



# *Airtime*

Summer 2016



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**Front Cover Picture:** James Ladell's Yak 130 at Strathaven Airshow.

**The next Copy Date will be the end of Nov 2016**

# Chairtime

The first half of the year has had mixed weather which has caused a number of events to be cancelled, mainly by rain. However there have been some successful events in spite of the conditions.

The SAA/LMA Large Model Show at Strathaven was a success even though we were rained on again on the Sunday which wasn't supposed to happen until late afternoon according to the forecast we had.

We did have a good turnout of spectators who enjoyed the show, which had many more Scottish pilots than previous shows, all of whom put on a great display.

I had asked prior to the event for volunteers to assist in setting up the fencing and the marking out and I am pleased to say that we had an excellent crew of SAA Members turn up. They also dismantled most of the site on the Sunday afternoon in the rain. My profuse thanks go to these Members for the work that they carried out in the conditions we had, it made things so much easier for me.

The Air Cadets also turned out in more than adequate numbers this year and carried out their duties directing and parking cars. It was told on more than one occasion that they were very cheerful and polite and that they were very smartly turned out.

Well done to all the help for the work they carried out over the whole weekend.

Once again we have managed to donate £1000 from the Show to each of the two hospices that we supported last year, the St Andrews Hospice and the Kilbryde Hospice.

Since the beginning of this year I have done my usual travelling about to some of our Clubs and a number of the LMA Shows. The new LMA venue at Tibenham near Norfolk, East Kirkby, Longhorsley and Cosford were very good Shows with a numbers of new aircraft taking part. At Tibenham we were treated to a fly past of the Battle of Britain Hurricane and Spitfire and on the Sunday a passing Mustang gave us a little impromptu display.

I was happy to see a fair number of SAA Members attending these events; in particular Longhorsley had a good number of SAA pilots. Unfortunately I had to leave Longhorsley just after the barbecue and missed the party and the

entertainment that followed. From the reports I have had back, they all had a great weekend.

Reported in the last Chairtime we had a meeting with the Department for Transport regarding the drone situation. We have since been asked by the DfT that future meetings should have fewer representatives attending. To this end we have given the BMFA the mandate to represent the SAA and to keep us informed. As yet there have been no decisions made on any further legislation regarding drones. No doubt we will be hearing something soon as some may have noticed that Amazon have been testing the possibility of deliveries by drone.

March turned out to be a busy month for us beginning with a meeting at Kirknewton with the Under Secretary of State for Resources. We were asked to put on a show of model flying and to inform him of our involvement with the ATC. We let him have a go with a trainer on the buddy box, which may have helped in keeping Kirknewton open for teaching the Cadets to fly model aircraft and secure the future of the model club that uses the site. The ATC have new Cadet Accommodation at Kirknewton as well as a terrific glider flight simulator which comprises of the front half of a full size aircraft. They had some difficulty getting me out of the simulator to let others have a go.

This was followed on the next week by a presentation given to the Penicuik ATC Squadron where the Cadets were shown various model aircraft from trainers through to jets. The Squadron now has a volunteer from the Penicuik Model Club who will take on the job of teaching the Cadets model flying.

Once again the Dumbarton MAC held their annual Bring and Buy and as usual it was very well attended with many items on sale at bargain prices. I managed not to buy anything this year, which is just as well as I can't move in my model room for models at present.

In May the Ayr and District held a fly in at their field near Maybole and for a change the weather was excellent with sunshine the whole day. I had a bit of difficulty finding the field as they had moved from the one I first visited, so by the time I got there the crowd had scoffed all the grub all except for one lonely sausage. An excellent turn out of pilots with models ranging from a DH 2 to jets.



Also in May was the forming of a new Club in the Paisley area called the Caplaw Model Flying Group. They have taken over the old Hartfield Moss field and are now pretty well established with almost thirty members and growing. We wish them every success and fair weather for the future.

In June I attended the Testing and Training weekend at the Aberdeen Club which was very successful. As always at Aberdeen the hospitality was first class as was the welcome.

As I reported in the last Chairtime we have formed a FPV discipline in the SAA and have sponsored a new SAA Trophy for the Scottish FPV Racing Champion. This is definitely a growing Sport. This year we are holding the first Scottish FPV Nationals and is being organised by the Dundee Club at their field on the 27<sup>th</sup> and 28<sup>th</sup> of August.

I paid a visit to the Dundee Club Fly-in and was shown the FPV racing circuit that they have made and was informed of the plans for the Nationals by Alex Smith. Alex has agreed to take over the position of FPV CD next year. It must be said that the Dundee Club has been exceptionally supportive of the FPV racing group and have incorporated a permanent race track on their flying site. Alex has informed us that he is hoping that the Scottish FPV Nationals will be recognised by the European Body, ERSA, as a qualifier for the European Championships to be held in Ibiza at the end of September.

I managed to get a bit of flying done when I was there and have been invited to their interclub fly-in on the 4<sup>th</sup> of September.

Many thanks to the Chairman Kenny Carr and his Team for the kind reception that was given to me and to the catering Ladies for the tea and bacon butties. The present CD's Representative for FPV's and myself paid a visit to the Glasgow Barnstormers to meet up with the FPV pilots that are in the Club. Again I had the chance to have a go at the watching them flying using the goggles. Although I enjoyed viewing it, it's a bit fast for me.

Sadly there have been a number of Members who have lost loved ones this year as well as having lost one of our oldest Members, Bob Todd. Our sympathy goes to all the Families at this time.

So there you have it for the present, I just hope that the weather improves and allows us all to get more flying done.

Just as a reminder, I stand down from the Chair this year as do a few of the other Council Members. We need replacements at the AGM so have a think about taking on a position on the Council.

## **Mr. Robert Todd**

**Died 14<sup>th</sup> July 2016 – aged 93**

Bob Todd as he was better known as was the oldest active member of the East Kilbride Model Flying Club having been a member for around 30 years. Bob was the only Honorary Member of the Club – this was given to him over 20 years ago for the work he had done both for the Club, but also for the work he carried out for the Scottish Aeromodelling Association. He was given the task of producing boxes for all of the Associations trophy's. This he carried out with his usual faultless workmanship.

