



Airtime

Summer 2019



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Also available as a free download with
working hyperlinks from www.saaweb.uk





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Front Cover Picture: This resulted in 2 foot high flames **IN THE HOUSE!!!** when the owner went for a coffee. Only the fire alarm saved the day. Do Not Charge Inside The House.

Chairtime

I would like to thank all of the council for their help, hard work and input over the past two years, but we need to have a number of people to come forward to take up the places that will become vacant this year. I would like to thank Andrew Anderson of the Hamilton club for stepping up to the plate and taking on the role of membership secretary. We need more like him to come forward.

I will be standing down as chairman this year as I have now been on council for seven years. I have been proud to have supported our association and our model flyers through what have been in my eyes the most difficult period for all model flying and modellers. We need to have a new secretary as Wullie Jack has stayed on purely for the benefit of the association when no one else would come forward after he wished to stand down. The Vice Chairman has also been on council for the same amount of time as myself and he is not a young man either. The members need to come forward or there will be no council to run the SAA, and if we have no council the association will die. This may be a bit blunt for some but we need people to come forward and carry the jobs on forward. We should by the end of the year have gotten to a position where things should be back to ticking over and all the hard work with the DfT and CAA should be done. Please contact me at chair@saaweb.uk

Talking of the DfT and CAA, after numerous meetings which are still ongoing, we seem to have gotten to the point where we have no choice but to register and take the on-line test. We are waiting on word back from the insurance company regarding cover should a pilot not register. Not registering and continuing to fly will put you in contravention of the ANO 2018. Our insurance is only valid if we fly within all laws and rules in place at the time of our flight. This includes the ANO, CAP658 and all other relevant CAA regulations, park management rules/bylaws of public areas.

To date there have been no training and testing weekends and there has only been two clubs coming forward this year to volunteer to host these weekends. I would like more clubs to get involved with these weekends as they achieve more than just people going for the achievement scheme levels. For instance it introduces people to other clubs and flyers and how these clubs operate. We can all learn something from these weekends even if it is only trying to work out if you are having a roll and sausage or a sausage roll. I hope in spite of all the changes coming along that we can continue with this wonderful hobby and try and encourage as many new members we can.

I hope to see a good turn-out for the AGM in Whitburn.

Yours Jim McGlynn.

Editor Wanted

Hi,

This is my 12th edition of "Airtime" and while I enjoy it very much, I think it is time to hand the baton over to the next editor so that the magazine can stay fresh. If you would like to take over the running of the magazine and want to know more the please text before you call on 07761-645644.

The requirement for the role includes a basic grasp of English grammar. Do you know when to use an "s" an "s", a ",s" and an "'s"? Do you know when to use "a lot", "alot", or "allot"? Do you know **your right** from **you're right**?

If so then please get in touch.

Tom Laird



Classic Pattern model seen at the Montrose fly-in

Obituary

Duncan Cameron of Aviemore



Youtube link: https://youtu.be/qH9_N6SCXjg

What his friends said on Facebook:

- Well known by the older modellers and he was quite a character
- Well remember his big (man carrying) aircraft carrier at Loch Insh. He was one of those larger than life characters and will be remembered for a very long time, especially in the water-plane community. RIP.
- That is sad news - I had a few dealings with Duncan in times gone by - he was very likeable & genuine. He was very committed to aeromodelling & the HMS Invincible adventure probably warrants a whole book on the subject.
- He was a book of knowledge on Invincible

Freeflight by Jim Arnott

Indoor Events at Bathgate

At the meeting on 14th April, the Pennyplane contest was held. There were four entries, but with the notable absence of the usual winners of this event Bruce Duncan and Urlan Wannop. Tommy had best flights of 3:22 and 3:33. Roger had flights of 3:30 and 4:05. Iain had a long series of 4 minute plus flights, with the best being 4:22 and 4:34. Jim Arnott was able to get five minutes from his model and won with flights of 5:42 and 5:53.



