



# *Airtime*

Summer 2017



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- Dumbarton Bring & Buy, Falkirk Scale Fly-in

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# Chairtime

It has now been 9 months since I took over the helm of the SAA assisted by a hard working Council. Much has happened and I have managed to make contact and visit many of our clubs, but many still to visit.

Since the last Airtime, well edited and produced by Tom Laird, many developments have occurred in our hobby of aeromodelling. I am grateful to the Fellows who have advised me when I have requested assistance and thankful for the warm welcomes I have received from clubs at their fly-ins.

Many modellers have been concerned about the new EASA, proposed rules, but as negotiations progress it seems that SAA members who are in clubs affiliated to the SAA and operate within their training and safety code will notice little or no change. Talks are ongoing but I am quietly confident this will be the case.

The Council continue to operate efficiently and the membership is equivalent to the numbers last year and our new treasurer, Gordon Hunter is taking great care with the SAA finances which continue to improve. Meetings have been regular and smooth running but I'm not sure all members realise the time spent on SAA business by members of your Council. I have been surprised how much time it demands.

Jim McGlynn who has done a sterling job as Safety Officer and Vice Chairman for the last few years will be retiring this AGM so I would like to hear from some of our larger clubs about volunteers for the position.

Weather has hampered some flying, mainly strong winds, but many members are getting out as often as they can. I have enjoyed many very good flying days at my own club Glenrothes but most of the fly-ins and the Scottish Airshow I attended have been affected by cool winds and light rain.

My visit to Montrose was very enjoyable with a busy turnout and a good variety of size and type of model. I enjoyed a few flights with the two models I took with me but my last flight which involved running out of fuel on finals had me retrieving my Extra Wot out of a young Pine tree!

Later in the month I visited the Dundee Club at Barry Buddon. Again an enthusiastic attendance with plenty models from vintage to jet. The catering was first class and entertainment on Saturday night from a live Rock band. The weather was reasonable although a tad windy at times. An attractive well laid out site made for some good flights with a warm welcome from the committee. One member Bob Nellies can always be relied on for good flying advice

and I was pleased to hear about their developing relations with local Air Cadets.

Next stop was Cumbernauld on their weekend meeting. A super turnout at the SAA's largest club. A busy weekend with a great variety of aircraft. I had many successful flights and thoroughly enjoyed the members "banter". Surely this is what club visits are all about.

The same weekend I called in at Balbedie for the Sunday. A good days flying, but windy again which put some flyers off. Good to hear they still have use of their field which enjoys the beautiful backdrop of the West Lomond hills and the Port Moak gliding centre. I do hope they manage to secure permanent tenure of the site.

My next wanderings were to the Angus club. A lovely set up near Stracathro on the main road to Aberdeen. Their facilities are excellent and perfectly kept by the committee. I was made cordially welcome by Ian Runciman the chairman and we enjoyed a super days flying although again the flying was slightly restricted by a 20-25 mph wind in bright sunshine.

I have been involved in a small way with the organisation of the Scottish Airshow and I am indebted to the dedicated involvement of LMA officials, Tom Gallagher, Peter McKenna and Bill Grimsley along with their small team of helpers. I was amazed at the amount of effort put into this show and although the show was a success it was seriously affected by cold, sometimes wet and windy weather.

I thoroughly enjoyed the show and it was good to see many Scottish pilots get out and do their bit. The show was ably assisted by a group of Air Cadets supervised by their officers and civilian instructors, SAA Fellows, Colin Nicol and Don Imrie. Many clubs now have a good relationship with their local ATC and it was good to see a young cadet flying a Greenley with his recently gained LMA proficiency.

My latest jaunt was the Glenrothes weekend fly-in which had many visitors who all seemed to enjoy their visit but flying was restricted by wind and rain. The facilities were well prepared by the GAC committee and despite the wind and rain many successful flights were completed.

I visited the SAA aerobatic event in July and weather permitting another visit to Montrose or Dumbarton. I looked forward to seeing some skilful and disciplined flying at Glenrothes but again it was abandoned due to strong winds.

I would encourage many of you to get out and visit, it can only strengthen our SAA.

Happy, safe flights. Alex. Mackie



# Freeflight

The Grand Opening Gala of the 2017 outdoor season fizzled out like a damp squib when the first outing of the season on 19<sup>th</sup> February was abandoned due to poor weather.

The season did however kick off on 5<sup>th</sup> March with superb weather conditions. A light southerly breeze and broken sunshine gave excellent conditions for the **Allison Trophy** contest. There were four entries representing four different classes in this combined Mini event. David Hambley flew his E36 electric powered model, George Blair flew his IC powered 1/2A Witchhawk, Chris Edge flew an A/1, and Jim Arnott chose a mini-vintage rubber powered model.

We soon found that the broken sunshine was creating lift and downdrafts in equal measure and that picking a good launch time was essential. With his circle towing A/1, Chris was able to sample the air before committing and he used this to full advantage to complete his three maxes and win the Allison Trophy.

1	Chris Edge	2:00	2:00	2:00	6:00
2	Jim Arnott	1:48	2:00	2:00	5:48
3	George Blair	1:31	1:50	1:23	4:44
4	David Hambley	0:58	1:13	2:00	4:11

As F1h ( aka A/1 ) was a five flight event in the BMFA area contests, Chris continued with another two good maxes to book his place in the evening fly-off. The breeze had swung around to an Easterly and freshened a little as Chris started towing in the 5 minute allotted slot. The air was initially very poor but improving gradually and Chris continued to circle until the last moments. He then propelled the model off with great gusto. Then shockingly a systems failure destroyed the launch and the model bunted inverted before crashing in at 7secs.

Of the BMFA Plugge Trophy events, only Combined Electric held an interest to our group as no-one flies the P30 or F1j classes. David Hambley and Chris Edge both competed in CE with their E36 models. The contest director failed to advise them that they were allowed 15 second motor runs until after they had, in their ignorance, completed their flights from 12 second runs. David had flights of 0:58, 1:13, and 2:18 for a 4:29 total. Chris had flights of 1:59, 2:18 and a 2:30 max for a 6:47 total.



Chris Edge relaxing from the tension of high tech glider flying with his E36 - Joulebox

### **One has to admire his stile**

With the main events completed, there was a flurry of catapult glider activity with Tommy McL, Dave Hearn, Jim Arnott, and Chris all having a go.

