



# *Airtime*

Winter 2015



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# Chairtime

The summer has now passed and I hope that everyone has had an excellent holiday during the break. I know I had and even managed to get some flying in Wales as well as watching the Rugby.

During the summer break we unfortunately lost our Newsletter Editor caused by Billy Dunn having to change his job. The new job necessitated Billy being away from home for long periods of time, which meant that he could not produce Airtime for us, hence the reason for him having to step down.

Luckily Tom Laird has volunteered to step into the breach and has taken over the Editors job. Tom has served on the Council in the past as the Treasurer and is most welcome back in the Team.

Since looking at the average age of the Membership some time ago, we have endeavoured to encourage younger people into aeromodelling so I was happy to have been contacted by the 1<sup>st</sup> Stonehouse Scout Troop asking that we pay them a visit with a view to giving a presentation about model aircraft.

This stemmed from many of the Scouts and the Leader having been at the Large Model Show at Strathaven. I have made tentative arrangements to visit them in October and will contact them in due course. If anyone in that area would like to come along to the presentation and meet the Scout Group, please get in touch. We have also contacted Scout Headquarters regarding the possibility of addressing a few other Scout Troops in the West of Scotland.

In July I paid a courtesy visit to the Barnstormers Club to talk to some of the Members regarding FPV's as I knew they were active in flying them. I had a very informative talk with two of the members and was given some flying instruction on the FPV models. Much to my surprise I quickly got the impression that they are fun and have a place in the SAA. To this end, the Council have decided form an FPV discipline within the SAA. What we need now is someone to take the on the job of getting the FPV discipline organised and up and running. With the number of FPV out there, we should be inundated with volunteers.

The Scottish flag was flown once again at the Jet World Masters which was

held in Luetkirch, Germany, where I was lead judge in the Static Team A. Unfortunately we did not have anyone flying in the competition. The next Jet World Masters is proposed for Italy in 2017 and with a bit of luck we may manage to field a Scottish Team. Before I left for Germany I entered the Scottish Scale Nationals which were held at Glenrothes. The weather held up nicely and we had a good entry. Many thanks to the Glenrothes Club for hosting the event once again.

As part of my holidays I attended the LMA's Show's at Cosford and Elvington. Once again the ATC pulled out of attending the Elvington Show at short notice, which caused a considerable number of problems and a great deal of disappointment to the Cadets who had signed up to go. The problem seems to be changes to the ATC regulations and therefore a meeting is being arranged to find a solution to the situation.

The Dunfermline Gala Show at Pittencrieff Park was very successful with an excellent show of models and a good number of Members on hand to talk to the public. The Organisers were very complimentary of the display and have requested that we attend next year. Many thanks to all who helped out over the weekend.

I had a very enjoyable day at the Aerobatic Home International at Dumfries on Sunday past and was made very welcome by the CD's. The organisation was excellent as was the hospitality given to the competing teams by Steve Burgess and Malcolm Harris. This year the Irish Team won the Trophy with Scotland second and the English Team coming third, with Steve Burgess from Scotland being the top scoring pilot overall.

Again I have had questions regarding the inability of SAA Members gaining access to the BMFA Classified Ads. When the matter was discussed with the CEO of the BMFA early in the year he promised that the SAA Members would get access again once they had repaired the damage done to their web site by hackers. When I contacted him a number of months later he would not speak to me but had the message that it had been decided that access would be for BMFA members only, relayed by a female staff member. No reason was given as to why they have taken this stance. It should also be noted that the ban applies to the LMA Members also. I wrote to the CEO in April on the subject, requesting that they reconsider their decision as a goodwill gesture to fellow aeromodellers and as yet have not had the courtesy of a reply.

On returning from Germany I had the pleasure of being invited to visit the new Kilbryde Hospice with Peter McKenna , Tom Gallacher and Dave Johnson, Chairman of the LMA. The occasion was to hand over two cheques of £1000



each to the Kilbryde Hospice and the St Andrews Hospice. The donations came from the proceeds of the LMA/SAA Large Model Show at Strathaven, Colin McKinnon who gave us the airfield at minimum cost and included a top up from LMA funds.

The St Andrews Hospice is the Hospice that looked after our previous Airtime Editor during his terminal illness. During my visits to see Alec I found the facility excellent and the staff a very caring group of people. The tour of the Kilbryde Hospice we found illuminating and the presentation by Dr. John Richards, who is the Company Secretary and Councillor Joe Lowe a Company Director, superb.

Kilbryde Hospice is situated in the grounds of the Hairmyres Hospital in East Kilbride, South Lanarkshire and exists to provide care and support to those affected by life limiting illness. The hospice is now open and currently offers support through its Day Services, Drop in Centre and Care at Home, where anyone affected by a life limiting illness, including friends, family and carers can speak to our trained volunteers or a healthcare professional. Kilbryde Hospice has a 12 bed in-patient unit and as part of their phased approach, they plan to have this service running by 2016.



At the moment, Kilbryde Hospice relies solely on the generosity of public donations and fundraising to provide the essential funds required to continue to providing services to the people of Lanarkshire.

It was a pleasure to experience and to meet such a dedicate group of people who give their time and effort, voluntarily, to caring for the sick and doing so without any financial assistance from the Government.

My personal thanks go to these people and also to the members of the LMA and the SAA who helped setting up the Show and to the pilots who took the time to come and fly and entertain the crowds. Being able to help the two hospices, for me, made it all worthwhile. We would like to repeat these donations next year and to do that we need volunteers to help out at the Large Model Show.

That's it for the moment, enjoy the rest of the year flying and I hope to see many of you at the AGM at the end of November.



## Safety Matters.

### SAA Insurance - What does it really do?

Our insurance is there for in the unfortunate instance that something has gone badly wrong and someone or something has had the misfortune to be struck by a model or a part thereof. We all I would hope know this but what about the fact and the fiction? We can do this by a simple Q&A exercise.