Iain Macgregor is improving quickly with his indoor models

The “eye candy” was provided by Alasdair Imrie and John Sanderson



Over the time we have been booking the hall at Bathgate we have been reserving and paying for only a half hall, at £80 compared to £160 for the full hall. We have been very fortunate that the full hall was always available to us. Unfortunately for our meeting on 12th May, the other half hall was also booked, and the

green net curtain divided the two areas. The area available to us was still a very flyable area and comparable to what we used at Lochgelly High School and the Barony College.

This was billed as the F1L contest day, but there was only two entries, Bruce and Jim. Bruce had problems with his models flexing under power and did not manage to get contest flights in. Jim had flights of 9:19 and 9:32.

Alasdair arranged an additional meeting for Sunday 2nd June. To give fliers who were unable to attend the May meeting a chance to compete in F1L, the CD announced that the event would continue on 2nd June with the best times from either day being counted.

On 2nd June, we had the whole Hall available to us. There was a good turnout of seven fliers. Only Tommy McLaughlin and Jim Arnott flew in F1L. Tommy had a bemusing selection of model bits which took a while to sift through and find a good working combination. He was well pleased to get flights of 7:28 and 7:32 eventually and he could see the road ahead to further development. Jim had flights of 9:28 and 9:29 to win the FIL event and the Aubrey Trophy for this season.

Most of you will already be aware that Urlan has had to give up his much loved indoor flying. A vision focusing problem was attributed to some mini-strokes that he experienced. Urlan is now unable to drive. Chirsty, his daughter, has persuaded Urlan to relocate from Helensburgh to Leamington to be close to her.

We are already missing his company and his inspiration, but send him our best wishes.

The Cranfield Classic

The Cranfield Classic Contest was held at Newbigging on 19th May. It was a very good day for free flight flying with a steady 8/10 mph breeze from the Southwest giving a good area of open ground to fly. The forecast carried a warning of some showers but we stayed dry all day. There were four entries in the contest and two other fliers “enjoying” a rare trimming opportunity. Jim Arnott flew his La Bestia, repaired after last years crash. A test flight showed a very nice safe pattern climb with a pull out into a bouncy glide so it was with

some confidence that he made his first contest flight. True to its character the La Bestia was six seconds later planted to the hilt in the mud and beyond repair.



Iain Ward had a selection of three Cranfield models and started working through them without success. After damaging the first two and having a scary moment with the third when the tailplane lifted under power, he retired with 22 secs on the scoreboard. **Iain Ward's La Bestia is powered by a spritely YinYan Silver Swallow.**



Thank goodness Tommy McLaughlin and John Eland had models which actually flew.

John with his OS15 powered Ascender #18, looked favourite to retain the Trophy, but Tommy McLaughlin managed to get his Lucky Lindy climbing much faster than previously and won with a 6:05 total.

A textbook launch and the Lucky Lindy powers away

The British F/F Nationals

David Hambley, Chris Edge, Dave Hearn, and Jim Arnott were at Barkston Heath over the Whitsun Bank Holiday weekend for the British Free Flight Nationals. When we arrived on Friday evening there was a stiff wind blowing and any hopes of a trimming session were dashed. A relaxing wander around the lakes at the Woodland Waters camp site before dinner at Woody's was an enjoyable alternative.

On Saturday morning the weather was quite pleasant with a Northwest breeze of around 12/15 mph. Jim started flying an Urchin with a 50gm motor in the **BMFA Rubber**. The first flight was a comfortable max in buoyant air

which D/T'd down from 200 ft. It landed just inside the far Southwest corner of the airfield despite having walked 100 metres upwind of the cars to launch. Jim's second flight was into a booming thermal and the max was never in doubt. The Urchin D/T'd very high up at 2:30 and took another four mins to get back down. Thankfully the wind had swung round to the west and Jim had a very good line on the model, going out of the airfield into open farmland. It took a long time to find and he returned some two hours later. Jim's third flight was more marginal, with the Urchin climbing to about 300 ft only, but it hung on to d/t from 50ft for the max which put him into the fly-off. Unfortunately when Jim reached the model it had badly damaged the wing on landing and he would have to find an alternative for the fly-off.

There were eight fliers qualified for the BMFA Rubber fly-off. Jim had decided to chance his arm with his Screwtop #17 model which was only "partly trimmed" following repairs after its holiday in the Weston woods last year. Turned out the model was in perfect trim and went booming away for a flight of 5:49, which was lost from sight at tree top level about two miles away. This was good enough for a close second behind Phil Ball's winning 6:08 score.