After a poor first flight, Jim had a couple of maxes, the second of which was particularly memorable. Launched straight into good air it was climbing swiftly for the first two minutes and the little 16" span model was soon a speck in the sky. Jim said his farewells as it disappeared from naked eye

view. If you build these things with no d/t then you expect to occasionally lose one. Dave and Chris continued to watch through binoculars and when it landed after 5 ½ minutes, Jim was most surprised to hear it was still this side of Weston Farm and he was able to get it back, eventually after a long search.

On this day Chris was unstoppable and he made an excellent series of catapult glider flights, which included three 1 minute maxes on his way to a 5:40 total for his seven flight total.

It was an excellent first contest day to kick off our season.

When the BMFA Area results were collated and published, it was clear that Newbigging had the best weather in the UK. Chris won the F1h event as the only flier to achieve his five maxes. He was two minutes clear of Dave Cox and Richard Jack. He also won the Combined Electric event, being some 30 secs ahead of Trevor Payne. David's score gave him sixth place in CE. As if that was not enough, Chris finished 2<sup>nd</sup> in the Catapult Glider event, being just 20 seconds behind Ivan Clark. A fabulous performance !

♪♪♪ One day like this a year'd see me right ♪♪♪

## Indoor Contests

The first indoor contest of the year was cancelled on the eve of the event due to the weather forecast. As forecast, a very heavy snow fall on 23<sup>rd</sup> February caused a traffic snarl up throughout the central belt. The **Living Room Stick** event was rearranged for 2<sup>nd</sup> March. Our search for a hall with less hazards than Bathgate's jungle of ceiling ducting and girders had led us to try the sports hall at Bonnybridge Community Education Centre. We shared the hall with the local indoor R/C flying group who were quite bemused by these home built rubber powered planes. The hall has a wood clad ceiling supported on a few larger girders. There were three entries Urlan Wannop, Roger Paton and Jim Arnot. We soon found that the perforated girders were perfect for catching little LRS models and any attempt to put on extra turns for a bit of ceiling scrubbing would most probably finish hung in the girders. Roger's model caused great amusement with its gyrations at the start, but with perseverance he managed to find a decent trim for flights of 1:30 and 1:35. Jim had flights of 3:25 and 4:04. Urlan was always clear favourite. His lightly built model was slow flying and very stable and flights of 4:16 and 4:43 gave him a comfortable victory.

The **Pennyplane** contest was held at Bathgate Academy on 12<sup>th</sup> March. With these bigger models it is easier to control the climb height and minimise the risk of getting hung up in the girders. If you get it right then your model will be climbing very gently when it reaches the girders and can graze of the underside until the power drops away for the model to descend. Urlan had the best model and set a high target with a first contest flight of 6:11. Roger had a standard Kenny Penny, built for the Flitehook kit, and it flew very well. His best times were 5:20 and 5:31, for a 10:51 total. Jim managed best flights of 5:34 and 5:44 to be just 27 secs ahead at 11:18 total. We looked to Urlan to add a second flight to his 6:11 and to take the lead, but he was having all sorts of problems and did not get another good flight. He finished with a 10:04 total.

Our next indoor duration contest is on 16<sup>th</sup> April at Bathgate Academy, 11am to 3 pm. This is for F1L models, the best performing class that we fly, where flights approaching 10 minutes are anticipated.

## 3<sup>rd</sup> Area Day

On 26<sup>th</sup> March we gathered at Newbigging for the BMFA 3<sup>rd</sup> Area events. It was another excellent day with a light South-easterly wind of 8 to 10 mph giving a good stretch of moorland before the tree line. The sun shone from dawn to dusk and Spring had arrived. There was very little in the Plugge Trophy events to interest us apart from CLG/HLG, but this day was an excellent opportunity to see how some of our models were behaving after winter storage.

John Eland tested his power models and was very satisfied that he seems to have solved the fuel starvation problems which have plagued him as his model

accelerate away from hand.

Tommy McLaughlin had a fruitful day. He managed to get a useful trim on his E36 Joulebox then tried these two vintage Wakefields - a Korda in the right hand and a Lanzo in the left. Two similar designs from early 1940's by the legendary American flyers Dick Korda and Chester Lanzo.

Jim Arnott's two Urchins were flying very well. Using the full Classic Rubber allowance of a 75gms motor they were climbing quickly to around 500 ft.

A "senior moment" which resulted in an early d/t and 15 secs dropped on one flight, prevented him from maxing out in the BMFA Gamage Cup contest.

(photo credit – Dave Hearn )

David Hambley flew his E36 model in the F1q event, where it is allowed a 10 sec motor run. He had mixed fortunes on the way to a 9:59 total for his five flights.

The model is flying consistently well - now it is "simply" a case of the pilot picking the right air and launching it correctly.





# Dumbarton B&B

The 17<sup>th</sup> Match saw the annual Dumbarton &B sale which always attracts a large number of people and models and this was no exception with a couple of hundred people turning up, and a huge number of models and equipment for sale. Here are some of the interesting lots that went through and what they sold for: £135 Minimoa glider, £250 Composite Yak, £75 Acro Wot, £50 Massive CAP, £10 Starter, £90 Hawker Typhoon, £50 Sky Eye, £6 Magazines, £11 Books, £30 CANT Z.1007, £150 80" Cub on Floats, £50 Rainbow, £50 Harrier (No Sale), £60 Phase 5, £65 50" Decathlon with extra wing, £40 Radian Pro (No Sale).



# Ron Sabey FSAA

## 1947 – 2017

It is with great sadness that I report that Ron Sabey passed away on Wednesday 17<sup>th</sup> May. Ron was a true gentleman and he was well respected by all. He was dedicated to the sport of aeromodelling and a very successful free flight contest flier. His main love was free flight gliders with which he won the SAA Glider Championship on numerous occasions, but he also enjoyed flying power models, rubber models, radio soaring, and control line models. He took great pleasure in building his models to a very high standard, as one might expect from someone whose profession was engineering and quality assurance.

Ron gave his time readily to encouraging juniors in the sport. When he was secretary of the Hamilton Club in 80's, he gained access to a woodwork room in the Academy. There, under his guidance, a chain of models were built by juniors, mainly Mini Goodyear and British Goodyear. These were then flown in Strathclyde Park on Saturday mornings. After he moved to Dumfries in 1987, he undertook a similar role with the Air Cadets in Castle Douglas for many years. Several of his students went on to win trophies at the British Nats and Scottish contests.

Ron was the SAA's Free Flight Contest Director from 1975 to 1987 and his contribution to the sport was recognised by a Fellowship award from the SAA.