Bob was a time served joiner to trade and it was a joy to watch him sharpen his chisels – using the complete length of the oil stone. He became a leading hand in his company Dolar Rae, carrying out very important expensive “rush jobs” often down in London at short notice – having been told late in the afternoon that he had to be in London the next day without fail. This, of course, firstly required a very understanding wife and a good company vehicle.

Bob had a wonderful disposition. He was always polite to everyone and always willing to explain in detail salient points about his work and models. Bob came from a model building family, his father built several working steam locomotives, his brother was also a steam engine model builder and was a leading light in the construction of the narrow gauge railway at Betsy Coyed in North Wales.

During the last war, Bob served with the Gordon Highlanders and in common with many soldiers of the time was reluctant to talk about his exploits. However, during one of our Club nights, he revealed some of his many war experiences. His tales were not unlike something out of a James Bond film. He was captured twice by the German army, but in typical Bob outlook said “I didn't like being a prisoner” and escaped twice. He also said that the best place to cripple Stuka Dive Bombers was to place the explosives on the engine bulkhead so when the explosives went off the damaged engine fell off the aircraft! There are many more interesting stories, too many to mention here.

Bob had two great friends in aero modelling and they were affectionately known as “The Last of the Summer Wine” the late Ken Turner (EKMFC member) and Joe Fergusson (now in a home in Prestwick – age 94)

They used to go to all of the Scottish Aero modelling events in Bob's car until one day several years ago Bob had an accident coming to the EKNFC model flying field (very high hedges and bad bends on the approach road.) This was the end of Bob's motoring. He then moved onto an electric scooter!

Bob was a prolific modeller, not only building and flying many varied types of aircraft, we well remember his flying "Witch on her broomstick."

He would tackle any type of model in his garage workshop; not only aircraft but boats and model steam engines. His workshop was like a modellers "Aladdin's cave" – various model yachts, working small electric powered rowing boat, Tug Boats, model yachts, indoor models.

His workshop was well equipped with lathe, drills, grinders etc., and he spent as much time as he was able in it producing interesting models. He was working in it within the last month.

In the last two years he made several working steam engines and exhibited his Beam Engine working in steam at the East Kilbride Concours Competition last February – this attracted great interest. Bob was a very good model engineer – also very quick in producing models of all types.

Bob was extremely knowledgeable about the types and properties of timber and gave several talks to our Club on this subject. He was always willing to help at short notice to give both help in making notice boards, frequency boards etc.

Bob was also a very active member of the Richmond Park Model Boat Club and produced several steam powered models (having made the steam engine as well as the boat !). He also made very fast R/C controlled model yachts. Bob was a complete modeller!

He was always willing to move with the times and had his mobile phone, his computer and was getting ready to get broadband.

He always participated in the Club's indoor flying nights flying his Micro Stick, helicopters and quadcopter. Over his very long life he tried every branch of the hobby.

Bob had a wonderful attitude to life , he used to say if you woke up in the morning and did not feel wood at your elbows, then it was a good day!

Bob had a long life, joyfully lived and will be sadly missed by all of his many friends.

Douglas G.Dickie , FSAA

## From the Editor

A big thank you to everyone for their contributions and support and please keep them coming. Remember you can download the mag from [www.saaweb.co.uk](http://www.saaweb.co.uk) to get all of the live internet links. As usual there are too many pictures to publish, but they are all on Flickr at this address: <https://www.flickr.com/photos/138883192@N02/albums>

Apart from being Editor, my other contribution to the SAA is to be a fixed-wing examiner which is very rewarding. I have attended a number of training events and can see a trend appearing. There are the pilots who know the schedule and after a couple of familiarisation flights can get through the test. There are pilots who have not seen the schedule and are getting their first view of what is required, and this is where the examiners get a lot of satisfaction as they take pilots from a cold start to getting through the test. A lot of pilots will do the training on the Saturday and the test on the Sunday, or come along for the experience and target another weekend a couple of months in the future. Pilots can give themselves a help by making sure the model is trimmed out. By that I mean it should fly in a straight line without gaining or losing height if you take your fingers off the sticks. If it can't do this then you are fighting the model all the time rather than focusing on the shape of the manoeuvre. **Next is Hamilton on the 10th & 11th September.**



Hi All,

**Some sad news again. SAA Fellow Joe Ferguson died in August and although his funeral was a family affair, there was two SAA friends present. Joe was 96 years old, a friend of Bob Todd and a staunch supporter of the SAA.**

**Bill**

## IMAC @ Castle Kennedy

The 2016 Scottish round of the IMAC circuit took place at the Castle Kennedy airfield near Stranraer on the 30th April & 1st May. The Friday was available as a practice day and although it was a bit breezy, a fair amount of flying took place. The Saturday was fantastic, with blue sky and light winds for the most part. Sunday though was a bit of a washout, and although the rain went off at 10:00Am as per the forecast, the low cloud really prevented anything other than the small electric foamies from flying.

In terms of entrants we had 9 entered but 1 dropped out at the last minute, and the models ranged from the 55cc 2 metre size up to the 42%, 160cc with a few in between at the 100cc size.

If you fancy taking part in these events then please get in touch or check out the web sites at <http://imacuk.org/index.php> and <http://www.higalphalpha.org>.



The competition had entrants in the entry level "Sportsman" class, the "Advanced" class and the "Unlimited" class, but no-one in "Intermediate". We also had 4 entrants in the Freestyle section, which is a 4-minute flight to music and is a lot of fun to watch. A big thanks has to go to Malcolm Balfour as the organiser and for arranging for judges and looking after the results.



## Training and Testing Weekend, Glenrothes, May 29/29

Firstly, a big thank you to the Glenrothes club for hosting the first T&T weekend of the year, and for arranging such perfect weather. Proceedings started at 10:30 with a good safety briefing from Duncan Gray, and flying got started immediately afterwards. We had 6 candidates on the Saturday mainly for F/W Bronze Plus and Silver, and also two Electric Thermal Bronze and some heli hovering. The day was very well attended by the club members, and a special mention to Carolyn Law who printed out the Pass certificates on the Saturday evening.

