Boy Entrant at R.A.F. Cosford and trained as a Telegraphist. The R.A.F. promoted model flying and gave us a building where we could do our balsa bashing to our hearts content, our flying was done on the airfield.

After my training I passed out and was posted to Chivenor in North Devon where the lads there mainly did control line, but again all the facilities were there.

Throughout my 13 years in the R.AF. I still carried on with my modelling in the Middle East, the Far East and Europe. I left the R.A.F. in 1972 and moved to Plymouth. I was chairman of the Plymouth Model Club for a few years.

In 1980 I moved to Rosyth and became a member of the Dunfermline club and chairman for a short while. In 1990 I moved to Arbroath as the Civilian Manager at RM Condor (I had my own airfield). The C.O. threatened to shoot the models down with his shotgun if I annoyed him while he was playing golf.

I moved to Elgin to work at R.A.F. Lossiemouth where I re-joined the RAFMAA and flew on the airfield when we were allowed. I also joined the Elgin Club.

I became Northern Area Rep for about three years until it was dissolved along with the Southern Area. Shortly after I became Water plane C.D. and I have been doing that now for 21 years. Also for my sins I am S.A.A. Club Li-aison Officer. (My term finishes in December).

My own club is Balbedie which is a very outgoing club with great members and excellent events, especially the Mid-Summer event.

To sum up my Modelling Career it keeps you young and always learning, but best of all the other modellers you meet from different walks of life all have the same keenness for flying models and you make lots of friends. It is also a great way of Passing on your expertise to up and coming modellers.

Colin MacLean

The photo's 1954 at Squires Gate Blackpool.

1974 with my Barnstormer on floats on Dartmoor Plymouth.



Club Spotlight



The Kinross Radio Model Flying Club was formed in 1996 and so 2016 sees the club hit the 20 years old mark which I'm sure will be celebrated in some form and style by its club members.

We are one of the few clubs that mix Fixed Wing and Rotary as we have enough flying space and a well laid out site to allow both to fly at the same time....uninterrupted.

Our flying site is situated 2.5 miles west of Kinross on the A977 (2.5 miles past the service station). We are lucky to have one of the longest grass runways in Scotland with no obstructions at either end. The runway allows us to operate large models and jets with no problems.

We have recently done away with our old faithful club hut and replaced it with one that will defiantly not get blown away giving us a club hut with facilities for tea, coffee and those all-important bacon rolls!

We also have resident SAA examiners both for fixed wing and helicopters who are there to help members further their skills and work towards the SAA achievement scheme.

Club days are Wednesday and Sunday from around 10.30. However during the summer months if it's a nice evening, on just about any day, you'll also find people flying at our field.



Tom Bennett (Left) try's to tell Ally & Billy Old Spice is still cool



Please ignore the hostage teddy bear in the background.....Long Story

We are keen to help anyone new to the sport and if required can offer friendly advice in choosing, setting up and flying your first aircraft or helicopter. We offer flight training under close supervision of instructors using a Buddy Box system which makes the learning time considerably shorter and hopefully saves first time buyers from damaging their new purchases.

We cater for all aspects of flying from gliders to electric, nitro and petrol. Our members have a huge range of aircraft from war birds to large 100cc petrol aerobatic planes.

We have 3 dedicated hovering areas for helicopters which are ideal to learn hovering with the help of our examiners. Once hovering is mastered our helicopter pilots can move onto the main runway to learn those next all important moves.

We have roughly 6 events per year, these include night flying, indoor flying, a dedicated day for a fixed wing event and helicopter event, and we also have a mixed event that allows modellers from every corner of the flying community to come together and enjoy the day.

Our events have been spiced up a bit lately. 2014 saw micro lights, a real helicopter and even a parachute display team pay us a visit.

We have also given our website a full makeover and are happy to host the SAA Classified Ads Service. Take a look at www.krmfc.com, the oops section is particularly interesting.

We also have a very active Facebook page, members are free to upload pictures and videos to this when they please, its not only of interest to club members but has been popular with overseas modellers too. If you want to see what its all about then go to

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

Our events are listed on our website and you are very welcome to come along to any of the events posted.

KRMFC Committee



A Robin R22 Lands at one of the KRMFC Events



Dave Wilson.....Tame Flyer!!!!

A Tribute to the late Ron Fraser

I first met Ron at HMS Sanderling, RNAS Abbotsinch (now Glasgow Airport) in I think 1962, and was very impressed as I watched him fly an R/C Smog Hog and the following year his Astro Hog against Ken Hall and also Roland Scott who ran a well known model shop in Bolton, Lancs. Ron was better known for his many Scale models, but few will be aware that he flew R/C Aerobatics long before that. I believe that this event was probably The PAA Festival which was held annually at HMS Sanderling and was sponsored by Pan American Airways.

Ron began his working life serving an apprenticeship as a mechanic in Harry K. Browns Garage in Nicol Street, Kirkcaldy. Over the years, he climbed the ranks until he became their Service Manager.