1. We can train people to fly solo then get them to take out their SAA membership and get their insurance. **FICTION**

The insurance we have lets us introduce total newcomers to the hobby by allowing them to have 3 flying sessions at a club with an instructor. The flights should be logged and with whom they were taken with. After this point if they wish to continue they must join the SAA and have their own insurance or cease to fly. **FACT.**

2. There is a couple of months grace at the end of the membership year, so I can still fly even though I don't renew till March. **FICTION.**

3. Just like all other insurances your cover lapses unless you pay your renewal on time. The only thing different is if you pay your renewal to your club secretary who should issue you with a cover note until they send them to the membership secretary for processing. So without a paid-up renewal to the membership secretary or paying your fee's to your club secretary and hold a cover note you are uninsured and should not fly. **FACT.**

4. I can fly in public parks with my foamy or FPV or Multi-rotor as they are public parks and they are for anyone's use. **FICTION.**

Public parks used to be controlled by what was then called bylaws and these have been updated and are now called Park Management Rules, and to date all the ones that I have had to check out do not allow model flying of any sort in their parks. Some will allow it but only with **PRIOR** written permission to do so, so turning up and getting your plane helicopter or multi-rotor out to fly is in most cases not allowed. This would then have an impact on your insurance as you would be flying in an area that would not be covered.

5. My insurance covers my models. **FICTION.**

Your insurance covers third party damage to people buildings and any other object which may have been struck by a model or a part of the model. Like all insurances no admission of guilt should be made and only the fact and relevant details should be recorded for the insurance company to deal with.

Any accidents should also be recorded in the club's accident reporting book, with the date and time of any accident. Books are available from the SAA if your club doesn't have one. **FACT.**

I hope this information is helpful and clarifies any ambiguity that may be out there as to what our insurance does and doesn't cover.

**Jim McGlynn, Vice Chairman & Safety Officer**

### ***For Sale:***

Aircraft of the Fighting Powers Volumes 1 - 7 published in 1941. They are in fairly good condition commensurate with their age. £90 ONO. Buyer to collect or posted @ £20. Proceeds will be used to help fund a sensory room for a disabled girl. The sale is being handled by Alison Turley, Tel 01555 445446 /07833697223

**Tom Laird, "Airtime" editor with his 55cc Pilot RC Extra 300, seen here at Ayr & District Model Flyers site.**





# Training and Testing Weekend at West Calder

**by Jim McGlynn, Vice Chairman & Safety Officer**

Well if there was ever any proof that any club can hold a training and testing weekend we have it here. The West Calder club were ready to host a training and testing weekend on the 22-23/08/15 but they had a break-in and the clubhouse/ container was torched. This happened on Tuesday 18/08/15. They were left with this as their club house, and had glass blown out as far as their runway.

By Friday the club had the remains removed and had cleared up the remaining mess and had taken the decision that the training weekend would continue regardless.



On Saturday the 22/08/15 the club was ready to go and the weather played ball as well. The decision proved to be the correct one for all concerned as we had club members and visitors from as far away as Aberdeen and from clubs around the





central belt in attendance.

The turn out was really good and the candidates who attended were really well prepared for the weekend. The result of this was that we had a record number of passes on the Saturday and unfortunately this was tempered with no flying on the Sunday due to the high winds of 20-27mph with gusts over 30mph. We almost lost a gazebo on Sunday so we gave up and took it down as it was being bent even though it was tied down to cars.

Over the weekend we managed 13 passes in various disciplines we had our



first multi-rotor competency pass, we had four heli hover passes, four heli bronze passes, and in fixed wing we had three bronzes and two silvers. So all in all a fantastic end to the training year.

My thanks go to the examiners who in reality made it all possible. We can have the clubs provide the facilities but without the time and efforts of the examiners it would be to no avail. So Bill Anderson, Dougie Shepperd, Barry Sharp and Kevin Park thank you very much for making it the success we had.

So even in the face of adversity a training and testing weekend was carried out and perhaps some other clubs can look at this and maybe put themselves forward to host a weekend next year. Below are our successful candidates and some pictures of the day including one of our members and his family who called in on their way home from a local Gala day.

**The four heli flyers with their examiner Kevin who clocked up a fantastic eight passes between them on the day - possibly a record?**







**Our three fixed wing bronze successes.**

**We had two passes at Silver level:**



We also had our first flyer who wanted to take the multi-rotor competency test. Unfortunately he had left before his mug shot was taken but we have pictures to prove he was there on the day.





**Super-boy and his Gran.**



**The Hamilton tea rooms.**

And last but not least a flavour of the day, including a small superhero who was easily bribed with cakes.

What do you call a group of modellers? An expert of modellers or, looking at the second photo, perhaps a council of modellers as there are five watching and one working.



Looking forward to many different clubs coming forward for the next training year.

**Report and pictures by Jim McGlynn.**



## New Multi-rotor Discipline by Les Madden

By the time you read this I will have nearly a year under my belt as the new PRO and Youth Development Officer and still trying to find my feet.

I have been involved with aero modelling for about 40 years and in my early years flew pseudo radio control/free flight models with single channel and rubber-powered escapements. It is amazing how technology has changed our hobby and in the most, for the better. I have been flying RC fixed wing powered planes and RC IC helicopters for some time now and enjoy all the sophistication and technology that goes with both from the computerized



transmitters to the chemistry that keeps our lipoly batteries delivering unbelievably high voltages for long periods of time at a very low weight.

The advent of ARTF was frowned upon initially but this has now opened doors to people who would have never considered model flying. Having to spend months working through a big pile of wood only to smash it on their first attempt.

A lot of good has come from ARTF and I ask that you acknowledge the same possibility from the new type of RC flying that is flooding our shops in the form of multi-rotors. They are an eclectic mix of preformed structures, gyros and very sophisticated stabilising systems, all mixed together to produce a very stable and easy to fly filming platform.

The downside of this technology is that anyone can pay their money, charge the battery and fly with some sort of success within minutes. This is the type of success we all would liked to have had when we first aimed for the sky (unfortunately sometimes the ground!) so why is this the downside?

As SAA members we enjoy the comfort that should someone or something get damaged from one of our models we have the protection of 3<sup>rd</sup> party liability insurance. We also have undergone training within safe environments learning all aspects of the mechanics behind our flying machines and the laws and rules that govern them. Too many of these new pilots don't have the skills or

knowledge to fly their model safely and end up in tomorrow's news headlines. This is giving a bad name to all flyers good or bad with videos appearing on youtube.com flaunting their dare devil stunts.