A study in the concentration, expectation, and tension of contest flying as David chooses a time to launch and our ever vigilant timekeeper, manager, sports psychologist Dave Hearn stands ready.

David Hambley flew in **BMFA Electric** with his E36 Super Pearl. On his first flight, after a good launch and climb, the model sank quickly in poor air for a very disappointing 1:27.

The second flight with a similar climb was well rewarded with a comfortable 2:30 max.

On David's third flight, the Super-Pearl did not reach its usual height and was then in poor air for an 82 sec flight. Chris Edge also flew in BMFA Electric with his JouleBox E36 and he put together three maxes to get him into the fly-off. There were five fliers in the BMFA Electric fly-off.

Chris's 3:06 flight placed fourth while the event was won by a 6:44 flight from Chris Redrup.

David and Chris also flew in

BMFA Glider and had similar outcomes – two good maxes and a dropped flight. David's first flight with his Old Peculiar towed straight overhead and he floated it off gently. Although tight on the glide circle, it held height well for a comfortable max. Having reduced the glide turn a little, David went for his second flight. A healthy pull had the towline whistling which is usually an indication of lift. David floated the Old Peculiar off. The model now had very little glide turn. If there was lift it had flown out of it, but in neutral air it had enough performance to max. After another adjustment to the glide rudder, the third flight also gave a positive pull on the towline. When released the Old Peculiar was still reluctant to turn. This time the air was poor and the model was



down in 1:46.



I did not see any of Chris's flights. David's 6:46 placed him 13th, while Chris's 6:33 was in 15th place. Eleven fliers qualified for the fly-off, which Ukrainian Vasily Beschasney won with a 6:26 flight.

On Sunday the wind was terrible, averaging around 24 mph and gusting to over 30 mph. Chris and Jim were flying in **F1a Glider**, a five-round event with

Maurice Doyle qualified for the Tailless fly-off with this sophisticated and potent model. Poor air in the fly-off left him a minute behind the winner Ted Challis.

30 minute time slots in which to make your flights. The CD announced that the first round would be to a 2 minute max. It was carnage. Models were crashing everywhere. Only three fliers made the two minute max. Chris was particularly unlucky. From an excellent high launch it seemed impossible that his model would fail to max but it was dumped back down in 1:20. Jim's model shot off to the left and he bailed out of the tow to score 1:09.

When the CD was advised that the maxing models had gone out of the airfield, he reduced the Max time to 1:30 for the second round. Five fliers managed to max, including Chris. Jim was congratulating himself at getting the model to the top of the line, but it came off too straight and at such speed that it did a complete loop and recovered low down for a 38 sec flight.

The 1:30 Max was maintained for the third round and four fliers achieved it. Chris had a double tow-in for a zero score. Jim scored a max. By the end of the third round, none of the competitors had a full score. Apart from the difficulty of towing, if you did get your model off well you still had to contend with a vicious roll-over turbulence coming from Minnetts hill which rises out of Barkston village, a mile upwind.

The CD moved the Max back to 2:00 for rounds four and five, as the wind had eased a trifle. This was not reflected in the scoring as only two fliers scored the Max. Chris and Jim both had zero scores. Chris failed to get away again. The cause of Jim's zero was the curse of the Royal Stewart Tartan. He got the model up and away nicely, but the towline did not fall away although the model had been pulling more than hard enough to unlatch. The model d/t'd at 2 mins confirming that it was unlatched. On retrieval, Jim found that his tartan towline ribbon was fraying and that a fine red thread had wound itself around the fuselage enough to stop the towline falling away. Well his Granny told him he should be using the Maclean Tartan !

In the final round, four fliers maxed including Chris and Jim.

John Carter won the event by dropping only 18 secs short of a full score. John Williams was second some 28 secs further back. These were the only fliers who did not have at least one no score. Jim finished in 4th place and Chris was fifth.

On Monday morning, there was still a gusty West wind, averaging about 15mph and gusting over 20mph. There were intermittent thundery downpours during the day. There was a 2 min Max set for all events.