Sunday again saw wall to wall sunshine and no wind to speak of, and we had a dozen candidates over the various disciplines. It was great to see the host club walk away with 2 x Bronze Plus and a Silver, and great to see Mike Buchan returning to his original club after 40 years to pass both the Bronze



Plus and Silver. I was very impressed with Liam Madden who flew an excellent Silver with a OS46 powered Wot 4. I did see some really nice 4-point rolls and Knife-edges following his Silver pass, so definitely one to look out for in the

future. Well done to his coaches for helping him get through the test.

The final tally was pretty good: FW Bronze Plus - 3 passes; FW Silver - 3 passes; Electric Thermal - 2 passes; Multi-rotor examiners - 2 passes; Heli hover - 1 pass; Heli Bronze - 1 pass; Multi-rotor competency - 1 pass; plus 4 other FW silver candidates along for coaching who racked up about another 20 or so flights. All in all a very busy weekend.

To anyone contemplating any of the tests I would definitely recommend you go along to one of the events even if you just watch, ask and listen, then go away and practice. Some of the pilots at Glenrothes now know what the examiner's expectations are and will target the West Calder weekend in August and the Hamilton event in September. Remember you don't need to wait until a training weekend as coaching flights can usually be arranged during normal flying days.









And on the same weekend in Corfu, Neil Watson passes his fixed-wing Bronze.



## Around the Web

**Home built full size Spitfire:**

<https://www.youtube.com/v/pzkoTulqA1U&autoplay=1&rel=0>

**Movements for all Scottish and Ireland military aircraft movements:**

<http://www.fightercontrol.co.uk/forum/viewforum.php?f=73>

**Angus Model Flying Club**

<https://www.facebook.com/groups/459987730800001/>

**Cairngorm Model Flying Club**

<https://www.facebook.com/Cairngorm-Model-Flying-Club-1497499650501236/>

## ATC Flying Camp at The Bonchester Club by Don Imrie

The weekend began on a very Scottish musical note as a local pipe band came marching down the street just as we were arriving. Turned out to be the Galashiels Common Riding weekend.



Saturday's weather (mostly wind) kept us in the Regional Accommodation Centre all day but fortunately we are well used to postponement in this model flying game, and Regional Flying Officer Colin Nicol had brought along a flight simulator and a couple of trainer kits so we broke into three teams: one on the simulator and the others building the two trainers.

The outside photo of the same model shows the Cadets who flew it as my model was giving us some unusual problems so the brand new model was pressed into service less than 24 hours after being assembled and gave the Cadets a terrific day out and pride in the model they built which flew so successfully.







Paul can be seen here giving a Boomerang to Cdt Sgt Robertson who already holds an SAA Bronze, in the hope he may go on to gain his LMA Proficiency Certificate which will enable him to fly in public events such as the LMA/SAA Model Airshow at Strathaven on 25th & 26th June - not to be missed if you enjoy aviation - everything from old Bleriot's and Tiger Moths right up to modern fast jets with some multi engine bombers in the mix too.



If you are a Cadet reading this, and would like to go to Strathaven, speak with your Squadron and ask to go, as some of the paperwork already exists, and you may be detailed to do a short time on car parking but then Cadets will be on various 'duties' which will take you near and on to the flight line itself.

Thanks are due to the Bonchester Club for providing their very picturesque site in the Scottish Borders and instructors Fletch & Clem, 2180 Galashiels



Squadron via CO Frank Wielbo and his wife Irene for providing the accommodation which is perfect for a weekend like this, SAA instructors Paul & Blair and perhaps most importantly Flt Lt Tom Gray who brought the whole thing together and provided catering ladies who absolutely excelled in their task. Sincere thanks to you all. We had an interesting flight from one Bonchester member who brought along his twin OS four stroke powered B25 Mitchell bomber. Everything stopped while we all enjoyed watching John's flight.





## F3a at The Kinross Radio Model Flying Club

This was the first F3a comp to be held at the Kinross field and we were very well looked after. The runway had just been cut, and the club house was open for us to shelter from the sun. Yes, the sun was out all day, and the wind was not too troublesome and right down the runway. Perfect!! At lunchtime we had a very impressive helicopter display from one of the club members. The feedback from the Kinross club was very positive and the club members enjoyed seeing a different aspect to flying.



Although we were looking in the direction of the sun this was not really an issue and the CVP pilots quickly built a Sun Spot from a sheet of card and a pole. This is a very effective tool for blocking the sun and lets flying continue when it might otherwise pose a risk to the models.





## Ayr & District Model Flyers Fly-In Sat 14<sup>th</sup> May 2016

The weather for the week leading up to the event was hot, dry but very windy. Model flying would have been just about possible but the erection of the "Fly In" gazebo in which the BBQ would be installed would have been impossible. However, ADMF are blessed by having a retired Church of Scotland minister as chairman and the club attribute the superb weather on Saturday the 14<sup>th</sup> to his intercessions on the club's behalf.



The ADMF Howmoor flying site is fairly high up and has splendid 360 degree panoramic views. The downside is that when conditions are bad, it is prone to wind fog and rain so arranging an event is a bit of a lottery. In this case the clubs' numbers came up on Saturday as the weather couldn't have been better.

The Howmoor site had never seen anything like it. 40 or so cars/vans arrived. At least 15 visiting fliers from Garnock Valley, BCF, CVF, West Calder, Hamilton, Glenluce and Cumbernauld attended. The breadth and variety of the planes on show and flown was well beyond the organisers' dreams. They couldn't have planned it if they had tried. The range was remarkable with almost all model aircraft types and power sources represented.

The standard of flying was as good as anything one could find in the country. The general good nature and helpfulness of the pilots one to another was very evident and much to be admired.