I work in the aviation industry and have had first-hand experience with irresponsible individuals misusing this great new technology and the consequences of a lack of understanding of where or when to fly this type of model. These models are here to stay and are sold in truckloads, so it is time for the SAA to have a new model discipline in order to integrate them and support the pilots. We want to teach individuals to fly safely and recognise that



while easy to fly there are boundaries that we all have to fly within. Working with the committee and especially our safety officer, we have constructed a schedule that will demonstrate an individual's understanding of the mechanics of their model, control while flying their model, and have read the rules that govern us all when flying model aircraft. (SAA safety Code and sections of the Air Navigation Order). It should be noted that the test is conducted with any GPS locking switched off in order

that the candidate demonstrates their flying ability rather than the electronics flying the model.

It was felt that the discipline at the moment didn't merit the Bronze, Silver progression therefore we opted for a MR Competency certificate with our first pass being awarded at the West Calder Training and testing weekend in August. Congratulations to Jamie who demonstrated excellent control in the windy conditions and now has pass certificate 001! Should any club or individual require a test, please let either myself, or the safety officer know, in order that we can arrange a test.

I hope the weather Gods will be kind to us this winter and I plan to keep my multi rotor (DJI Inspire 1) always at the ready. There can be some fantastic photo opportunities, with low watery suns and some crisp frosty backdrops.

## From the Editor

Billy has recently changed jobs so I am filling in for the time being.

Regarding the magazine, if you write it then within reason, I'll probably print it. For a fly-in I only need a couple of lines and a couple of pictures. I'll take care of spelling and grammar and readability. I need the original photograph and not the version from the social media sites though I am happy to link to Facebook or YouTube if that serves you better. Videos are better linked to YouTube than Facebook as the latter do not work when embedded.

**The article backlog cupboard is bare**, so for the next magazine I could really do with some articles please. It would be great to get some pictures and words on the 2015 fly-ins at Angus, Montrose, Barnstormers, Buchan, Cumbernauld, Machrihanish, the various splash-ins, and any local public displays. Also it would be great to get content on the multi-rotor area; dates for meets and anything on FPV racing events. I'd also quite like something on the Heli nats and the different comps that are flown at the event to show it is not all freestyle.

I have 11 email addresses which are out of date so if you did not receive "Airtime" could you please send me your new one? Of course if you did not receive it, you are probably not be reading this :)

If you have submitted an article and it has not appeared then it may have been lost so please bear with me and re-send it and I'll publish in the next issue.

I will assume the photographer is the writer of the article and I have permission to publish the photograph. If I pull something from a club web site I will acknowledge the web site and also endeavour to get agreement to use it, but remember it is already public domain. If you do recognise a photograph and I have not been in contact then please do let me know so I can put the acknowledgement in the next issue. Anything without a name is probably taken by me.

One of my concerns is that not all members are getting notified about Airtime releases. [www.watchthatpage.com](http://www.watchthatpage.com) and <https://followthatpage.com> are web page trackers and will notify you if a page changes (front page, events, etc). "Airtime" appears in the "Documents" page so track that one to be notified.

Feedback on "Airtime" is very much welcome to [air@saaweb.co.uk](mailto:air@saaweb.co.uk)  
Thanks, Tom

## (Youth) Development in Precision Flying by Tom Laird

I have offered to run a series of training sessions on precision flying, primarily aimed at the under-21's but open to everyone, with the target of getting 4 or 5 people comfortable with taking part in the entry level F3A aerobatic competitions. The words "aerobatic and competition" may be off-putting so to clarify, I am talking about straight and level flight, loops, rolls, stall turns and Cuban-eights. The challenge is doing them in the correct place at the correct time and to a level of consistency, so nothing too difficult there. The target audience is anyone and not restricted to the ATC cadets, although they are an obvious pool. Remember - what gets measured, gets improved.

### **Q: Which model do I need?**

**A:** Any (preferably low-wing) model will do to start with, but as you develop you may find limitations deriving from your model and engine choice and will seek to replace it. By then you will be aware of what is on the market, and further advice is freely available from the existing pilots. Shown here is an entry level Travel Air with the more advanced Wind 50.



### **Q: How much will it cost?**

**A:** Nothing, the training is free.

### **Q: Where will the training take place?**

**A:** This will depend on how many people are interested. It can either take place at the pilot's own club, the SAA training weekends or any other site we can get the use of. I have approval for 3

sessions so far at the West Calder club.

### **Q: That doesn't look too difficult; what come next?**

**A:** After the entry level "Clubman", there is Intermediate, Advanced and FAI all in the Scottish league. There is also a 2-day Scottish National