Ron was brought up in Cambuslang near West Coats School, where one of the teachers, called Jim McDowell, ran an aeromodelling club, in his handwork class. He joined the West Coats Club in 1959 at the age of 12. When Jim McD transferred to the East Milton School in East Kilbride, Ron followed and joined the new Merlins Club. They flew control line and free flight models. From 1963 to 1965, Ron flew 1/2A Team Racers competitively with Scott Pearce, Kerr Crozier, and Ian McAlpine. He also built a couple of Inchworm A/2's and flew those at Abbotsinch. Like many of us, Ron then had a break from aeromodelling to investigate the world of cars, motorbikes and women. It took a broken collarbone ( from a motorbike accident not a woman ) and the need for a therapeutic quiet hobby to bring him back to modelling in 1973.

In 1978 when I stayed in East Kilbride, there was one day when I heard the unmistakable noise of control-line models circulating in the distance. I homed in this noise and it led me to a Team Race meeting, where I was given the phone number of the Hamilton Club secretary – Mr Sabey. I phoned Ron that night – I guess it is a bit like someone contacting Alcoholics Anonymous – admitting they are an aeromodeller. I had been on the wagon for fourteen

years, but I still had the addiction and I wanted to get started again. Ron was very encouraging, especially when I said that I liked free flight contest models. From being the only Hamilton club member flying free flight, Ron now had a flying buddy, and we have been best friends since. In our contest flying together there were many highs and lows, but it was a privilege for me to share these experiences with a great friend. We took enormous pleasure from each other's successes and when things went pear-shaped, we were on hand with a vicious humorous castigation to lighten the mood.

Ron was most comfortable competing with well tried and tested models in which he had complete belief. When he found a design that worked for him, then he gradually refined it to make it even better. The Wichita A/2 was the foundation on which he built most of his early success. Between 1976 and 1991, he built a series of variations of the Wichita and Ron was consistently the top glider flier in Scotland over these years. His win at the Scottish Nats in 1999 was a good illustration of the model's capability. Ron was in the fly-off against a very modern circle tow model. Both models were launched together into gentle lift but Ron's straight tow Wichita started well below the carbon model. As the flight continued the Wichita found the centre of the thermal and crossed over to be comfortably the higher of the two and won the event. Ron's smile was as wide as the moor. Although he had carbon models and flew them successfully, Ron always favoured a model which held thermals well and in recent years the W-Hobby Junior design was his favourite.



You can  
keep you  
carbon  
F1a's

“ I've got  
wood ! ”

Ron with W-Hobby Junior F1a

Although consistently very successful in Scottish contests throughout the decades from 1973 onwards, Ron did not have any luck at major British contests until late in his career. In 2010 the breakthrough came when he won the Classic Glider event at the British Nats with his Seraph glider. Later the same year, he won the Classic A/2 at the SAM Championship at Middle Wallop with his Straka. In 2011, flying the Straka he retained the Classic Glider Trophy at the British Nats in resounding style. In 2012, Ron won the Vintage Glider at the British Nats with his Majestic Lunak glider.

March 2014 was the start of Ron's medical problems when a malignant brain tumour was diagnosed. Following surgery and the debilitating chemotherapy afterwards, Ron recovered sufficiently to start flying again, and winning again, that Autumn. In late September, with the assistance of Calum as chauffeur and fetcher, he won the Steel Trophy for the umpteenth time. As his strength continued to improve, Ron felt able to go to the British Nats in May 2015. He reached the fly-off in both Classic and Vintage Glider, finishing 4<sup>th</sup> in Vintage with his Odenman A/2.



Ron with Odenman  
Vintage A/2

In September 2015, Ron had a major set-back when he suffered a stroke which left him paralysed down his right side. He fought this with his usual determination and positive outlook and regained quite a degree of mobility. By December 2016, we were discussing how he would get to the British Nats in May 2017. But then the final straw was the return of the brain tumour. The consultant advised that this time there could be no treatment without major brain damage. Ron died peacefully and without pain on Wednesday 17<sup>th</sup> May



at the age of seventy. This outcome was inevitable and had been anticipated for some weeks, it is none the less distressing when the moment arrives and our thoughts are with Ron's wife Janice, daughter Lesley, son Calum and his wife Carine, and Ron's granddaughter Isabella.

## **Extracts from Free Flight Newsletters - A few of Ron's BIG SMILEY Days**

### **May 2010 British Nats**

Ron flew his Seraph in Classic Glider and after three textbook flights he was into the fly-off. Three qualified for the fly-off. Colin Foster with a Sans Egal and Ian Wilkinson with an Inchworm, were alongside Ron. Ron picked his time, towed the Seraph up smoothly and gently released it into its glide. The air was not helpful and the Seraph did well to hang on for a 2:15 time. We were confident that this was enough to beat the Inchworm flight that we had seen, and we waited for Colin's time to be returned to control – it was 2:12 – Ron was the winner. After 35 years of flying at the British Nationals, Ron has won an event. The first of many for sure.



## Aug 2010 SAM Champs

On Monday, Ron and Jim were competing in the Classic A/2 Glider event for the Rybak Trophy and Allan was competing in Vintage Power. The day did not start promisingly as there was a cold 15mph wind blowing from the museum toward Middle Wallop village of the South edge of the airfield. 2:00 minute maxes were again the target. Ron and Jim walked as far as possible upwind before flying and completed their flights comfortably within the airfield. Ron maxed with the Straka, while Jim had a 1:50 flight with his Marauder. Ron made another two excellent flights with the Straka to qualify for the fly-off. It was Ron's turn to stalk the Scorers as the only flier with a full score returned. We watched other contenders fail to max, but the weather was improving all the time and in the last few minutes before the contest closed, Peter Tomlinson and Terry King achieved their final maxes to join Ron in a three way fly-off.

By the time of the Rybak fly-off, the weather was superb – a light 10mph breeze which had veered to the Northeast giving 1.2 miles of airfield to fly across. Ron was first to tow. The Straka climbed steadily to the top of the line,



but it was not pulling up so Ron was off, jogging upwind looking for better air. He towed through a poor patch where the Straka fell well back from the top of the line. He then came into more positive air. The Straka climbed back to the top of the line and Ron released. It was gliding very well but gradually losing height for the first two minutes. Then it was holding height at around 60 metres and then it started to climb. Slowly at first, then faster. After six minutes we were asking it to stop climbing as it headed towards the low cloud base. It stayed in clear view, d/t'd after 8 mins, and landed at 9:05. It was a fabulous flight. It was the best of times – literally as Peter returned a 6 minutes flight for second place.