The BBQ more or less ran out of food by 1:30. The attendance of at least 60 souls was way more than the catering provision team had anticipated. The provision of the food and drink free of charge was probably an exacerbating factor



The ADMF committee demur in highlighting individuals by name whose special efforts made the event the success it indubitably was. **It was a team effort**. Pilots, helpers, caterers , the grass maintenance team, the road maintenance team, the gazebo erection squad, etc. all contributed vitally. It would be invidious to single any individual out.

The event was featured and praised in the “Ayrshire Post”. Fame at last! The ADMF committee were more or less bowled over by the success of their event. The ideal weather on the day was in stark contrast to anything that could reasonably have been anticipated. It really couldn’t have gone any better.



**Maitland's Hornet flown by Alastair Nicol**

### **The pilot's view:**

Ayr & District had their first fly-in 2 years ago and it was very well attended, though it was a bit foggy in the morning hence the relief that this year was wall to wall blue sky from the outset. The site was in an excellent location and the club had done well in upgrading the road so well done to the outdoor fitness team!!

From the photographs you will see the wide assortment of models. Simon McNeill gave a good demonstration of the Mustang's low level role where it was used in a ground attack mode towards the end of the war, and Alastair give a spirited demo of Maitland Baff's twin engine Hornet.



Alastair's huge Catalina is another very fine model and not to be missed and also on the warbird front was the YS120 powered Spitfire flown by Bill Cameron from the host club.





Iain's Unico jet has a huge performance envelope ranging from high speed passes to passes at walking speed, and comes to a full stop in 5 metres from landing.



Also in the jet domain were Richard Copeland and Simon McNeil with the Xcalibur and Phoenix jets who gave a very nice synchronised display.





Stephen Nicol was impressive with his large Extra and equally at home with his Goblin heli.

Young 14 year old Murray Young had his 55cc Pilot Extra 260 and you could see the confidence grow throughout the day. Ally had his 111cc Pilot Edge for some nice low level 3D flying and I had my 55cc Pilot Extra 300 and the F3A Angel's Shadow.

Thanks to Ayr and District Model Flying Club for a great day out, the free burgers and coffee, and to all the pilots who made it a great day.





## The Scottish Aeromodellers Association [www.saaweb.co.uk](http://www.saaweb.co.uk)



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me—you know  
you want to.



### Membership Benefits:

- Access to experts in every field.
- 3 magazines a year
- Events diary with details of all meetings, open-days, competitions, training days, airshows etc
- Insurance included in membership fees
- Notifications on updates to all legal Civil Aviation Authority requirements



### How to get started:

- Visit our web site to find your local club
- Contact the Secretary to arrange a visit and possible trial flight
- Discuss your aspirations and get advice
- Purchase your equipment
- Join the club & the SAA

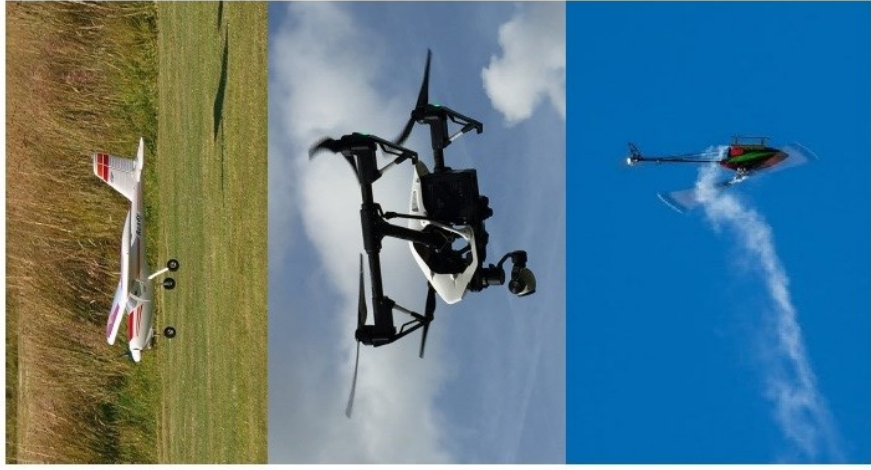
### Fun

Most clubs have access to their site at the week-end and during the week. There is nothing better than flying your aircraft, stopping for a coffee & chat, then going up again. Also most clubs have an annual open-day / fly-in where you can meet people from other clubs, though you are welcome at any club at any time.



[www.saaweb.co.uk](http://www.saaweb.co.uk)

## How to Get Started in Flying Model Aircraft



## • Fun

## • Insurance

## • Training

We cater for all types of model flying: quad-copters, aircraft, helicopters, gliders, jets, water planes, control line, free-flight, indoor.

### Training

Each club has a training program to help you get started and buddy-boxes and simulators ensure you get the best start to the hobby with less chance of damage. Free, regular centralised training weekends are also run throughout the year and are open to all SAA members.

- Competency level: provides the skills to handle your model
- Bronze level: fly solo at any club open-day
- Silver level: fly at public events
- Gold: personal achievement





## Making a new SAA Brochure by Tom Laird

**The brief** was simple: "we need a new recruitment brochure - Tom, could you look into it?"

So how do you improve upon the current excellent SAA recruitment brochure? "Not easily" is the answer, so I decided on a start-a-fresh look:

- What is the objective of the brochure?
- how is it conveying that message?
- is it clear, direct, unambiguous?
- Does it capture the attention of today's multi phone / tablet users?

I am no marketing guru, but you have approximately 10 seconds to capture a prospect. That is about the time from him/her picking up a leaflet from a counter, and getting to the shop door. YouTube gives an option to kill an advert after 5 seconds. A Microsoft study highlights the deteriorating attention span of humans, saying it has fallen from 12 seconds in 2000 to 8 seconds. A goldfish is 9 seconds!

So going with the "a picture is worth a thousand words" strategy I went for 1 high-wow factor picture per discipline. Remember that most people don't know the hobby/sport exists, so seeing giant models is a way to capture the attention, especially if they are fairly young.

We tried a few options for the headline:

**Radio Controlled Flying**

**Get started in Radio Controlled Flying**

**Take part in Radio Controlled Flying**

In the end the Council went for:

**How to Get Started in Flying Model Aircraft**

as this was a good reason to pick up the advert. The readers would be getting something they wanted namely information. The inside is where you capture them. Everyone wants training so that gets pride of place. The high-wow factor pictures show what is on the table and what pilots can aspire to.