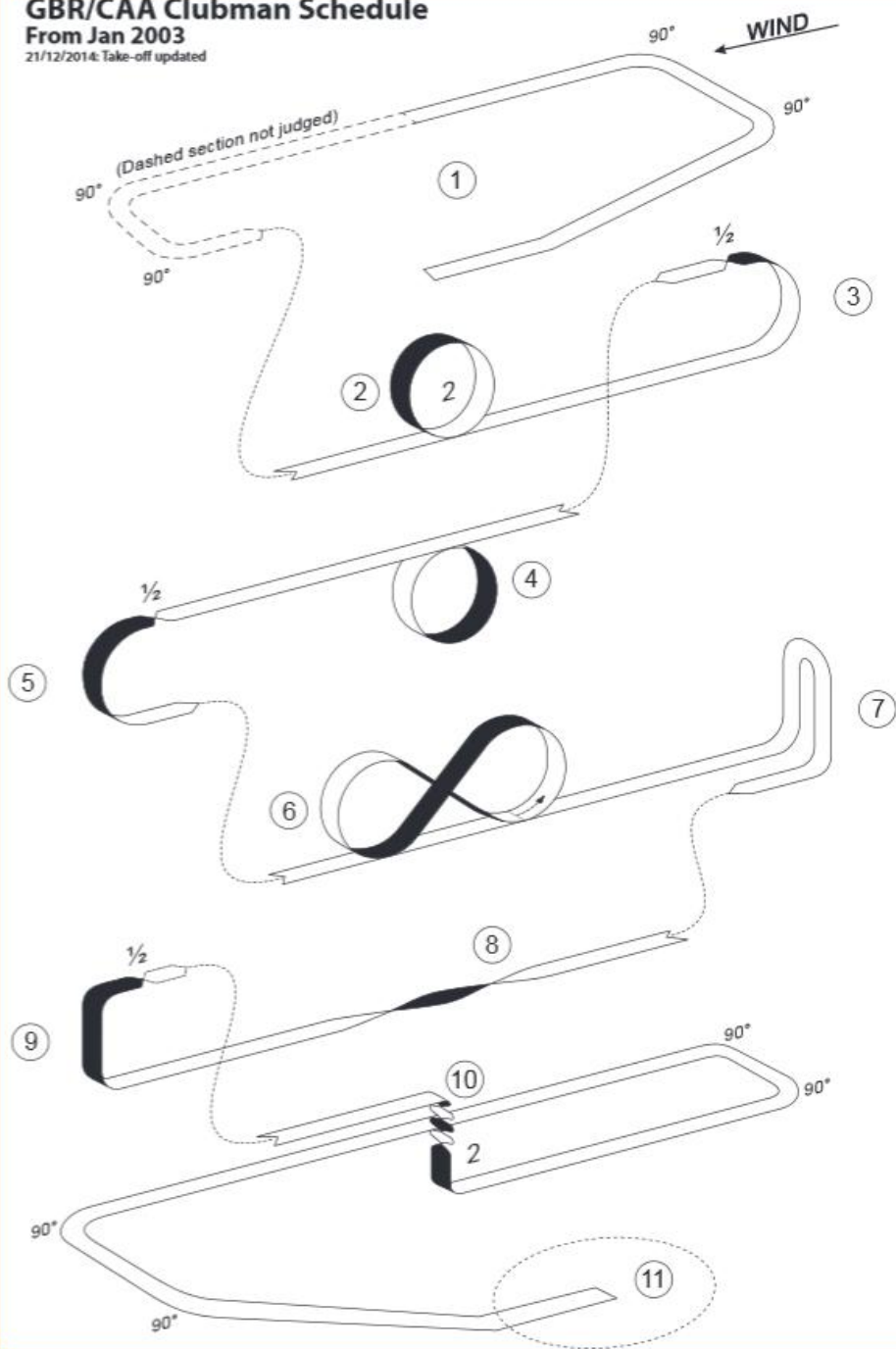
**Q:** What does the entry level schedule look like?

**A:** <http://gbrcaa.org/sportsmanschedulevideo.html>

## GBR/CAA Clubman Schedule

From Jan 2003

21/12/2014: Take-off updated





Print me!!!

No.	GBR/CAA <b>Clubman</b> Schedule	K
1	<b>Rectangular Take-Off Sequence</b>	2
2	<b>Two Inside Loops</b>	3
3	<b>Immelman Turn</b>	2
4	<b>One Outside Loop</b>	2
5	<b>Split S</b>	2
6	<b>Cuban Eight with No Rolls</b>	3
7	<b>Stall Turn</b>	1
8	<b>Slow Roll</b>	3
9	<b>Half Square Loop, ½ Roll on Exit</b>	2
10	<b>Two Turn Spin</b>	3
11	<b>Rectangular Landing Sequence</b>	2

Max. Score = 250

Promotion = 150 (60%)

Click to go  
video!!!

to



Championship and there is Triple Crown team membership either as a member of the Scottish team or of the International team. At the higher levels there is a World Cup competition as well as European and World Championships. All the schedules are on the GBRCAA web site here: <http://www.gbrcaa.org/> and their forum also contains a lot of helpful advice.



**Q: How many training event will there be?**

**A:** I envisage 3 for 2016 and 3 for 2017 but the final number will depend on the up-take.

**Q: I am over 21. Can I still take part?**

**A:** Yes, there is no upper age limit.

**Q: How do I get involved?**

**A:** Contact me by text on 07761-645644 or e-mail to [tomlaird100@gmail.com](mailto:tomlaird100@gmail.com)

**Q: What else do I need?**

**A:** A desire to improve and to compete, transport to & from the training events and ultimately to the competitions if you decide to take part. A suitable model and reliable engine.

**Q: If I do the training, do I need to attend the competitions?**

**A:** No, of course not, but taking part in the competitions is the reason for this initiative.

**Q: How many competitions do you have:**

**A:** League Competitions are monthly from March through to October.

**Q: Would I be welcome at a competition as a spectator?**

**A:** Yes of course. You can meet the pilots, see the type of flying we do, and have discussions about how to proceed, all with no pressure to take part.

**Q: I have a 50cc Yak/Sukhoi/Extra. Would that be suitable?**

**A:** Precision flying is precision flying is precision flying irrespective of the model or flying discipline. However the tendency is for big petrol models to fly IMAC rather than F3a, so if you are interested then still get in touch and come along as I do both.

## Murphy's Duck To Fly Again Part 1 By Billy Dunn

When I look back the year was around the 1975 area. I remember sitting down with my dad and being completely immersed in a film about an Irishman, a plane and a Submarine and I always remember the plane flying around and how excited the pilot was.

Being so young at the time I was never going to remember the name of the film and it was only since I got into the world of aeromodelling I wondered to myself what it was, unbeknown to me at the time I need have only asked a club member to get the answer.

In 2013 I took up the offer of a plane that was being given away and took the trek through to Cumbernauld to collect it. Before I arrived I had spoken to the owner who had told me it was a Grumman Duck which however did not mean much to me at the time.

Only once I arrived did I realise exactly what I was picking up and all the way back to Kinross I tried to pick my brains (and there's not a lot) as to what the name of that film was.

It was only after showing it to a friend and he said "ahhh, that's the plane from Murphy's War" did the penny drop.

As soon as I got home I downloaded and watched the film which was just as engrossing as the day I watched it 40 years before. Murphy's War starring Peter O'Toole.

The model was to change hands a few times over the next few years and in early March 2015 it ended back in my shed, no further forward from the day it left. It was time Murphy's Duck flew once more...