The model travelled around a mile and a half in the light wind and Ron had a signal from its beacon before he reached the boundary of the airfield, which hinted that it was going to be hung up in a tree. As he passed down through Middle Wallop village on his way to the model, an affable young man took an interest in what he was doing and offered to help him search. Together they followed the signal out of the village and into dense woodland which was part of the estate surrounding a Nursing Home. The model was eventually found, well hidden in a small tree, but Ron would need the poles to knock it out. They left the model, Rick returned home and Ron walked back over the airfield. Ron, Tommy and Jim then drove round to the nursing home car park and returned to the tree to find that the model was no longer there and there was no signal in the area. ( Rick, what have you done ! ) We drove up to Rick's home expecting him to have the model. He said that he was astonished that the model was gone and came back to the woods with us to confirmed that it had indeed gone. Rick promised to ask around the village and would try and find out what happened to Ron's Straka. . It was the epoch of incredulity. ( One week later, Rick phoned to say that a boy in the village had found the model, that the boy's father had brought to Rick and he had it stored safely )

## **2011 British Nats - Classic Glider**

The F1h and Classic Glider fly-off ran in the same 10 minute slot with the Classic Power/Rubber following after. David's Caprice returned a very respectable 2:42 flight. Chris who started towing his F1h at the start of the round and was comfortably circling upwind, sampling the air and waiting for a good patch. There was nothing encouraging during the first five minutes, then Ron started towing his Straka which climbed on the line well. A little further upwind Chris now felt the good patch and made a nice bunting launch into it. Ron continued to tow the Straka upwind and released it into the same area. Both models were gaining height very gently as they circled together – The 1950's Straka flying



alongside the 2010's F1h were like chalk and cheese but they both equally enjoyed this patch of air and they flew on to win their separate contests by comfortable margins. Chris's F1h d/t'd down at 5:54 to be three minutes ahead of Gary Madelin in second place. Ron's Straka d/t'd down for a 6:55 time to also be three minutes ahead of Colin Foster's Sans Egal in second place



## 2012 British Nats - Vintage Glider

Ron started his day flying his Lunak in Vintage Glider. The large model made a very impressive sight as it turned in three majestic maxes to book a place in the fly-off. Maurice flew a 50" Lulu vintage glider in the same event and achieved two maxes and a 1:18 flight. Ron's score sat at the top of the leader board all day and he waited to see if anyone would match it to force a fly-off. It was uncertain until the closing horn blew, the scores were returned and the fat lady sang. No one else maxed out and Ron was the clear winner.



**Andy McCue FSAA**  
**1947 – 2017**



In May we lost another well known figure in the shape of Andy McCue from Scoonie Hobbies. After he left Buckhaven High School Andy joined the Health Board to train in administration, but that only lasted a couple of years. He then joined Fife Region to train as an Environmental Health Officer, or as it was commonly known then, a Sanitary Inspector. He did a part-time course at Napier College in Edinburgh from 1969 - 1971, after which he qualified as a Sanitary Inspector. He worked in various areas such as Kirkcaldy, Glenrothes, St Andrews, Pitlochry and finally Anstruther with North East Fife District Council. He retired from there in December 1987 to start on a new venture. He took over Scoonie Hobbies on 28 January 1988, and enjoyed every minute of it.

He did a lot for groups, sponsored events and always gave prizes generously for tombolas, raffles etc. He attended many shows from Glenrothes, Dundee, Cupar, Perth, Falkirk, Stirling Hobbies Fest, Steam in the Park at Kinross, airshows at Glenrothes Airfield and then Strathaven, Elgin. Then further afield to Longhorsley, Bridlington, Ellesmere Port (Now Haydock Park), Beale Park, Blackpool and Cardiff to name but a few. It was Andy who underwrote the first 3 Scottish Model Airshows at Glenrothes Airport.

During all this time he was also in the TA, as I'm sure he mentioned on a few occasions! He joined the Royal Artillery first and travelled to Arbroath every week to train with them. Eventually he badged over to 117 Field Support Squadron RE (V), in Rodd Road, Dundee. He went to Sandhurst for his officer training in 1974, and he then went on to help form a new detachment in Leuchars which eventually became 277 Field Squadron (ADR) RE (V). He was there until 1981.

Scoonie Hobbies now enters a new phase in its life and Steve is totally committed to continuing to run the business as are all the staff.

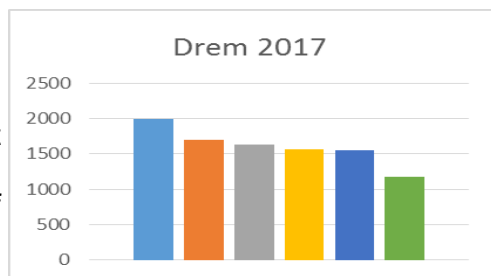
**We didn't have Andy to ourselves. Here he is during his VIP visit to the Queen Elizabeth during it's construction.**





# F3a Round Up

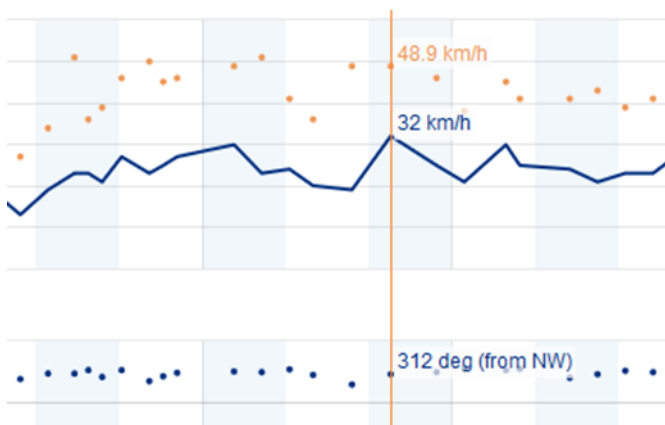
1<sup>st</sup> up was the ice breaker at **Drem** on the 18<sup>th</sup> March. The weather forecasts in the run up predicted doom & gloom, but on the day we had light winds, though accompanied in the morning by a bit of haar (a good Scottish word), and clouds lower than ideal. However, 6 pilots arrived and the competition got underway.



At this event all the pilots were flying in the top category, though we normally have Intermediate and Sportsman entries. As you can see from the distribution chart, I think we are in for a competitive year once everyone gets back into the groove. We had 2 visitors who enjoyed the day out and another possible competitor in the entry level Sportsman class. It would be good if he had someone to fly against, hint, hint.