Then the potential member gets to see what it is all about namely FUN!! Another bit on aspirations then the instructions for joining up and taking part. Note the "get advice THEN buy" sequence.

The Membership Benefits is folded in, but by then the pictures should have done their work and the prospective member should be hooked.

When lying folded on a table the viewer either sees the front cover, or the "Fun" and "How to get Started" page.

# Photographers.

The Council would like to extend their thanks to the following photographers for their help in producing the new recruitment brochure.



Alastair Nicol      Tom Laird



Colin McCance      George Young



Les Madden      Alastair Nicol



Scottish Heli Nets web site      Ian Horn



Tom Laird      Peter Miller





## Around the Clubs

### New starter tables and plinths at Glenrothes





**New fence and drains at West Calder**



## Montrose Fly-in

Held this year on Sunday May 8, attracted modellers from all over Scotland. A good turnout enjoyed the sun, and lack of rain/snow. Held on the playing fields that once were the wartime airfield, the Club has been flying here since 1944.

Our Club has a site that is rented by us from Angus Council, and thanks are due to them for allowing the Club to use the entire playing fields for the day so we could have a larger event than our normal Club fly-abouts. Our members



had put in some time in the previous week lining the pits, etc., and filling in rabbit holes, onerous but worth it in the end to get a nice flying area.

Sunday dawned bright with high altitude cirrus. A sometimes stiff wind off the sea did not bother the fliers, and as it blew straight down the runway it helped a lot in take offs and landings. Swallows were seen overhead, that is the feathered type, so it must be summer!

The Club laid on grub in the form of sarnies, cakes, coffees and the usual crisps and cokes, which seemed to be appreciated!

All in all a good day was had, nice to meet old and new friends such as Bill Brown from Pitlochry and Alistair Nicol from Cumbernauld, and see some fascinating models from other clubs, from foamies to jets and large scale



models. Exciting models being flown in an exciting (but safe) style.

One day events can take up as much time, effort and bump to organise and set up as much larger shows, so it is good for us to see modellers turn up and enjoy themselves. Many thanks again to all who helped set up the site, and to all the modellers who came on the day.

*Graham McIntosh. Hon Sec, Montrose M.A.C.*

<https://www.facebook.com/pages/Montrose-Model-Aero-Club/410752055623343>





## Fly in the Glen 2016 by Bob Johnstone

Bill Brown held what has become an annual event, Flying in the Glen. This is really a one man & woman show with Bill and Shirley working very hard indeed preparing the site, mainly at his own expense too.

The location is well into the Highlands of Scotland at Trinafour, not far from Pitlochry yet it still attracts a lot of interest from the model Flying Community. This year being no exception in spite of the poor weather forecast, which unfortunately proved correct.

That said we had a very good attendance with Camping and Caravans making good use of the area provided for free by Bill's employer. A pretty good turnout of modellers with a nice variety of Aircraft over the three days of the event made sure that we had a good time meeting friends old and new.

I include just a few photographs starting with our youngest flyer Ewan at seven years old with his Dad Nick Reeves. Ewan is flying his Foam Wot 4 e.



Next up, Steven Nicol with his new to him Bi-plane. He did his maiden of it on the Friday evening. I thought it an exciting model and Steven confirmed that view when he reduced the rates

afterwards. The roll speed at first was,, Blink, and you miss it. A lovely model which in his hands performed extremely well.





After Steven I have to add his Dad Alastair Nicol who performed well too. He might be hard to recognise as he seems to have grown some hair on his head. He had not flown his Enforcer much, so he corrected that and had a real buzz with it.



We had some shelter under a marquee courtesy of Bill Brown which more than one pilot made good use of. Nice model by Alan Simpson, this pic' taken by Thomas

Smith. Lastly, but really the Main Man Himself, Bill Brown. Tells me this Biplane thingy is an enlarged version of a free flight model. Nearly got it to fly, and it will fly.

To see more about this great event, do a Facebook search for [Pitlochry Model Airplanes](#).





## Training and Testing Weekend, Aberdeen, July 2/3

Another “Thank You”, this time to the Aberdeen Aeromodellers who hosted the event at the beginning of July. Jim was at the gates at 08:00 and was able to report blue sky and light wind so the omens were good. I only encountered 1



rain storm on the way up—it started at Broxburn and went off at Aberdeen, thereafter a beautiful day. Again the day was started with a safety briefing, then a few of the models were trimmed out and the control throws adjusted to make them fly a bit more smoothly. Two Bronze passes were handed out in quick succession reflecting the effort put in beforehand and the rest of the day was taken up with Bronze and silver coaching. And there was some pretty impressive helicopter flying going on at the same time. Remember, Aberdeen is the home of the Heli Hats, an event well worth visiting.



On the Sunday the weather was once again excellent and a lot of help given for model setup and trimming as well as coaching. One helicopter Hover and three helicopter Bronze passes were achieved, and Scott did the double with a heli bronze and a fixed-wing Bronze.





## Longhorsley 25<sup>th</sup> Anniversary event 2016 by Don Imrie

My how time passes as is often said. If you had asked me how long this event had been running, I would never have guessed it all began 25 years ago. So with typical Geordie good humour, the guys at NMAS put on a weekend to remember. We were welcomed on the Thursday with tea and cakes, and this hospitality was to go on all weekend. Everything from the most delicious coffee cake to those scones laced with strawberries and cream – yum yum – I think even I may have put on some weight. We named our part of the camp Scotch Corner as there were seven caravans full of Scots there.

Friday dawned and hey – no howling gales – remember the year the toilets all blew over? No rain either.

Models were appearing and several were on their first outing, so lots of maiden flights were to come. David Bell was first to go with his large Pilot Decathlon. A perfect first flight followed by a really smooth landing. He was so pleased, he brought out a big T28 which is very eye catching as you will know with that well known white/orange scheme. What none of us expected was to find out that there was very little wood in this model – it is moulded foam – you would never know until you are right beside it. It flew extremely well too, so David was well pleased with his lot and it was still only Friday morning.