The Gollywock was on good trim and turned in three maxes, with some spectacularly fast climbs and all d/t'ing down from a good height.



Once more
unto the
breach. Jim
prepares for
another
“catapult”
launch

(photo by Da-
vid Hambley)



Peter Watt lost this pretty Senator with a seven minute flight while getting his second max. He returned in time to qualify for the fly-off with another Senator, but then chose not to contend in the fly-off. A decision he was later to regret.

13 entries in

Mini-vintage made it the most popular event of the day. Four fliers qualified for the fly-off. Trish Dennis flying an immaculate Gollywock was first away, followed closely by Spencer Willis's Senator. Jim watched Spencer's model go in under power before launching his Gollywock. It was a horrid flight for the Gollywock, with a prop hanging power stall which destroyed the climb. There was no help from the choice of air and Jim's model was down in 1:39. Meanwhile Spencer relaunched his Senator and it was climbing away steadily. Trish's model was down at 2:28. A 2:46 flight from Spencer was the winner.



David flew in the E36 contest with his SuperPearl. The first flight was a very good climb pattern and transition into supportive air for a comfortable max. The second flight held on in the glide for a second max after a lower climb, where the SuperPearl had gone flat after hitting turbulence. Then the problems began !

On the first attempt at flight three, the climb was well off pattern, finished low and the model did not have room to recover from the stall transition. It was down in 15 secs. (below 20 secs which allowed a second attempt). David found that the motor mount was cracked, which

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F3a

Following on from the 1st comp at Drem we then had events at Kinross, Glenrothes, Dumfries, CVF and Angus. The Triple Crown team trials at Glenrothes was very well attended with 11 FAI and 3 in Intermediate. The Dumfries comp also had a good turn out with importantly 2 in Clubman, one of whom was a newcomer to F3a. At CVF we had a different 2 in Clubman, one returner and one new, and although I did not get to the Angus comp due to holidays, I am hearing of another 2 new possible Clubman pilots for 2020 in addition to the



one who was flying. By my reckoning there are 7 possible Clubman pilots which would make for a VERY good comp. There is not a lot of fun in flying against your shadow so come on guys—East Fortune and Drem are the last of the year so why not make it a great day out.

IMAC & Freestyle



The Scottish round of the British IMAC league moved location this year from the normal Castle Kenney airfield to the Glenluce and Galloway Fliers (<http://www.glenluceandgallowayflyers.co.uk/>) site at Glenluce. This is a very welcoming club so if you are ever in the area then drop in for a chat. Here is Dan Gallo at a recent visit: <https://www.youtube.com/watch?v=ue5fpcOOtQI>

The comp itself had an entry of 10 pilots over the 4 classes covering the country from Peterhead to Bournemouth. The usual format was followed and due to the fantastic weather an impressive 7 rounds of the published schedule were flown plus 1 “Unknown” on the Sunday morning (no practice allowed). Four pilots took part in the “Freestyle” comp which is a 4-minute “own-design-to-music” flight. The tightest competition was for 1st place in the Intermediate class, with only

4.8 points difference between Rich Badham and Dave Staley. Dan Gallo from the Angus club took 1st place in the Freestyle comp.



Dan Gallo takes 1st place in the Freestyle event.

The British Freestyle Masters



The Freestyle Masters Competition (<https://www.facebook.com/groups/741884105981163/>) is a high level advanced Freestyle Aerobatic event for Radio Controlled Model Aircraft. The format of the competition

UK Freestyle Masters 2019 Overall Results

Azza Stephens	1
Andy Rigby	2
Alex Hawtin	3
Dean Coxon	4
Rory Tooley	5
Scott Rallison	6
Daniel G-E	7
Will Waring	8
Steven Glass	9
Luke Oliver	10
Dan Gallo	11
Tom Edgecombe	12
Steve Schafer	13
Adam Johnson	14
Callum Setter	15
Sonny Millgate	16
Bret Oliver	17
Liam Clayton	18
Alex Ames	19
Josh Eaton	20
Jack Mitchell	21

Unfortunately Dan had to retire after Round 2 but still managed a very credible 11th place.

consists of a series of ranking flights followed by a head to head, pilot on pilot, knockout competition. Pilots compete for the title of Freestyle Masters Champion over a number of rounds which systematically reduce the number of pilots left in the event until just two remain for the final.