Looking at it half assembled on the ground it looked pretty sorry for itself and it was at that point I decided that a complete makeover was in order. Stripped of all its components it then had all the covering on the wings, ailerons, elevators and rudder removed to expose the framework and check for damages. Fortunately enough it had withstood its unknown journeys well, with only a few loose ribs needing some gluing. The main fuselage was the biggest challenge, everything had to be rubbed down and back as far as it could. This took a good 3 days but the end result was worth it.

Pictures by Billy Dunn





## Beginners - Glow or Electric? By Tom Laird

Today's beginners do not just have to decide on a model and an engine, but fundamentally whether to go electric or glow. The attraction of electric is of course the cleanliness and ease of use / starts every time etc, but we all like the noise, the smell and the tinkering with engines. I see a lot of people using the smaller foam models as in the Wot4 electric and these certainly have a following and fly very nicely indeed. On a calm day. Being more of a traditionalist, I think the Boomerang with the correct electric setup as flown by one of my fellow club members is a great entry level model. His set up is the Overlander 42-60/06 500Kv motor at about £38, coupled to a Opto speed controller for safety, and with 4S / 4000 batteries he gets 10 minutes flying with 25% charge remaining in the battery (obviously depending on wind strength)

The whole "electric thing" can at first sight appear to be complex and daunting, but as with everything else becomes much easier to understand when broken down. The comparisons are as follows:

	Electric			Glow			
	Qty	Price Each	Total	Qty	Price Each	Total	
Model	1	79	79	1	79	79	Model
Radio + Receiver	1	150	150	1	150	150	Radio + Receiver
Servos	3	10	30	4	10	40	Servos
On/off switch	1	5	5	1	5	5	On/off switch
Receiver battery	1	16.5	16.5	1	16.5	16.5	Receiver Battery
Propellers	3	3	9	3	3	9	Propellers
Buddy Box	1	60	60	1	60	60	Buddy Box
Battery Checker	1	17.99	17.99	1	17.99	17.99	Battery Checker
Motor	1	38	38	1	55	55	40-size glow engine
Speed Controller + Ferrite Coil	1	33	33	4	3	12	Engine plugs
LIPO Battery Charger (1-channel)	1	55	55	1	20	20	Lead / Acid Battery Charger
Batteries	4	18.19	72.76	4	15	60	Fuel
				1	24	24	Starter Motor
				1	20	20	Lead / Acid starter battery
				1	10	10	Glow Plug Starter
<b>Total</b>			<b>566.25</b>			<b>578.49</b>	

These are of course only indicative and will change depending on your final purchase list, and other accessories you decide to go for. The message here is that the basic start-up costs between glow and electric are not that far apart.

There are certainly more options to be considered with electric, although with



glow you do have a multitude of different fuels and nitro content to chose from. In electric world it is the myriad of Lipo manufacturers, basic capacity, "S" and "C" ratings to be considered. You will probably see a correlation between cost and weight in that the lighter the battery the more it will cost. Naturally higher capacity batteries will weigh more, and a higher "C" rating will also increase the weight so buy a battery that meets your requirements. 20C is adequate for a high wing trainer.

### **Charger:**

A single 5S/5000 battery will take approximately 1 hour 15 minutes to recharge at 1C on a 50Watt supply. If you plan on getting 6S batteries then you need to do the maths and figure out how long a 50Watt charger will take as you might decide to go for a higher powered charger. Decisions, decisions.

Assuming you have 4 batteries your choices are:

Option 1: buy a single output charger and spend 5 hours in the garage (lowest cost)

Option 2: buy a dual output and spend 2.5 hours in the garage

Option 3: buy a quad output charger and spend 1.25 hours in the garage. (highest cost)

### **Option 1 example:**

Overlander RC6-TOUCH 90W AC/DC LiPo Charger at approximately £54.99

This has a built-in power supply.



### **Option 2 example:**

Ripmax Sigma EQ Twin AC/DC Battery Charger (2x 50W) at approximately £79.99  
Again, this has a built-in power supply.

### **Option 3 example:**

SkyRC Quattro B6 AC/DC

Approximately £149.94

The SkyRC Quattro B6 is a mains or DC powered battery balance charger for balance charging four of your batteries at once! Featuring 4 x 50W ports (for a total charge output of 200W) the Quattro B6 contains an integrated power sup-



ply with intelligent cooling so that you can charge a variety of batteries at the same time. It can also be powered from your DC power-supply or portable field battery, so you can use it at home or on the field.

Two balance adaptor boards are included (JST-XH and ThunderPower) so note you will need extra if you want to charge all 4 batteries at once.

### Speed controllers:

The job of the speed controller is to regulate the current from the Lipo battery to the motor. You need to be careful here as a change in a propeller size or type can have an effect on the current being drawn by the motor, and if it asks for too much current then your speed controller (AKA ESC or speedo) will go up in smoke.



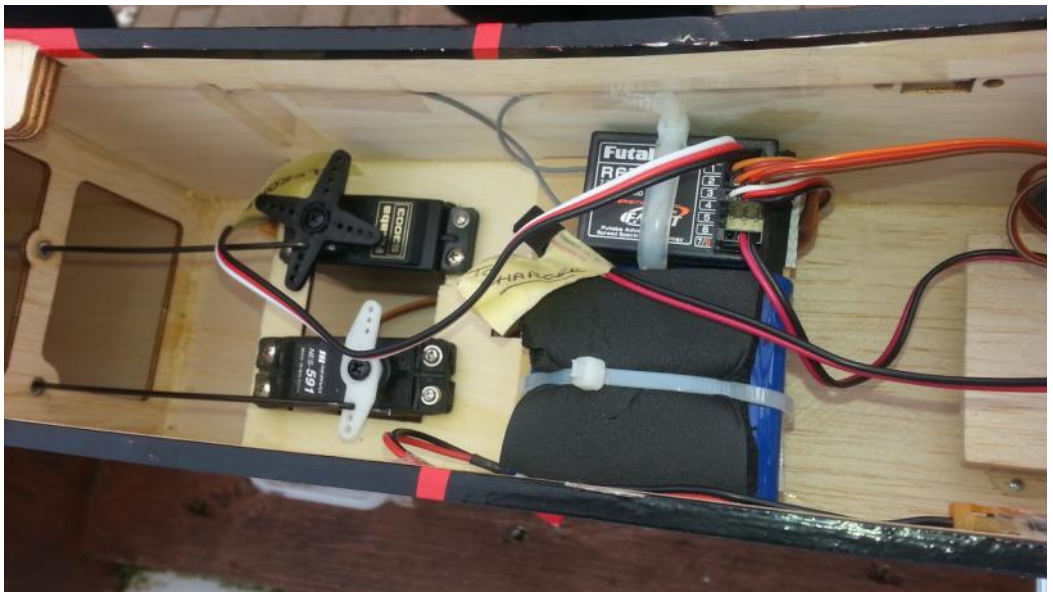
You can check the amount of current being drawn by using a watt meter.