Barry Widley had a nice ZLIN Z50L which had not flown as yet, so the ever obliging Bob Nellies offered to do the needful and the third maiden flight took place – just as successful as the first two. Gerhard Fehringer continued the trend with his new and at this point unflown Allure. This is one very attractive F3A competition aerobatics model with contra rotating props and yet again, a successful maiden flight was made. Gerhard has recently qualified to fly for the England F3A Team.

Talking of aerobatics, Keith Mitchell had mailed me some time ago and mentioned the help he was receiving with his projects from one Peter Johnson and your scribe's brain briefly kicked in. Could it be the same Pete Johnson we used to fly against when we invaded the North East at RAF Ouston? – this was in the days when the class was referred to as FAI Aerobatics, before it was given the FAI code F3A and yes it certainly was the very same Pete – he lives in the next street to Keith and was present at Longhorsley. Good to see you again Peter and I enjoyed our little bit of reminiscing.

Saturday began with yet again fairly good weather and the flying continued unabated with the addition of a few jets just to give my sense of smell a nice fix of burnt kerosene. Richard Moffat had a nice Hawk and Arthur Eunson's Scorpion really cuts a dash in the world of sport jets. Nice scheme too – Patroille De Suisse markings. Arthur also brought along a nice WACO with a Saito 3 cylinder four stroke, so it sounded pretty good too.

John Younger turned up with the B25 Mitchell previously flown at the Air Cadets camp at Bonchester Club the previous weekend. This is a nice model and I hope I have persuaded John to fly it in the Scale Scottish Nationals in August. I hope to make it two twins flying at this event.

Colin Auton's FW190 looks really great in the air and he flies it with confidence. Not all that easy with those big spindly legs which make landings anything but routine. But Colin handled it well and pulled off quite a few good landings. I seem to remember Colin telling me he built it from an Airworld kit. It looks about normal size until you get right up to it – it is a large model. The other warbird which impressed me belongs to Keith Mitchell. One of my all time favourites, the P51D Mustang from the 3W kit and also powered by 3W 150 inline twin. Awesome model – and it should be at Strathaven if all goes to plan.

Some nice aerobatics were flown by several very accomplished pilots. Gary Armstrong showed us he has lost none of it over the years whilst Gary Eunson showed us why he was chosen for the Scottish F3A team. One other guy who impressed me was Richard Smith with his Hangar 9 Yak. Whilst enjoying one of his flights, it was mentioned that he had been out of the hobby for some time and had only recently returned. Well, you could have fooled me Richard – welcome back!

Ian Turney-White had many flights with his unusual half scale subject – a one off motor glider- Scheibe SF33 Trainer – if you google the registration D-KOCH you can read its very interesting history and it is still airworthy now in Canada. Ian does his display with the motor running, then climbs to a fair height before shutting down the motor and continues to display his aircraft as a glider, landing deadstick as the full size would do. But as it is such a large model, he then restarts the motor remotely and taxis it back to the pits – clever. BTW – those turbines are not as close as the photos suggest, in fact thanks to Bob Nellies, I had a few flights with his models and found that they were not a problem at all – so don't let them put you off coming.

In the afternoon, the butcher turned up to deliver the BBQ packs and they were



well up to their usual standard. He stayed awhile and he got the same hospitality offered to the visitors. I cannot emphasize enough quite how good the hospitality is at this event – it just seems to get better over time.

Later in the afternoon, we were all gathered together for the ceremonial cutting of the cake which was carried out by senior member Doug Bertram and a few words were said by Chairman Victor Goode. We were all treated to a glass of wine and we all wished NMAS the very best of health for the next 25 years.

Then we enjoyed the superb BBQ and a couple of drinks in the clubroom. But that wasn't the end of the celebrations – they had laid on entertainment in the shape of Roly Veitch who provided Songs of the Tyne such as Wherever ye gan you're sure to find a Geordie and Canny Tyneside – a very appropriate way to celebrate the day and to close the evening.

Sunday's weather was similar to Saturday and lots of fuel was burned. I would just like to mention those guys who go by the name of Fighteraces. I hear the critics already – Oh they do the same things, or that's not a fighter it's a dive bomber. Well guys I enjoyed watching those two P47s – one razorback, the other with the bubble hood and Phil Clark's Douglas A24 Banshee which was the USAAF's version of the Navy's SBD-5 Dauntless. In fact Phil's model seems to have been around as long as Longhorsley, which is testament to his abilities as a pilot. Not only that, have any of the critics ever tried to fly three R/C models together like they do? I suggest you try it first and you will then appreciate how very hard it is to fly two models in formation never mind three – and they have done it with five! End of rant.



Lots more pictures here:

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





## The Scottish Model Airshow, Strathaven, by Don Imrie

This year it seemed the weather was to be better than last year then unexpectedly the weather forecasters changed their minds and the Saturday numbers were badly reduced. Such a pity, as the organisers don't have that privilege and have to turn up regardless. However, those of us who have learned to ignore weather reports were rewarded with some great flying over

the two days from a wide variety of models and styles and I think it would be fair to say that this event has now established itself as an annual event and just keeps getting better every year.

Thank you so much to Fergus McCann for the use of this excellent site. In the photo on Flickr you can clearly see the large patch of runway which was close cropped thanks to a lot of



hard work by Peter McKenna, Tom Gallaher and Jack Kennedy. Many thanks guys.

New models not seen before included one which I have waited years to see back in the air and was the Canberra now powered by two Wren turbines.

Dave was clearly enjoying himself with this aircraft which performs rolls with ease and I had to correct our commentator big Dave Walker who doubted that the full size would have done that as I have some video



showing it rolling and looping at Farnborough in the sixties. Big Dave's commentary was greatly appreciated by the crowd as he has a colossal knowledge of aviation matters and can be forgiven for thinking that the Canberra was not aerobatic as it was a bomber after all. Still in service in the US to this day and many, many world records to its credit. Another model I had not seen before was Richard Copeland's Grumman Panther, a superb model beautifully displayed.