10-year old Joe Hampson flying his RC Tstorm Edge 540 during a break in the competition

<https://youtu.be/IPkGVMdLnPo>



This year the event was held at the BMFA National Centre at Buckminster.

The event differs in many ways to the popular Extreme Flight Competitions (XFC's) of Europe and the USA as pilots need not use scale replicas of real aircraft. Not all flights are 'scored' and there are no 'K' factors in the scoring. Entry is currently restricted to 32 pilots from the UK.

The Freestyle Masters Competition 2020 will be held at the BMFA Buckminster site over the weekend of May 9th / 10th 2020. New for 2020 will hopefully be the inclusion of a parallel Helicopter comp to the same rules because there is room at this site to accommodate a separate helicopter flight line. New for the fixed wing event will be a tweak to the judging panel and a small revision to the method of scoring.

Azza Stephens was the winner when he came up against Andy Rigby:

https://www.youtube.com/watch?v=f_uV85R6f3Y

Andy's Flight:

<https://youtu.be/s3ZfrqWvUg>



Classic Pattern

Although there are no co-ordinated “Classic” events in Scotland (opportunity for one of the clubs), it is nice to come across these models and this Curare was spotted at the Balbedie open-day.



Here we have Don Imrie's Phoenix 7



Above: A David Hardaker designed Lightning with original wing with art-work by Ronnie Pearce - freehand! Probably Hixon in 1980

Below: A Dave Smith Excelsior which will soon be seen in the sky



Waterplanes

This beauty was seen at Kilbirnie earlier in the year



And this is from Lochearnhead



Museum Round-up

We probably all know about the [Museum of Flight at East Fortune](#) but there are a few other aviation museums scattered around Scotland that you may not be aware of.

Heading up the list in no particular order at **Dumfries** is the Dumfries and Galloway Aviation Museum (<http://www.dumfriesaviationmuseum.com/> and <https://www.facebook.com/DumfriesAviationMuseum/>). At the time of my visit all the outside aircraft had been rubbed down in preparation for re-painting which needs to happen every 2 to 3 years. (All volunteers welcome)

The Lightning and restored Loch Doon Spitfire are amongst the exhibits.



Up at **Kinross** we have **MorayVia** (<https://www.morayvia.org.uk/> and <https://www.facebook.com/morayvia/>)

The organisation was formed in May 2011 to progress work started by the Nimrod Heritage Group. This was to preserve the last remaining Nimrod at RAF Kinloss – XV244. Formed as a private company limited by guarantee (SC404186) on 26th July 2011, Morayvia was granted charitable status (SC042895) in January 2012 with assistance from Johnston Carmichael, Elgin. Morayvia completed a Feasibility Study with funding from Project LEADER and HIE. This recommended establishment of a project/ visitor centre at the former primary school site at Abbeylands Kinloss. They engaged with Moray Council under the Community Asset Transfer scheme for the Abbeylands site and the lease has allowed further project development as well as minimising deterioration to the buildings and grounds. They feel they have become one of the premier Aviation Museums in Scotland.

The following summary came from Chris Herbert at the museum:

Regarding the Nimrod aircraft, we have the forward fuselage of XV240 which is at the Morayvia premises and the complete aircraft XV244 which is behind the wire at Kinloss Barracks. XV240 is open to visitors to Morayvia, but unfortu-





nately we are normally unable to get public groups to visit XV244 due to the MoD security arrangements. Our ultimate aim is to get XV244 relocated to our premises, but this is a long term project. Beside many varied aircraft related exhibits and models on display, below is a list of the aircraft we have.