Interrupted only by National Service, Ron worked there for 30 years and when it closed down in 1969, he went on to become a senior lecturer on motor vehicle engineering at Elmwood College in Cupar where he worked until retiring in 1989.

Ron first met Ken Hall in the fifties. They shared a common interest in aircraft modelling, and that friendship was to last until Ken's death a few years ago. Ron's elder brother Allan was a great help to them both as he was skilled in electronics and was able to construct radio control equipment.

In a newspaper article in The People's Journal from 24th April 1948, it seems that Ron and Allan constructed a radio controlled model, quite possibly the first in Scotland.

In 1956 Ron married Doreen and they set up home in Rosabelle Street where they started their family with Keith arriving in 1957 followed by Linda in 1961 before moving in 1963 to Lady Nairn Avenue. He announced to Ken that he had bought the house and Ken was surprised, and replied "Really – I once lived in that house". One of those 'small world' moments.

Ron joined the RAF in 1944 and was sent to South Africa for initial training on Tiger Moths, Cornells and Harvards. Ron has built models of the latter two. Later, he served with 186 Squadron RAF flying the Avro Lancaster and built a model of this aircraft too. He finished it in the colours of the actual aircraft he flew toward the end of the war. Ron was to finish his wartime service attached to the British Embassy in Paris.

He also built a Spitfire which was to have a totally unplanned consequence. An amateur film maker was making a sequel to the Battle of Britain film, it was actually a prequel if that's the word as the storyline concerned the attacks on Rosyth dockyard in the very early days of the war -

and the valiant defence put up by 602 City of Glasgow auxiliaries* long before the Battle Of Britain.

The film maker heard about Ron's Spitfire and asked if he could film it flying as it was very expensive to fly a full size Spitfire and it was after all an amateur production.



Ron's Spitfire

When the producer set eyes on Ron with his blonde hair, he asked him if he would play a part in the film as he looked quite 'Germanic'. They borrowed a uniform from the Battle of Britain film props dept. and Ron subsequently played the part of the JU88 squadron commander and could be seen looking out of a mocked up bomber cockpit as the bombs were released. He even mouthed a few words at the 'briefing' which were overdubbed in German!

He also tackled the Avro Vulcan and built more than one version after drawing up the plans in his usual comprehensive way.

This too was going to have unforeseen consequences as Ron and Doreen played host to a honeymooning couple from Sweden! It turned out the gentleman was a modeller and was so desperate to obtain one of Ron's Vulcan plans and to discuss the details, that he chose to honeymoon in Kirkcaldy just to collect them! I wonder if the marriage survives today.



One of Ron's Vulcans

At Fife Airport during the 1993 Nationals, Dumbarton & District MAC (DADMAC) put on an added attraction as it was the 50th anniversary of the famous Dams Raid, and had constructed a huge 'dam' out of painted card-board.



It was quite a production aided by a considerable pyrotechnic display which caught the attention of the crowd, all orchestrated of course by 'Big Gerry' on the megaphone. I remember flying with Ron that weekend with our



four-engined Lancaster's.

It is often said at a time like this that so & so was a real character and it's so easy just to add that in, but in Ron's case, I think it can be used with certainty. Rarely did Ron ever build from a kit or even a plan except that is when he drew it up himself. He nearly always used a plastic kit as a pattern for his drawings which were usually drawn on wallpaper.

He may have used a G/F fuselage on his first jet model – a Hawk – a collaboration between Ron & his lifelong friend Doctor Ken Hall. But of course after the success of the Hawk, he went on to design and build a Tornado using his tried and tested system and many of you will have seen the result.

Ron's funeral was attended by several Fellows of The SAA as well as many members of Kinross, Balbedie and Glenrothes clubs. Collectively, we offer our sincere condolences to Ron's wife Doreen, and her family.

Don Imrie

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Ron with his Hawk at Ballado



Ron with George Halley at Fife Airport

I first met Ron at Loch Inch during the early 90's when he and his wife came for the weekend Waterplane event which is always held on the second weekend of September.

Ron had brought along his big Cessna on floats. I think it was 3rd scale as it was a big model and it flew well over the weekend.

I surprised him last year when I asked him if he remembered the seaplane he built in the 80's called the Thurston Teal which was semi scale and three channel radio. He did remember the model, then I told him that I had it in my collection. I bought it in the early 90's and flew it for a few years and then sold it on. Last year I saw it advertised on e-bay and I bought it back. Ron was pleased and hoped he could see it fly again. Sadly he did not see it fly again.

Ron was a great Aeromodeller and builder and a credit to all the clubs he belonged to. He will be missed by all who knew him.

Colin MacLean

Waterplane C.D.



Ron with one of his many seaplanes

Strathaven 2015

Despite very variable weather reports, it turned out to be OK on the Friday, and even better on Saturday allowing us a full days uninterrupted flying apart from a couple of microlight moments.