## Kinross

Next up was a visit to the Kinross club in April. Again the forecasts were predicting high winds and this time partly correct with very strong winds but plenty of sunshine. It started at 19km/h gusting 34 @ 10:00 am rising to 32 gusting 49 at 2:15, and we had 6 people flying got 4 rounds in and all models went home intact. Alistair Bell from the



Angus club took part in his first comp flying his Mythos 125 in the Clubman category. It was nice to see so many club members come along to watch and hopefully we will get another competitor at some stage from the club.

## Dumbarton

Weather-wise it was not great with models going into the clouds momentarily on the top lines so this made for some nervous pilots. Around mid-day things improved and we flew 3 rounds though rain stopped play for a while. The hospitality was first class with tea, coffee, burgers and square sausage on the go all day so a big thanks to Stevie for all his cooking efforts and to all the Dum-

barton members who came along to support the day. It is not all about the flying however and club members benefited from the side discussions that took place covering the Silver test, snap roll setup, how to approach the knife-edge and 4-point rolls etc. Looking at the results it was interesting to see that only 6% covered the top 3 places so very close fought and exciting stuff.



**Row of concrete model stands at Dumbarton**

### Dumfries:



**A pair of Galactikas with contra-rotating prop setups.**

This was the Triple Crown team selection event so expected to be pretty busy. On the day only 7 pilots turned up, 6 in FAI and 1 in Intermediate with a close fought match for 3rd place and a good fight for the International place. The Triple Crown this year will be held at the Deeside Club on the 2nd and 3rd of September.

Looking forward we have our first visit to the **Angus Model Flying Club** <http://www.angusmodelflying.com/> on the 19th August, and the **Caplaw Model Flying Group** <https://www.facebook.com/caplawflyers/?fref=ts> are the hosts on the 23<sup>rd</sup> September with the season ending at **East Fortune Aeromodellers** <http://www.ef-aero.org.uk/> on the 14<sup>th</sup> October.



# Training and Testing

## Glenrothes Does the Treble!

The first weekend of the year was Glenrothes in May and we were met with great sunshine and and calm wind, though a bit of rain was forecast for the afternoon. Over the weekend we had passes in Electric Thermal Bronze, and Fixed-wing Silver and Gold, the first Gold to be awarded in 5 years. Well done to 15 year-old Liam Madden who passed his Silver with a Wot 4 at the same event last year. Can any club do a Full House (Bronze, Bronze Plus, Silver & Gold) on the same weekend? On the same weekend the first Air Cadet to pass the LMA Proficiency test did so down at Longhorsley.

## Aberdeen (Jim McGlynn)

The only thing that passed was the same gale as the one at Strathaven. We had high winds with brutal gusts on Saturday with more of the same on Sunday but stronger. The weekend was called off about 12:30 in the light of there being no candidates. The committee turned up even on Sunday so we had a chat and put the world to rights but it was far too windy. I had a couple of flights on Saturday but on the second flight it took me 4 approaches to get down as the gusts were just chucking the plane around just as you got about 6 feet from the ground.

## Next up are:

19 Aug	West Calder Model Flying Club	<a href="#">2 miles South of West Calder</a>
20 Aug	West Calder Model Flying Club	<a href="#">2 miles South of West Calder</a>
2 Sep	Hamilton Radio Modelling Club	<a href="#">From M74, exit at Junction 8</a>
3 Sep	Hamilton Radio Modelling Club	<a href="#">From M74, exit at Junction 8</a>
30 Sept	Dumfries Model Flying Club	<a href="#">See website for directions</a>
1 Oct	Dumfries Model Flying Club	<a href="#">See website for directions</a>

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



**Alistair Bell gets Silver at the Angus club**



**Richard gets Bronze Plus at the West Calder club**



**Neil gets Bronze Plus at the RC Hotel, Corfu**

# IMAC Round-up by Tom Laird

**Castle Kennedy April 2017**



My first outing this year was down to Castle Kennedy near Stranraer for the first IMAC comp of the year. I arrived about lunchtime on the Friday and saw Simon McNeil's maiden flight with his newly acquired Eurofighter.

Throughout the afternoon the pilots got plenty of flying practice in some really nice weather and beautiful surroundings.

Saturday arrived and with it a 20MPH (on the ground) 90 degree crosswind. The Pilot's Briefing was held as planned at 09:00 on the Saturday and flying commenced thereafter. A total of 12 pilots took part and all classes were flown. It was great to see two new pilots from the Angus club (making 5 from that club) and both did very well on their first outing with Justin winning the Intermediate, and Alistair coming second in Sportsman. Out of the 12 pilots, 9 were Scottish or fly in Scotland.

The general wind level was 20MPH on the ground and was bowing at 90 degrees to the flight-line but thankfully CK has a nice cross-wind runway and this was used for take-off & landing to help prevent damage to the models. Two "Known" rounds were flown and the "Unknown" which is handed out the evening before. A Freestyle round to music was also flown with the top 3 places being very tight. In all, a total of 80 judged flights were flown.



## Team Angus at Castle Kennedy



### Introduction to IMAC, held at the Angus club.

This event was on the Sunday 4<sup>th</sup> June at a great site with fantastic runways and open views and was hosted by Dan Gallo. The day included demonstration flights of the various sequence including Freestyle, an explanation of the Aresti symbols and general advice on model selection and set-up. Flying to music was on offer with a great PA system. In all, another good day with plenty of club members coming along to offer support.

### Wrexham

Next up was a 4 & a bit hours drive down to Wrexham where 19 pilots had entered. Hmm—this was going to be busy!! We had 2 call-offs and one damaged arm so 16 pilots eventually took part. Rolling changeovers was the order of the day with the next pilot taking off before the current one landed.



## Team Angus at Rhyl

Next was Rhyl in the middle of July with 5 Scottish pilots taking part out of the 12 total. This was Justin and Alistair's first visit to the site and both did well with Justin coming 3rd in Intermediate only 139 points out of 4000 behind 2nd place and Alistair coming second in Sportsman. Dan, also from the Angus club came third in unlimited and was only 6.2 points in front of Steven Currie. Malcolm was narrowly pushed into 2nd place in Unlimited by less than 5 percent of the available score. Tight or What??



**Glenluce fly-in: 16th September 2017**

**[www.glenluceandgallowayflers.co.uk](http://www.glenluceandgallowayflers.co.uk)**





## Events

### Maybole 2017

It is always a real shame when an event gets a bad day. The Ayr & District Model Flyers had been planning this event for a while but unfortunately drew the short straw on the weather front.

There was some flying but mostly foamies though Bill Campbell had a couple of flights with his YS120 spitfire.

In the end however it was the BBQ that took top prize. So far this year for me it is a 3-way split between the cooks at Maybole, Angus and Dumbarton.