One new face this year was James Ladell who brought his wife and two children all the way from Bury St Edmunds and his Yak 130, a large Chipmunk and a surprise model, a flying Pterodactyl ornithopter. He was persuaded to bring it to the show line after amusing us all the night before. To say it was hilarious is a bit of an understatement, and it received applause as soon as it took to the air – great fun – thanks James. One other pilot gained applause during his several flights due to the sheer quality of his maneuvers: this was Steven Nichol who once again was quite outstanding.

Being in charge of the flightline brings its rewards but can also attract some criticism. First thing I will say about that is that we can only put in to the air what we have and when the pilot can be found! I was having to call pilots many times via our commentator as a slot came up and only one or two of the three pilots were there. I had to move the slots around and move models myself and this can be quite tiring I can tell you. It was very noticeable at times that the very large models pretty well saved the day and I was most grateful to Dave and Andy Johnson for that with the two B17's, Lightning, Canberra, Warthog twin and the jet powered glider all flown with great skill. I was also grateful to Bob Nellies for always being fuelled and ready to fill a slot if required – thank you for that Bob.



**Click for video  
of Strathaven  
model pound**



One young pilot had passed his SAA Silver a few weeks before the show and had turned up with a simple Wot Four and I hear the voices saying you can't fly that in an airshow. Well guys, we all have to start somewhere so I let him fly several slots each day as it is the only way he will gain experience and move up to better things, but at least he now knows how it feels to fly in public and received applause when our commentator explained this to the appreciative crowd. This very competent pilot was 15 years old Liam Madden. Watch out for him in future because as I said to one critic – "Bet he will be standing next to you in two years time giving you a showing up" I do hope you all agree because we really need more younger pilots to come forward to replace us aging old buffers. I was also criticized for 'allowing' Sport jets to have a slot but as I said before when you have nothing else in the queue perhaps we should be grateful they were ready and willing to fly. I certainly was.

Neither am I saying we are all old buffers. 'Middle aged' Ally Young, Chris Currie, Tom Laird, Richard Copeland, Lindsay Dickie and Simon McNeill showed us their customary competence with the big aerobats and they have maintained this level of skill for some time now, and they too were ready to fill a slot anytime. Nor did any of these guys refuse a slot on the Sunday as a blustery crosswind appeared. Keith Mitchell and Ted Allison made the journey from Northumberland and Keith flew his superb P51D powered by a 3W 150 inline twin whilst Ted's Stearman is arguably the most aerobatic Stearman I have ever seen powered by a Vallach four stroke twin. Keith brought his friend Peter Johnson, an adversary of ours on the old FAI Aerobatics circuit. Since the Strathaven show Keith's Super Constellation has flown successfully and it will be a welcome addition to the circuit – maybe Strathaven next year Keith?



Once again Tina's Kitchen kept the troops fed and watered and we thank those cheery girls for that. It was also good to see the ATC back this year and their support and assistance is greatly appreciated. One final thank you to Tony Campbell for the use of that fabulous lens – cheers Tony.

## Free Flight, by Jim Arnott

The PennyPlane contest was held at Bathgate Academy on 27<sup>th</sup> March. There were four entries. Roger Paton was shown a few trimming tricks of the trade to get his new model going and he was well pleased to get it up amongst the girders and to get a flight of 2:55 from it. Bruce Duncan did not come near his best form and had to settle for flights of 5:08 and 5:13. Urlan Wannop and Jim Arnott were again vying for the top spot and although Urlan had the best time of the day with a 6:12, it was Jim who had the better two flight total with 5:39 and 6:02, winning by 14secs.

We were back at Bathgate on 24<sup>th</sup> April for the F1L contest. This is the best performing class that we fly. The Scottish record for the class is 10:47, by Aubrey Beaton in March 2000 at Lochgelly High School. It is a simple model of 18" span and 3" chord, with a minimum weight of 1.2g. Building a model in the 1.5 to 1.6g range is quite easy but getting down to 1.2 without it being too flimsy is very difficult. For the first two hours of our session, the air in the hall was poor and I had increase the thickness (and therefore weight) of my motors to get a good climb. A model which will regularly clock eight and a half to nine minutes was returning about seven minutes. In the second half of the day the air warmed up and we were able to get better times. Roger with his first F1L managed a very encouraging flight of 5:40. Bruce had flights of 5:45 and 6:20. Urlan had a few hang ups on the girders and suffered model damage. He finished with best flights of 8:10 and 8:35. Jim Arnott eventually got his models going and had flights of 9:20 and 9:32 to win.

This margin of victory was enough to give Jim the best total over the three indoor contests and to retain the Aubrey Memorial Trophy.

### **Lawrie Trophy Meeting 15<sup>th</sup> May**

It was a pleasantly warm day with very little breeze. The main event was Power Championship for the Lawrie Trophy. There were five entries in this combined power event where classic, vintage, SLOP, Open Electric, and BMFA Power could all compete. Tommy McLaughlin flew his classic Geef – an early d/t on the first flight spoilt his chances and he finished with a 6:01 total. David Hambley and Chris Edge, in his first power contest, flew E36's of a 12 sec motor run. Both had a single max and two dropped flights. David finished on 4:34 and Chris finished with 5:54. Jim Arnott flew his vintage OS15 powered All American, now repaired after a high speed encounter with a fence last time out. He was still fighting with an inconsistent trim. The first flight was 2:26 in poor air after a good climb. The second and third flights were big maxes in good air but the model had no consistent glide turn, wander all over the county – generally to the right but with occasional swoops to the left. John Eland flew his BMFA power model and started with two nice maxes. John needed 2:27 to win on his final flight – what did he get? 2:26 of course, for a tie and making a fly-off necessary.