Complete aircraft:

Westland Sea King HAR3	XZ592	West yard
Westland Wessex HC2	XR528	West yard
Sepecat Jaguar GR3	XZ113	West yard
Antonov AN-2	Red 14(ex-HA-MKE)	South grass area
Westland Wessex HU5	XT466	West yard
Westland Dragonfly HR.3	WP495 (ex G-AJOV)	West Yard
SARO Skeeter AOP12	XN351	North room
MBA Tiger Cub (Microlight)	G-MJSV	North room
BAe Nimrod MR.2	XV244	Kinloss Barracks Bay 61 –
Not open to public		

Aircraft forward fuselage only:

Aerospatiale AS332L Super Puma Simulator		North room
Hunting Jet Provost T4	XS176	North room
DH Vampire T11	XD425	South room
Hawker Hunter F5	WN957	South room
Vickers Valiant BK1	XD875	West yard
HP Herald	G-ASVO	West yard
BAe Nimrod MR2	XV240	West yard
EE Canberra TT18	WJ721	West yard
Gloster Meteor NF11	WM145	West yard
EE Lightning F1A	XM169	West yard
Avro Vulcan B2 MMR	XH563	West yard – A/w new stand, not open to public

Motor Vehicles:

Simon SaroGloster	J277 GAS	South yard
Simon SaroGloster	F524 NAS	South yard
Bedford Green Goddess	RXP 530	South yard
Commer C11 Commando	LRX 721P	West yard - Not open to public

Aircraft needing reconditioning/reassembly:

Westland Whirlwind HAR10	XJ723	West yard – Not open to public
Hunting Jet Provost T.3 Cockpit	XN607	West yard – Not open to public
HS Buccaneer S2B Cockpit	XV567	West yard – Not open to public
DH Vampire T11 Cockpit	WZ557	West yard – Not open to public

Address: North Road, Kinross, IV36 3YA

Google Maps: <https://goo.gl/maps/LDKJtVGev99VA3Yg8>

Web site: <https://www.morayvia.org.uk/>

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

Tripadvisor: [https://www.tripadvisor.co.uk/Attraction_Review-g5456841-d8710218-Reviews-Morayvia-Kinloss Moray Scotland.html](https://www.tripadvisor.co.uk/Attraction_Review-g5456841-d8710218-Reviews-Morayvia-Kinloss_Moray_Scotland.html)

OPENING TIMES

April - October

Saturday - Sunday 11.00am - 5.00pm (last entry 4.00pm)

During School Holidays Thursday, Saturday & Sunday 11.00am - 5.00pm (last entry 4.00pm)

At **Montrose** we have the **Montrose Air Station Heritage Centre** (<http://rafmontrose.org.uk/> and <https://www.facebook.com/MontroseAirStation/>)

The Montrose Air Station Heritage Centre aims to show the human side of the



Air Station's past with a collection of contemporary photographs, artefacts and memorabilia. These not only tell of the history of the airfield but also the story of the men and women who served there and those who lived in the area. The Heritage Centre ensures that future generations will remember their service.

SCOTLAND'S SECRET BUNKER

Moving down the country we have the not-so-secret Secret Bunker in Fife (<https://www.secretbunker.co.uk/> and <https://www.facebook.com/secretbunker/>)

“For 50+ years, Scotland kept a secret! 6 Miles from St Andrews lies a secret, a relic left over from the cold war conflict. 100ft underground with the entrance hidden in an unsuspecting farm house is RAF Troywood. RAF Troywood is an "R3" style ROTOR bunker built by the RAF in 1953 in response to the threat of nuclear war with the USSR. Troywood is 24,000sq feet of command centre, incorporating the latest radar technology of the cold war era, dormitory, plotting rooms and kitchen facility's to name a few. We could go on but why don't you come and see for yourself, how they would have survived, and you wouldn't “

Below: Scotland's Secret Bunker from above.



While not actually in Scotland it is pretty close so mention also goes to the Solway Aviation Museum at Carlisle Airport (<https://www.solway-aviation->

museum.co.uk/ and <https://www.facebook.com/solwayaviationmuseum/>

Aircraft include an Avro Vulcan, Hawker Hunter, EE Canberra, Sikorsky S.55 Whirlwind helicopter, EE Lightning, Meteor, Percival Sea Prince, McDonnell-Douglas Phantom FGR2, and a Jet Provost.



Avro Vulcan and EE Canberra at the Solway Aviation Museum



Portmoak Open Day - 23rd June 2019

by Don Imrie

This was the first time that the Glenrothes club had been invited to attend this event so after all the safety arrangements were discussed with the club (Scottish Gliding Union), we were good to go. I've been to a few events with GAC but this time they really excelled themselves, in fact I reckon there were more models there than on a normal flying day at the club.