### Flying in the (Cumbernauld) Glen

At the beginning of June, Bill announced with great sadness that the Flying in the Glen event would have to be cancelled due to new tenant farmer withdrawing permission to fly in his fields. However, the Cumbernauld club stepped forward and the event took place on the 7/8/9th July.

£68.16 was raised for MOTOR NEURON DISEASE SCOTLAND.

**A selection of models at Flying in the Glen. Picture by Tom Shaw**



**Balbedie Fly-in (21st June)**

**Picture by Bob Johnston**





# Scale Day at Falkirk

**Sunday 7<sup>th</sup> May** saw the Scale fly-in at Falkirk, with 25 pilots turning up for a great day. Arty and a few other guys had worked hard to get the strip ready, and Arty was there early-doors to get the safety fences up. Well done – more helpers makes less work for everyone.

First - Jim MaCall - flying a Ryan  
Second - Alex McEwan / thunderbolt  
Third - Peter smith / lightning



**Alex Mackie:** Great turn out at Falkirk today. A great pity about the strong, cold wind in the afternoon after a Mediterranean morning. Good visit and made very welcome.

**A story from Peter about his p38:** It's a YT International P-38 powered by two OS 95V fourstrokes. The chap I bought it from was selling it as it would not go through the hatch to his loft. In spite of my best efforts she still has a thrustline problem. You have to fly it with almost full forward stick on full power. That's after re-installing the engine mounts. Half throttle and it flies almost normal. Think that was flight number 5 on Sunday. First time that I managed a loop and roll. It was a blast. Think that I ran out of fuel on the landing as she





suddenly slowed up and dropped (just a dribble when I drained the tanks). Just another 2 yards and I would have been onto the grass.



# Scottish R/C Suppliers:

I was asked recently for this list, as not everyone has access to the Internet. If I have missed anyone please let me know and I'll add them to the next issue.

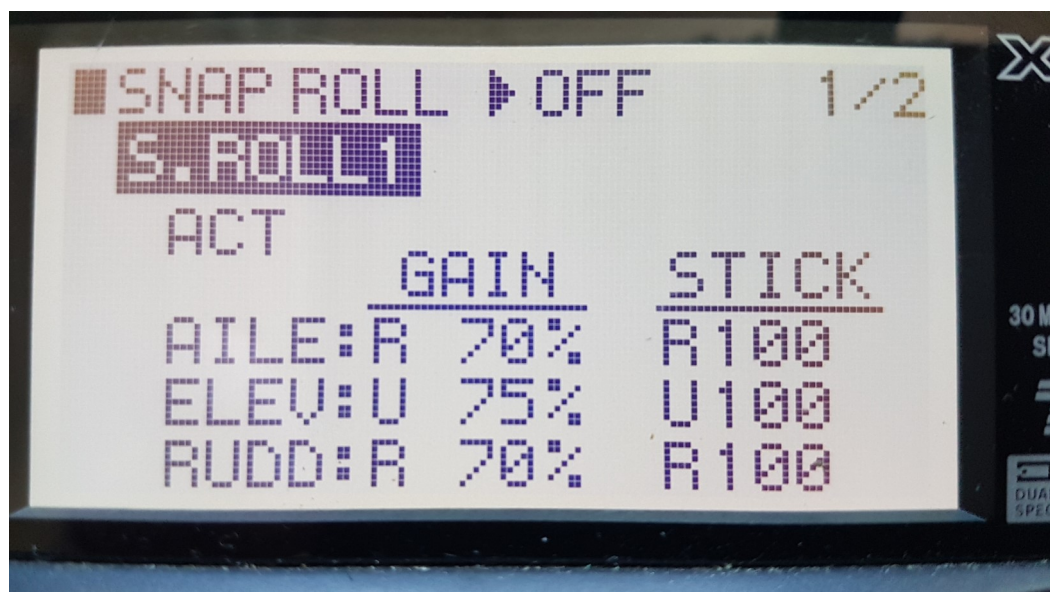
Name	Phone	Web Site	About
CMF Hobbies	0141-554-6633	<a href="http://www.cmfhobbies.com/">http://www.cmfhobbies.com/</a>	RC Store in Duke Street, Glasgow
Dumfries Model Flying	01387-270111	<a href="http://www.dumfries-model-flying.com/">http://www.dumfries-model-flying.com/</a>	RC Shop in Dumfries. Sebart distributor.
Glens Models	0141-578-0022	<a href="http://www.glensmodels.com/">http://www.glensmodels.com/</a>	Supplier of large models, engines, etc.
IAD Model Designs	01236-423448	<a href="http://www.iadmodeldesigns.co.uk/">http://www.iadmodeldesigns.co.uk/</a>	Supplier of large models, engines, laser cutting etc.
Inverness Model Shop	<b>01463 210754</b>	No web site	Model shop in Inverness
KoolToyz	0131-663-3377	<a href="https://www.kooltoyz.co.uk/">https://www.kooltoyz.co.uk/</a>	Multi-rotor specialist in Dalkeith.
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Tay Models	01738-553750	<a href="http://taymodels.co.uk/">http://taymodels.co.uk/</a>  (with a nice virtual tour of the shop)	RC Store in Perthshire.
Uddingston Model Centre	01698-813194	<a href="http://www.uddingstonmodelcentre.com/">http://www.uddingstonmodelcentre.com/</a>	RC store in Uddingston
Wonderland Models	0131-229-6428	<a href="https://www.wonderlandmodels.com/">https://www.wonderlandmodels.com/</a>	RC Store in Lothian Road, Edinburgh

# Snap Rolls by Tom Laird

There are 2 camps when it comes to executing Snap Rolls: one group use the spring-loaded “Snap” switch on the transmitter, and the other group insist that the only correct way is to use the sticks.