Speed Controllers come in 2 flavours: "Opto" as in Optically Isolated, or those with a BEC (Battery Eliminator Circuit). Optical isolated ones need a separate receiver battery and on/off switch as per your glow powered model, but come with a safety advantage in that you can connect the Lipo to the motor but it is not "live" until you use the on/off switch just before moving out onto the runway.

A couple of options here would be the Overlander 60Amp at approx £29.99 with an optional programming card £9 or the Jeti Advance 70 Pro Opto at £60 + £3.50 for the programming card. There are lots to chose from.



JETI “Opto” speed controller fitter to Seagull Boomerang with on-board receiver battery for safety.



## Club Spotlight

**What: Flying in the Glen 2015**

**Where: Near Pitlochry**

**When: 10-12 July 2015**

**"Flying in the Glen"** hosted by Pitlochry Model Airplanes first appeared on the calendar 3 years ago and was very well attended, as was last year and again this year. The interesting fact is here is that it not actually a club in the normal sense, but rather a Facebook community with a 2-person organising team of Bill Brown and his wife Shirley, and about 332 other members.



**Bill's Gypsy Moth taken by Alastair Nicol**

This year 36 people turned up for a great weekend's flying in a very picturesque setting. Basically Bill lives on one side of the road and has cut a private runway in a field on the other side of the road, with the landowner's permission of course. In attendance was a wide selection of models with Quadcopter, helis, WW1, WW2, modern freestyle and EDF fighter jets. In all a great diver-



sity of models built to a very high standard.

The weekend also caters for overnight camping and if anyone wants to go up at other times of the year, they only have to contact Bill beforehand. Safe fliers are always welcome as the sheep do not engage in conversation very much, perhaps only to say it is baa-ad day!!

Facebook users should do a search for **Pitlochry Model Airplanes** and scroll down to the 11th July for more pictures and video or click here:

<https://www.facebook.com/groups/348625191894924/?fref=ts>



**Steven Nicol's SBACH. Picture taken by Alistair Nicol.**

**Alistair on a low pass with a Spitfire taken by Ian Horn and Alistair again with Maitland's Hornet again picture by Ian Horn.**





# Kinross Open fly-in

**Where:** Kinross Radio Model Flying Club

**When:** 30th August 2015

Another great day out with plenty of great flying and huge diversity of models covering scale, aerobatics, helicopter and jets. 10/10 for the hamburger rolls.

**Pictures by Tom Laird**





Aerial picture by Don Imrie on 18th October with a Blade Chroma camera drone: 1080p/60fps Video, tracking mode, altitude & distance settable limits, live video & telemetry on the screen.





## Scottish Scale Nationals 2015

Like last year, the Scale Nationals were held at the Glenrothes Club field near Thornton. Unlike last year, there was a far bigger entry, perhaps as CD Dick Marsden chose to have two classes this year; Flying Scale as before, and Class Three in an attempt to encourage those who are perhaps new to competition flying, just as Ron Fraser intended when he suggested this class in late 80's/early 90's.

This had the effect of producing some new faces, and some new names on the winners board along with some returnees, which is all good news for the Scale scene. The entry was up from nine last year, to fifteen which is an increase of more than 60%. Still nothing like the old days, but a definite step in the right direction and if just a few more come along each year, we may one day get the numbers we once had. Also, as of this year we are now back to a two day event.

One welcome returnee to Flying Scale was Lindsay Dickie - having said that, the other competitors maybe didn't welcome his return as much as the organisers and spectators did, as he simply flew that Zlin as if it was on rails. He and Doug Thornton teamed up to call for each other, and brought their very own cheerleaders in the form of Steph and Fiona but their flying was quite enough to influence the judges without the cheers at the end of each flight!



**Lindsay's winning Zlin**

They both flew so well, that they pushed last years' Champion Jim McCall, into third place although Jim flew consistently well, and was only beaten by a narrow margin. Doug has the big Nieuport 28 well sorted now and it sounds so good with the seven cylinder Evolution now completely reliable which is so vital for all competition flying. Still the bridesmaid though Doug - becoming a habit - two years in a row - teacher would say "needs to try harder". To be fair, it's not that easy to beat Lindsay when he flies this well.



Perhaps the most pleasing result - at least for those of us involved with the

**Doug's Superb N28 with Evo 777**

Air Cadets R/C flying programme - came when David McIlroy was awarded fourth place. David has worked his way through the ATC programme achieving his Silver after last years Strathaven airshow and now joins other names like Paul Watson, Blair Nicol and James Stewart who came through the system and went on to fly competitively. Great effort David.

Class III was well supported too, and as several Glenrothes members had been 'persuaded' to enter their first Scottish Nationals, the banter level was fairly predictable, but all very good natured. Balbedie was represented by Colin



Maclean flying his Sopwith Schneider and managed a creditable third place. I've been nagging Simon Loudon and Kevin Davis for some time now, and they're not the only ones, but they proved my point nicely that you do really have to be in it to win it. Simon took first with Kevin second in their first ever Nationals, so as I said last year to all you guys with scale models out there - prepare a schedule which

### **Andrew Mylius' Ryan NYP**

suits your model and your flying style from the manoeuvres listed and come along and show the judges what you can do. Simon will not be permitted to enter Class III again, so there is a vacancy next year. Dick Graham came all the way from Buchan with his 1/4 scale Spacewalker and thoroughly enjoyed himself, so why not join him next year, and perhaps fill that vacancy.