Portmoak also have a drop in café, so we didn't go hungry - it's open to the public, and I recommend their home made soup if you're passing around lunch time. I met an old friend - well two actually - the first was the Sedberg T21 in Red/white/black RAF markings nearest the camera - the silver aircraft in the background is a T31. The T21 came from Strathaven Gliding Club when it disbanded and I had flown in it there a very long time ago now!



The second was our old friend Donald Grant who hasn't been seen at the club for a while. Good to see him too. I regret not writing down the name of the yellow glider but I believe it is of Italian origin. The next photo is very much up to date - a motor glider with retractable motor - a very impressive machine too.

The autogiro is a modern take on a very old idea but full of mod cons and total-



ly up to date and very comfortable interior - unlike the Wallis variant.

They had brought the Pawnee from Aboyne to assist with aerotows as they have only one Eurofox, but their second is nearing completion in a nearby hangar. Having flown in one recently, I know how powerful the Eurofox is at 100HP, however their latest one has an uprated 120HP engine so that will cope with the heaviest glider or climb much quicker than the other A/C.

The parachutists from Fife Airport gave a super demonstration of precision landing which was greatly appreciated by all present. Before anyone asks why we don't get to fly there any more, the parachutists are one reason as they use the end we used for F3A Aerobatics and there are other reasons too. Of course nothing ever stays the same, so I just keep hoping that maybe someday, however it will not be anytime soon that's for sure.

In closing, many of you will know that Bob Nellies is an all round good egg, and he came down from Bonny Dundee to help augment our numbers, but did you know that he has a hidden talent? I refer





to his ability to get more model aircraft in one car than anyone else I know. I think the picture paints a thousand words.

National Kids Flying Day - 15th June 2019, Fife Airport

by Don Imrie

This event allows disabled and disadvantaged kids to enjoy a flight in an aircraft at no expense to themselves or their carers so it is a very worthwhile event to support. I was accompanied at the event by GAC colleagues Colin Nicol, Kevin Davis and Dave Hutchison who brought along a number of Control Line models which made for a welcome change, and I took along my trusty ONYX to display during parachute drops when full size cannot fly.



Rather than show the kids and their carers this year, I thought a wee change in



emphasis was in order. This year, several two seater aircraft were used giving the passenger the opportunity to fly the aircraft if they were able. Fife Flying Club members obviously select those suitable for this using lots of diplomacy, and I was to benefit from this myself later in the day.

G - OASK is the Eurofox built by pupils at Kinross High School - This project is spearheaded by Alistair Stewart and is based in an office in Kinross - the aim is to have two exhibition halls - one dedicated to aviation and the other to

space travel - they have several events arranged already - check out their website at [Aero Space Kinross](#).

The two people with red stripes on their tunics are about to drop by parachute in tandem with experienced instructors whilst the guy with the red helmet and helmet cam will video them whilst falling - one branch of aviation that you will not see me anywhere near!



Our previous Editor Billy Dunn will recognise the fourth photograph - Kinross House with its lovely gardens and just out of the frame is the jetty used by Colin Maclean and the float plane guys when they fly from Loch Tay

At the end of the day once all the youngsters had flown, I was offered a flight in the Eurofox which I gratefully accepted. My thanks to the pilot George Ross who gave me a wonderful flight around Fife where I could see the Bishop, Lomond and Falkland hills from above. All in all, a really worthwhile day - thanks to [Fife Flying Club](#).



Billy Mitchell

a far seeing airman by H. Paul Jeffers



Although at the beginning of the Spanish American War in 1898 William "Billy" Mitchell had enlisted in the army as a private, by 1912 he was a captain assigned to the Army General Staff in Washington, D.C. with fourteen years of remarkable and exciting service under his belt. In 1905 Mitchell had written an article that was published in Cavalry Journal predicting that future wars would be waged "in the air, on the surface of the earth and water, and under the earth and water." Following up on this prescient thought, Mitchell learned how to fly, gained his wings, and transferred to the aviation section of the Signal Corps in 1917. whereupon he was sent to Europe as an observer. When the United States entered the war in April 1917, Mitchell was appointed the air officer of the American Expeditionary Force (AEF). In May 1918 Colonel Mitchell became the first American officer to fly over enemy lines and subsequently led a bombing raid of fifteen hundred planes—the largest number of aircraft that had ever been assembled for one mission. After the war he became assistant chief of the Army Air Service and began his campaign for the creation of an independent air force and unified command of all U.S. military air power.