John Eland and Jim Arnott prepare for the Lawrie Trophy fly-off

In the fly-off John launched first – a nice climb pattern and the model pulled out into buoyant air. Jim followed immediately, but his model tightened to the right and spent 12 secs hammering around at 150ft height. It then stalled down for 1:12. Meanwhile John's model held height for three minutes, then eased down for a terrific 5:16 time to win the

Lawrie Trophy. In the Area event, there were 19 entries in Combined Power and 8 made the fly-off, John and Jim were 9<sup>th</sup> equal. Ray Vaughn won the event with a 3:45 fly-off time. In the other events, Bruce Duncan won the Vintage power/Rubber event with his game little Bazooka which is looking much better with a greatly shortened motor length. Chris Edge flew in the Bmfa combined Glider event but had a couple of poor launches, by his standard, on his way to a 6:33 total.



Bruce waits for signs of lift for his Bazooka

### **The British Nationals**

This year four members set off for the annual jamboree at Barkston Heath with David Hambley and Jim Arnott arriving in time to set up camp and take advantage of a calm evening for some trimming flights. David made good progress with his E36, getting it on a nice trim. His good work was then wiped away when a heavy d/t landing on a runway knocked off the motor. Jim enjoyed better fortune finding that his large open glider and his All American were both performing very well.

Saturday morning arrived with a light breeze of about 10 mph from the Northeast. It was dry all day. As the heat built up it was clear that there were big thermal and equally big downdrafts. You were either in lift or you were sub-max. Having been out early readjusting his E36, David was happy that he had it ready for the contest. The new 2016 rules for E36 have reduced the motor run for flights one and two from 15 secs to 10



David was again in the glider fly-off with his "Old Peculiar"

the fly-off. John Eland had entered the Bmfa Power but he had a really traumatic morning crashing models and he retired to take Irene shopping. Perhaps he managed to max out his flexible friend with some retail therapy. Jim started his day with his Screwtop in Bmfa Rubber. The first flight was whopper. A spritely climb in a big thermal took the model to about 1000ft when the d/t went. Then the concern really grew as it was not coming down. Eventually it shook loose of the thermal and he was very relieved to see it drop short of the trees on the Belton road at 5 ½ mins. The second flight was a similar comfortable max, not quite so high and this time dropping out of the lift more swiftly. The third flight climbed away enthusiastically in good air and after a minute, you would have bet your shirt on a sure max, but then it started dropping with the prop still turning. It had slipped out of the good air into a vicious downdraft and it was back on the ground at 2.13. Judging by his language, Jim was a little upset. David and Jim then turned to their second event, Bmfa Glider. David with his "Old Peculiar" chose the air well to score three nice maxes and to qualify for the fly-off, as he did last year. Jim had another event where two big maxes were followed by a downer.

secs, making all three qualifying flights now 10 secs, followed by a miserly 5 secs motor run in the fly-off. With the 10 secs run, you need to find non-sinking air to get a max, and David did not. He dropped time on the first two flights. A solid max on the third flight was little consolation. After a disastrous first flight in BMFA Glider, Chris Edge

turned his attention to E36 and managed the three maxes to book a place in

There were 12 in the Glider fly-off. David had a poor launch with the model coming off at speed to the right and taking a while to recover. His time of 2:01 left him in 11<sup>th</sup> place. The first and second places went to Jack's, Richard beating dad Alan's superb 8:53 flight with an even better 9:19.

There were six in the E36 fly-off. Chris's appeared to launch little too straight and the 5 sec motor run was not enough time for the model to get settled into its normal climb pattern. It stalled as the motor cut and took a while to settle. A



1:05 score left Chris in 4<sup>th</sup> place, while the winner was just 19 seconds ahead. A good launch would have won it !

On Sunday the breeze had swung to be from the North and it had increased to about 12/14 mph. We were flying from compound down the length of a runway towards the hanger, about ¾ mile away, with the campsite and the pig farm beyond. The max in all events was set to two minutes, in an attempt to keep models on the field. The rounds were about 90 mins long, which made it a fairly leisurely event. At the start of the day the air was cool and lift was difficult to find. In round one, David had a line cross when towing which caused his model to release early and he dropped time with a 1:46. Chris had poor launch and also missed the max. Jim just scrapped over the max. In round 2 we all maxed comfortably. In round 3 it was Jim who had towline problems – after he had released his model, his line floated over another flyer's line. That flyer carried on circling and dancing on the line until he had knitted it into a birdsnest. Jim gathered the up the bundle and ran around with the flier until he eventually released his model. Jim did not see anything of his flight and was pleased to hear it had been a big max, which was eventually tracked to the middle of the campsite. David dropped further time in round four with a poor launch then had a very satisfactory comfortable max on his last round. He finished in 13<sup>th</sup> place. Chris maxed the final rounds, including the breezy final round where he gave the model the full welly producing a spectacular launch, which must have cleared 100 metres and was the best I saw all day. The air was poor but it could not pull such a high model down in less than two minutes. Chris is shown in the official results with a 7:27 total, but I am sure his final max has not been included. A 9:27 total would have placed him 9<sup>th</sup>. Jim continue to max the five rounds and booked his place in a 6 way fly-off. At 7pm, with air steadily cooling, Jim lined up alongside 5 circling super bunters. His launch was a very poor uncommitted flop of the top, which got what it deserved – a time of 1:32 and 5<sup>th</sup> place. John Cooper and John Carter, circling downwind of the line, found some better air and did flights of 7:15 and 5:38 for first and second places.

Monday was very windy all day, with a 20 mph average gusting to over 30mph . The majority of people decided to keep their models safely in their boxes. Chris flew F1h. I did not see any of Chris's flights but his 8:30 total left him just out of the podium positions again in 4<sup>th</sup> place.

Jim flew this Gollywock in Mini-vintage. This was the most popular class on the day but even here only 15 of the 59 entries chanced their luck. Jim started with a disappointing flight of 1:30 - probably did not wind it hard enough – which travelled nearly the full length of the airfield. He followed up with two big maxes which were in the air for 3 mins and finished two fields out of the park. He took 2 hours to retrieve each of them and was totally cream-cracked. Jim finished in 5<sup>th</sup> spot.



So at the end of another very enjoyable British Nats, we headed home empty handed but not despondent. The main lesson I learnt was that I need to pull my belt in – you cannot sprint with an F1a and hold your trousers up at the same time !

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