These were handled well and didn't cause us anything like we experienced last year. In fact, they were all modellers and I am sure many of you will have recognised one of them, our old friend John Walter who flew for Scotland in Aerobatics and was Scottish Scale Champion for many years with his Spinks Acromaster and Hawker Sea Fury T20 to name just two.

I shared flight line duties with Ian Russell from The LMA and I think it went pretty well. At one point, I thought I might need to chase up some pilots but no, some more appeared and the next slot was ready once more. It makes it so much easier for the organisers when pilots do this and in fact the show virtually runs itself. Models were varied and rarely were changes required in the flying order to keep it interesting for the public.

Kenny Rexter was on hand with the commentary and was as amusing as ever.

Some models had been seen before, but there were a good number of new models this year. Karl Mander brought two very unusual models, a Curtis Helldiver which I've only seen modelled once before, and a Tempest V which came with a very unusual engine noise. Karl explained that he took two Zenoah 62s and built an in-line twin out of them - now that's one way to get a 124cc engine! All I can say is "well done Karl - great result"

The Nicol family was well represented as usual and whilst Ian's jets were very impressive and Alistair always brings something to the table, young Stephen caught my eye as he has clearly improved his freestyle aerobatics routine to the point where he was getting applause not just on landing, but during his routine for some of his manoeuvres which to me were quite superb. Such a pity he has no interest in competition flying as he would do very well indeed.

Three pilots who do compete regularly flew all day together and at one point two of them flew formation aerobatics. The banter between Chris Currie and Simon O'Neil was priceless and really funny. It made Ally Young look well behaved and quite sensible really. Just pulling your legs guys - great displays once again and greatly appreciated by those of us who know how much practice it takes.

Gary Barr flew his Large Boeing Stearman Kaydet again this year and as Tony Cooper was not here this year, I thought that Gary's might be the only radial engine on the field, but Doug Thornton was just about to appear with that Nieuport 28 that he did so well with at the EK Concours night. Doug has an Evolution 7/77 in the Nieuport which sounds great. I see many guys struggling to get one cylinder to fire, but Doug hand starts this 7 cylinder beauty. I thought he was just turning it over before reaching for the starter - wrong - It fired up immediately and I can't wait to get mine into the Gilmore for next year.

Doug was accompanied in the sky by a large Tiger Moth flown by Lindsay Dickie. Before you start thinking I made that up, can I just repeat that Doug was accompanied in the sky by a large Tiger Moth flown by Lindsay Dickie. I knew I was going to struggle to get those words out, but there you are, I've said it. Actually, to be fair to Lindsay, he did well to get it down in one piece when it became obvious that part of the undercarriage had come adrift. He held it off a few inches from the ground and got it down without further damage. Not sure if Lindsay has plans to build any other trainer type aircraft, but I've probably said enough to earn myself a Lindsay glower so I'll leave it there. 'When you're in a hole stop digging' comes to mind.

Dave Parry's Wellington Bomber



Big Dave flew the B17 with his usual aplomb, as well as Ted's Lightning, but I felt he was more at home with the Lightning this year as the flights were superb.

The work done on this model to uprate to more powerful engines has paid off. Maybe some Aero's now Big Dave?

Other jets flown included Colin Thompson's Boomerang Nano whilst his big XL had auto start issues and wouldn't auto start! Lindsay flew his Super Reaper - smooth as always. The beautiful big Viper jet returned flown nicely by Mark Conlon and the two jets beautifully flown by Ian Nicol.



Karl Manders Helldiver

Big John Townsends famous Miles Magister LMA1 still airworthy after all those years and at least one engine rebuild that I am aware of. It was almost as big as a full size Taylor Monoplane in the hangar. (Maybe Lindsay will do one of these for next year!)

As you know, we rarely ever get three good days together, and so it proved at Strathaven. It rained pretty well all night on Saturday rendering the car park unusable for Sunday and after a lot of soul searching, the Sunday was cancelled. If any of you think this was not a good decision, bring your four wheel drive with you next year because nearly all those who had caravans, could not get traction on the wet grass and Bob Nellies from DMAC came to their rescue.

Once more, food was supplied by Tina and her friends - always with a smile - good variety of food to suit all palates, served piping hot - terrific.



Many thanks girls for keeping us well fed

Bob had arrived with a nice Piper Cub but spent a large amount of time helping those stuck in the mud. Bob brought Eileen as well as the Cub (No smoke without fire eh Bob?) and on behalf of all The LMA and SAA members, deserves a very big THANK YOU from all those he pulled out. Bob & Eileen were also part of a team of SAA people who provided entertainment to the caravan dwellers on Saturday evening.

It wasn't planned that way, but as young Arthur Silsby had got his model stuck up a large tree, someone had to help and at one point I estimate around 20 odd people were trying to get it down. I say 20 odd and I mean odd! The suggestions went from sublime to ridiculous and back again. Absolutely hilarious - but then isn't that why we do it? You never know who will arrive or what will happen next. Cut short by the weather yet again, but we enjoyed it as much as it was possible in the circumstances.

If you missed it, make sure you take in this event next year.

Don Imrie



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