Mitchell enraged the Navy with his claims that the bomber had made the battleship obsolete and then, in May 1921, proceeded to make his point by sinking a German prize-of-war battleship in twenty-one-and-a-half minutes using a

group of then still primitive Army Air Service bombers.

Following the dramatic crash of the naval airship USS Shenandoah (ZR-1) on September 3, 1925, Colonel Mitchell publicly accused both the War and Navy Departments of "incompetency, criminal negligence, and almost treasonable administration of the National Defence." Not surprisingly, Mitchell was tried by an Army court martial and convicted of insubordination with a sentence of five years suspension from duty without pay. He resigned his commission shortly afterwards in February 1926 and continued to speak and write in support of his crusade for American military airpower up to his death in New York City in February 1936. Mitchell was a visionary theorist who believed that a strong, independent air force was vital to American security.

Many of his hypotheses concerning the development of air warfare were proven correct by World War II:

- strategic bombardment,
- massive airborne (paratrooper) operations, and perhaps most significantly,
- that the Hawaiian Islands were vulnerable to attack by carrier-based, Japanese aircraft.

Abrasive and often caustic, he was a true American aviation pioneer and the father of the United States Air Force.

[*Billy Mitchell: The Life, Times and Battles of America's Prophet of Air Power*](#)

Freeflight (Cont from page 13)

probably happened on the second flight. This was cyanoed back, but how close to the correct thrustline would it be? The second attempt at flight three was inconclusive as David launched the model too straight, which the Super-Pearl never likes and the climb pattern was poor. A disappointing 1:10 flight was the result.

Only two fliers completed their three maxes. Chris Redrup did not contest the flyoff (broken or lost model ?) and Pete Watson had the luxury of being able to d/t his Mini-Satellite model early in a token winning flight.

So we come to the end of another British Nationals. It is always an enjoyable experience once the pain is over. What a luxury it is fly on and to retrieve on a large airfield. As usual conversation on the trip home is intertwined with many an "if only" and "next time".

Events

A big “Thank you” to all the photographers for the following.

Falkirk Scale Day 5th May



CVF Scale Weekend 11/12th May



Ayr & District fly-in 18th May: Cancelled due to bad weather forecast.

Blackridge Fly-in 26th May: Cancelled due to bad weather forecast.

Scottish Heli Nats (Aberdeen): 1/2 June



Cumbernauld 24hr fly-in 15/15 June



Balbedie Fly-in 22/23 June



Kinross fly-in 29/30 June



Dundee fly-in 6/7 July



Dumbarton fly-in 14th July



Blackridge fly-in 14th July



Dornoch Model Flying Club at the Sutherland County Show



Glenrothes fly-in 20/21 July



Montrose fly-in 27/28 July



Glasgow Barnstormers fly-in 27/28 July



Montrose fly-in 27/28 July



Scottish Scale Nationals 3/4 August



Winners Charlie Galloway with his Cub in flying class and Jim McCall with his Ryan ST in the schedule scale.

Angus fly-in 3/4 August



Forthcoming Events

Saturday, September 7

Montrose Model Aero Club 75th Anniversary Fly in

Sunday, September 8

Montrose Model Aero Club 75th Anniversary Fly in

Blair Drummond Open Scale Fly-in

Free Flight Steel Trophy (Newbigging)

Saturday, September 14

(No title)

Sunday, September 15

(No title)

Saturday, September 21

F3a Competition - CVF

Sunday, September 22

Free Flight Finlayson Trophy (Newbigging)

Friday, October 4

Clyde Valley Flyers - Bring and Buy (TBC)

Sunday, October 6

Free Flight Pan-Am Trophy (Newbigging)

Glenluce Fly-in - September date to be announced.





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