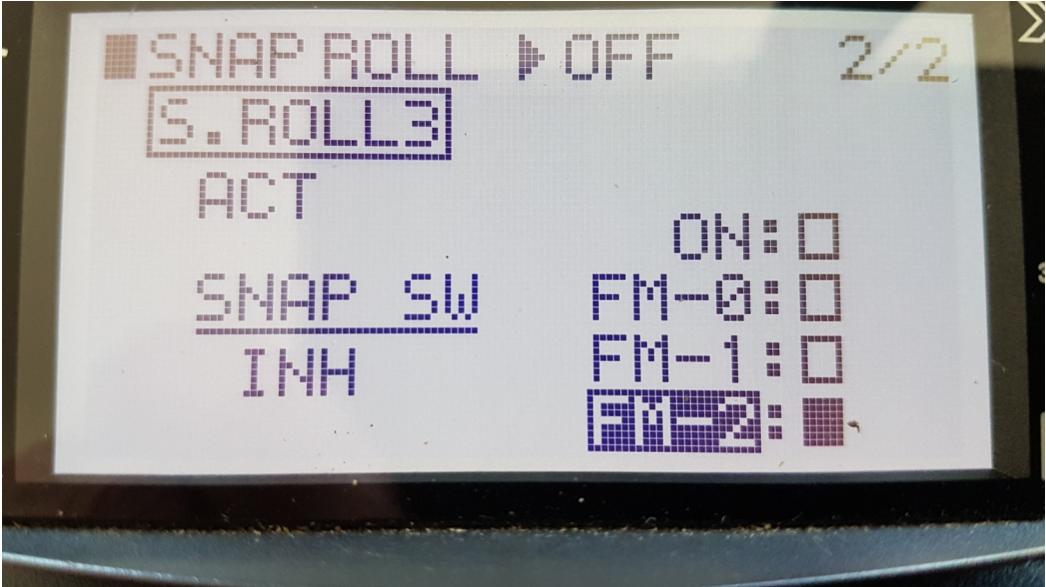
Using the snap switch is a real easy way to get into snaps as all you do is pull and let go the switch and watch as the model ties itself in knots, though you still have to work at getting the correct throws to make it look tidy. For those who fly competitions however life is not that easy as frequently we have to do snaps from upright and from inverted in the same flight, so only having 1 switch doesn't really work too well. So I use the sticks. The issue here is that I want the model set up for fairly docile flying on fairly low rates for the schedule, so I end up having to use the flight-mode or rates switches to get additional throw. That's great, but in the heat of a competition I have enough to worry about so flicking a rates switch is not a thing I like to do.

The solution I currently use is the Stick Switches. Essentially, when the elevator is full up **AND** the rudder is at full deflection **AND** the ailerons are at full deflection at the same time, you can set a new value for all the surfaces to go to. This means I can fly at docile rates then when I want to do a snap, I get the deflections I need.





On my transmitter I can select which flight modes the Stick Switches operate in, so if I want Flight Mode 2 for my spins, I disable the Stick Switches in Flight Mode 2 and remove the risk of a snap happening at the wrong time. The beauty of this is that with 4 programmable snaps at my disposal I can cover left and right snaps from both upright and inverted. I prefer to snap away from the pilot's stance so I don't have to re-program my spring-loaded snap switch if the wind is in the wrong direction. You just have to ensure that you can't get into a situation where you enter a snap by accident :)



Here is my Sun Dot for when the sun is in that awkward place.



## The Angus and West Calder clubs meet at the RC Hotel, Corfu



## Hints & Tips

Plastic bolts holding an undercarriage on are great for beginners as it cuts down on the damage to the fuselage, but they can be awkward to remove if they get broken. This idea from (name withheld to protect his image) uses a rubber washer to help remove the bit stuck inside the fuselage.



# West Calder Spring Festival

Discussions with the local Community Development Trust led to an invite to take part in the West Calder Spring Festival, an event aimed at getting people out and about and talking to each other. Various activities were on display with aeromodelling being shown in 2 locations. On the day, the key people were:

## Supporting the Community Centre & provision of display models:

Jim McGlynn, Bill Anderson, Sandy Law, Ivor Robertson, Hugh Maitland, Eddie McNeill, Neil Watson & Martin Clements.



## Sandwiches & Scones:

Supplied by Mrs Anderson

## Supporting the field for training/demo's:

Sandy law, Eddie Harper, Tom Laird, Arty Fisher & John Cunningham

## Additional static display items provided by:

Mike McCracken & Craig Maxwell (Heli and quad/fpv)

**Attractions:** A dozen models over 2 locations, 3 x flight simulators, 1 lap-top showing aircraft videos, free model gliders to all kids, free magazines to anyone, SAA "Getting Started" leaflets.





## How many?

I was in the Community Centre for about 10 minutes and counted 10 people which is an average run rate of 1 person per minute, so if you were there for 5 hours that's 300 people through the display. Not bad, but you do need to have 1 host person for each laptop, simulator or static display. Kids like to touch and can easily do a lot of damage.



# Waterplane Round-up

## Ullswater 20/21 April by George Mungall

There are always a contingent of fellow Scots who cross the Border to Ullswater several times a year for what must be one of the best sites for Water Planes and the event in April must be one of the best on record. Twenty eight fellow pilots registered to fly, most of them had multiple models with



them as we all know the damage rate can be quite high (but getting better with each event) when flying from water. The forecast leading up to the event had not been great but as we have found in the past you should always travel as the forecasters can and do get it wrong on occasion.

Saturday dawned dry with mixture of Blue sky, white clouds and a slight on shore breeze which helped any dead in the water planes drift ashore without having to call for the services of the rescue boat, and a good day was had by all. Sunday on the other hand turned out to be a great day, hot almost summer like sunshine and flat mirror like water, a dream come true for pilots.



Most people had listened to the forecast and come on the Saturday so only 22 registered for the Sunday but what a lucky 22. Everyone had a smile on their faces, even Dougie Eustace or Mr Cava as he is known with his famous own design the Twin motored Cava. You cannot attend a water event these days without seeing a Cava and Dougie is always busy answering questions about the build

and specification, and you are usually guaranteed to see at least three or four





at every event.

“Roll on the next event in May” was the cry as everyone departed having enjoyed a cracking weekend.

Ullswater is very driveable for a one day event. If you have a caravan there are plenty sites to pitch up at, and if you have a Motorhome or wish to camp then you can do so on the flying site.

**Dougie Eustace:** Good weekend down at Ullswater. Lovely day on Saturday with a bit of a breeze and sunny and mirror calm till lunch time Sunday, then a wee bit of a breeze. So sunny that my wife's face is all burned. George was flying the Viking and both sizes of Skipper and I had my usual Cava. Nice to see Tom Gallagher and pal down but no others from the usual Scottish contingent made it down. George might have some pictures when he gets back.



### **Kilbirnie, May 6/7th, Dougi Eustace via Facebook**

Excellent day down at Kilbirnie yesterday, after finding a better route to avoid the diversions. Mirror calm for most of the day and a big turnout. Cava 5 survived unscathed. George had a few flights with the Viking and kept both engines running each time. Alasdair Sutherland flew his turbine model several times. Team from Warrix were flying the 30cc Valiant and the brand new foamy Beaver (FMS...looked and flew great although the float rudder detached). Last but not least, the Widgeon found a new owner. Full sun all day and almost no wind at all. If Carlsberg did waterplane events.....