You never know, Bill Grimsley might demonstrate his version of the Derry Turn again - a 'must see' believe me! The Focke Wulf looks great, but boy does it bite if you let it lose too much airspeed, as Bill found out - the hard way. He didn't lose the model, but definitely confirmed the colour of adrenalin.

### **Flying Scale results:-**

First - Lindsay Dickie - 3218 - 1/5 Zlin Z50L

Second - Doug Thornton - 3009 - 1/3 Nieuport 28 - Balsa USA

Third - Jim McCall - 3094 - D.H. Chipmunk - ATC



### **Class III results:-**

First - Simon Loudon - 1/5 N.A.Texan

Second - Kevin Davis - 1/4 Extra 300

Third - Colin Maclean - 1/4 Sopwith Schneider

**Thanks** go to both judges, Ian Sutherland and Alan Hendry and ready box man Alistair Lamb who celebrated his ninetieth Birthday on September 5th. Many Happy Returns Alistair from us all. Sincere thanks guys.

**Thanks** to Glenrothes Aeromodelling Club and their committee for the use of the site. Finally, a big thank you to all the competitors without whom it would not have been the successful weekend that it was. Just as we finished packing up our gear, Dave Hutchison turned up with a control line "Ringmaster" and offered us all a shot - now how could we refuse the chance of a trip down memory lane? Well that's how it felt to me as I regret I had not flown on lines for far too many years but still managed a wing over and a figure eight - just! Brian Barclay showed us that he has had a little more practice than I had and flew a half decent schedule.

**Thanks** again Dave for a great ending to a super weekend. I'll say it only once more - if you missed this year's event, make a promise to yourself to be there next year with a Scale model - there are certainly enough of you out there with nice models. Dick Marsden & Don Imrie. **Photographs by Don Imrie**



**Left:**  
**Lindsay**  
**Dickie,**  
**Scottish**  
**Scale**  
**Champion**

**Right:**  
**Jim**  
**McColl,**  
**3rd**  
**in**  
**Flying**  
**Scale**





**Simon Louden, Winner Class III**



**Kevin Davis, 2nd Class III**



**Colin McClean, 3rd in  
Class III**



**Dave Hutchison with  
control line model**



**Jim McCall's Chipmunk**



**Bill's FW190 on take-off**

## More pictures from Strathaven 2015





## Club Championship Ladder

**Where: Glenrothes club**

**When: 2015**

September saw the club Aerobatic comp which was the last in the club's competition circuit, covering 5 different disciplines of which the best 4 scores are totalled to get the overall Club Champion. For the Pylon Race there are only two classes - trainer and sport with all models in each category restricted to the same engine size. The Chuck Glider comp had the largest entry with 8 people taking part, narrowly beating the aerobatics with only 7. Interestingly for the aerobatics, there was only 11% covering the top 4 places ensuring a very exciting day. This really is a great way to have a lot of fun while adding a bit of focus to one's flying. **Well Done to Kevin for taking 1st place.**

NAME	PYLON	FUN FLY	SCALE	CHUCK GLIDER	AERO- BATICS	TOTAL
Kevin Davis	1000	917	766	498		3181
Ducan Gray		599	953	148	894	2594
Don Imrie		681		187	1000	1868
Tom Hedley		767			936	1703
Mark Christie	801	701				1502
Albert Christie	810	605				1415
Angus Cargill	250	495	80	272	127	1144
Jim Stewart	250				810	1060
Tom Pelan		1000				1000
Simon Louden			1000			1000
Dave Hutchison				1000		1000
Brian Barclay				990		990
Peter Brown	965					965
Andrew Mylius					900	900
Donald Grant					723	723
Dave Sherrit				593		593
Alex Mackie		549				549
George Davis				454		454





**Kevin Davis, Glenrothes Club Champion 2015 with his Extra.  
Picture courtesy of the Glenrothes club web site.**

## **Ron Fraser's Models**

I have been given the unfortunate task of disposing of Ron's models and equipment on behalf of his family, and would therefore invite genuinely interested members to apply for a bidding form. This will take the tried and tested form that we have used in the past where a list will be provided and bids taken privately and discretely and where only the highest bidder will know how much he bid and nobody else will know what that bid was or who made the bid.

Arrangements will then be made for a date and time for collection and payment to be made directly to a member of Ron's family.

No other negotiations will be entered into so please no phone calls either to myself or Ron's family as the silent auction is the only way to obtain any of these items.

This will ensure a private and discrete disposal as befits Ron's well known quiet demeanour. Apply to RFSA, c/o 66 Well Road, Glenrothes, Fife KY7 5DS

# Free Flight

## The Paisley Trophy

After three attempts to run the Paisley Trophy on Sunday 12<sup>th</sup>, Sunday 19<sup>th</sup>, and Monday 20<sup>th</sup> July the contest was abandoned to be rescheduled to one fine day in the Autumn.

## The Cranfield Trophy and Steel Trophy

On Sunday 2<sup>nd</sup> of August, the weather gods gave us a break. Between the high winds on Friday and Saturday and the high winds on Monday and Tuesday there was a period of reasonable weather that coincided with our Newbigging outing. We were able to fly the planned Steel Trophy event and also catch up with the Cranfield Trophy contest which had been postponed due to the extended lambing season. A Southerly wind of some 12 to 15 mph gave plenty of down-wind area free from the trees. The max in both events was set at 2:00.



**The Cranfield Trophy winner, George Blair with his ST 15g20 powered Gloworm.**

There were five entries in the Cranfield Classic. George Blair and John Elan flew Gloworms, Allan Brown flew a Ascender 18, Tommy McLaughlin flew a Lucky Lindy, and

Jim Arnott flew a La Bestia. Only the Mister Max was missing from the Famous Five. Although this wind direction is very good for avoiding trees, the high stepping through rough heather makes for an arduous retrieval when even two minute flights were travelling around ½ mile. John soon realised that it was not possible so soon after his hip replacement and retired. After maxing on their first flights, the other four contenders also found that it was very hard going. However with retrieval assistance from Bruce and Ron, and by helping each other in fetching home multiple models we somehow managed to get through the day. Allan dropped 10 secondss on his second flight for a 5:50 total.