# FPV Racing

(From Marty via Facebook)

The first round of the 2017 Scottish Drone Racing League was held at the **Caplaw Flying Club** in Paisley. A massive thanks to everyone that came along to watch & compete! We had a brilliant day with 27 pilots, the weather held out, sunburn all round!! A big thanks to Allan, Alex, Mathew, BuzzingG and Brenden for pulling together to make this happen and to my homies, FPV Renegades, with Des taken 3rd overall for the day and my son Martin who's only been flying for a few months placed higher in the leaderboard than myself :)

Click here for video: <https://www.youtube.com/watch?v=lb6yQCFoDHE>



Sunday 25<sup>th</sup> June saw the **West Calder** club host the second round and while it was a bit breezy, it was nevertheless a great day. There is some really impressive technology in use. The quads all have cameras feeding back to the main receiver after which 4 feeds are displayed on the big-screen TV for everyone to see. The spectrum analyser can show the 4 different frequencies in use making sure they are well spaced apart and have no risk of interference. The speed and agility of these machines needs to be seen to be believed. The club members also got to try the various goggles on the market so we could see the difference between the entry level at £50 and the more upmarket ones at £300.





The day starts with an insurance check, then frequency checks, the track is set up and the safety net is erected around the control tables, and the site safety briefing is given. A few days prior to the meet, the site was assessed and at this stage a video could be made of the proposed race circuit which could then be loaded into the 2 main racing simulators to give the pilots a bit of practice and familiarisation for the event.



The morning was taken up with the elimination rounds then it was a break for lunch and some heli demos, then the various heats in the afternoon. In total about 50 flights were flown.

<https://www.youtube.com/watch?v=ADKd2FAr7Rw>

<https://www.facebook.com/mrthrust/videos/10208967381645097/>

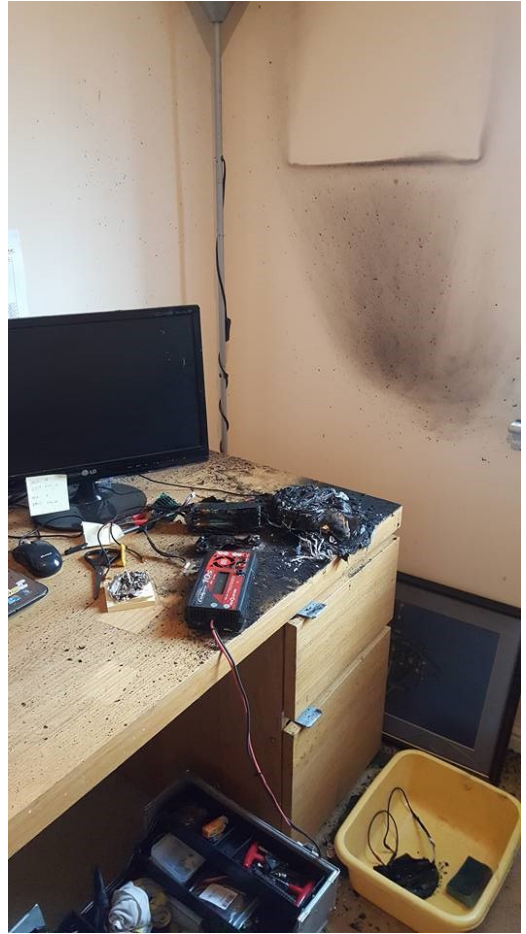
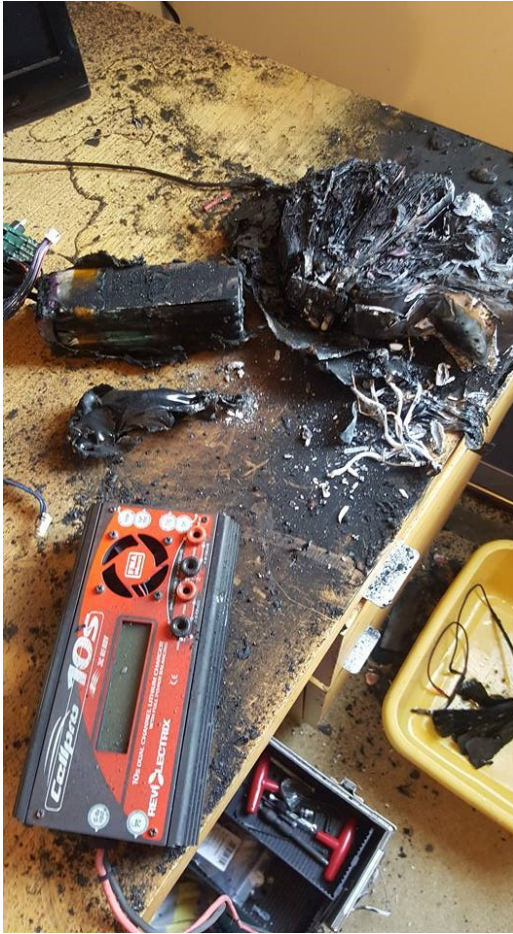


During the day the catering was running full time and manned by Elizabeth Anderson & Rosemary Robertson. They were well supported by a large number of club members who looked after the gazebo, car parking, safety and general assistance.



# Lipo Fire

This chap was getting ready for work and put a pack on to charge. Smoke alarms brought his attention to this carnage!! If you do a YouTube search for



**lipo bag test** you should find these amongst others:

[https://www.youtube.com/watch?v=dfQiCGK\\_nw8](https://www.youtube.com/watch?v=dfQiCGK_nw8)

However, the guy is taking a huge risk in this one:

<https://www.youtube.com/watch?v=2oNQdSUJi68>

In both cases they are on hard ground so I'm upgrading my charging station to sit the batteries on concrete slabs. I already have a smoke alarm above, a sand bucket below, a fire extinguisher at the side and a pair of leather welder's gloves in case I need to eject the batteries out the adjacent door.



# The Scottish Model Airshow

The airshow is always a much anticipated event, being the only large model show north of the border. There is a huge amount of effort goes into the preparation and it is always heart breaking when the weather goes against the event. In this case we managed about 6 flights before the wind hit 25MPH and flying was stopped. However, Dave Johnston and "PropGuy" Steve Warltier went up first followed by Alastair Sutherland, Ally Young, Richard Copeland, myself then it was all back to the hanger for a rain storm to pass over. The Sunday was better but still a challenge. An unexpected visit by 7/8 full size SE5a livened up the proceedings!















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