**Bruce Duncan  
with his “Junior”  
F1a Glider in the  
Steel Cup event**

Tommy, George and Jim completed their three maxes and faced up to the prospect of a further deciding flight. Despite the vast open space downwind, there was little appetite for an unlimited fly-off. A d/t fly-off would decide the event. George was first away. His STg20 powered Gloworm produced another textbook climb and pulled out at 400 ft into supportive air. When the model D/t'd at one minute it took 31secs to come down. Tommy's Lucky Lindy climbed well but less spritely to some 250 ft and descended during the glide. It d/t'd a minute and gave an 11 secs d/t descent time. Jim's La Bestia had been going well during qualifying but in the fly-off he gave it a terrible launch, to the left of the wind. The model was lucky to survive a big loop before getting into its climb pattern. It glided down for 1:04 without d/t'ing.

George was the worthy winner of the Cranfield Trophy.

	Name	Model	Motor	Score
1	G Blair	Gloworm	ST 15g20	6:00 + 1:31
2	T McLaughlin	Lucky Lindy	OS15	6:00 + 1:11
3	J Arnott	La Bestia	OS15	6:00 + 1:00
4	A Brown	Ascender #18	ETA15d	5:50
5	J Eland	Gloworm	Censored	-

There were four entries in the Steel Cup. All were competing with F1a models. Ron Sabey started with a nice max with his Superba. A disappointing 1:02 second flight was followed by a 1:49 flight to set the target at 4:51. After a 45 sec first flight, Tommy retired to concentrate on his Cranfield flying. Bruce Duncan, flying his W-Hobby Junior returned three flights with similar times of 1:33, 1:34, and 1:49 to take the lead with a 4:56 total. Jim Arnott started flying his Superba after his Cranfield effort was finished. A nice zoom launch into buoyant air gave a comfortable first flight max. On his second flight, the air was not good but the model scraped a second max. The third flight was another positive zoom launch into buoyant air. The model d/t'd from height for 1:52 to win the Steel Cup with a 5:52 total.

### **The Jubilee Quaich and Caprice Contests**

The weather on the 16<sup>th</sup> August for these events was very good. The breeze from the Southwest varied between 6 and 10mph and it was dry all day.

The rules for the Jubilee Quaich event, also known as the Progressive Nostalgia, continue to bewilder competitors but “trust me, I am a CD” satisfies most flyers. The idea is to factorize the scores so that models which might normally be uncompetitive have an equal chance of winning. This gives flyers the chance to bring out old favourites and rarely used models to give them an airing in a contest. The progressive part of the event is the increasing max times. This year the maxes were flight 1 = 2:00, flight 2 = 2:30, and flight 3 = 3:00.

Due to illnesses and absences, there were only five members available for this usually popular event. Tommy McLaughlin had his pretty little mini-vintage Blackpool Rock and his Vintage wakefield Horry. John Eland and George Blair had Dixielanders; in George's case a lightly built one powered by a PAW149. David Hambley used his E36 Super Pearl. Jim Arnott flew his rubber powered “1964 GMAC Rally Winner”.

Even in this light breeze models were drifting about 1/3<sup>rd</sup> of a mile on a max flight. John, Tommy and George retired early due to infirmities and tiredness and left it up to David and Jim to fight it out. On his first flight, Jim's rubber model climbed very slowly, never getting above 200 ft on a 1:40 motor run, and came down at 2:20. That was enough for the “easy” first round max but did not auger well for rounds 2 and 3. For the next flight, Jim added an additional four strands of 1/8<sup>th</sup> to the motor and the model was transformed. It climbed very positively on the second flight and when it d/t'd early it still had enough height to clear the 2:30 max by a good margin. The third flight was very similar, also d/t'ing early from high up to get his 3:00 max. That was when Lady Luck said “enough of this good fortune for one day”. She turned her back on Jim and allowed his model to land in



the trees. Very sadly, he reduced it to kit form in getting it down ! Meanwhile David was going very well with his E36. Excellent climbs on flights 1 and 2, gave comfortable maxes. The 2:30 max on flight two carried over the trees and d/t'd down in the meadow behind. About an hour before the end of the contest, David launched for his third flight needing a 3:00 min max to get to the fly-off. It was a nice climb pattern but we were all gob-smacked when it continued climbing for some 24 secs, instead of 15 secs. Now David would be hard pressed to get the



**Allan with Trickstar at Newbigging**

Super-Pearl back and make another attempt before the closing time. With less than 10 mins remaining, a thoroughly well exercised David returned and prepared for another go. He managed to get the timing corrected and launched the model with seconds remaining. It was however a poor launch, not banked into its turn. The off-pattern climb left the model at only half its usual height and it returned a disappointing 1:47 flight, leaving Jim as the winner of the Quaich.

**Latest Despatches** from the South tell of an outstanding feat of derring-do. The Timperley Gala at North Luffenham on 16<sup>th</sup> August had per-

fect weather conditions and Allan Brown was one of seven to reach the Combined Power fly-off. Flying his Trickstar model, now powered by a K&B S40, he won with a fly-off flight of 28:58 ! Well done Allan.

The Rubber Championship for **the Finlayson Trophy** was held on 13<sup>th</sup> September as scheduled along with other events for Classic Glider, Classic Rubber and Power, and Combined Electric.

The weather was in doubt up till Sunday morning as blustery winds, gusting to over 40 mph, hit the central belt through Saturday afternoon and evening. However the wind did subside overnight allowing the contests to go ahead on Sunday, although it was quite a mixed bag of weather. The wind was generally about 12 to 15 mph from the South. It was dry until about 1pm then there were intermittent showers during the rest of the day, some of which were heavy rainfall.

Contestants were again thin on the ground with only David Hambley, Bruce Duncan, George Blair and Jim Arnott flying.

David was first in the air. Flying in the BMFA's Combined Electric event with his E36 Super Pearl on a 12 second motor run. A good climb on his first flight was poorly rewarded by finishing in dull air and the model was down in 1:50. The second climb was not so good after a poor release and a 1:34 flight was recorded. David got everything right on his final flight with a good launch, a high climb, and a buoyant patch of air. The Model d/t'd from high up for a comfortable max.

Bruce and Jim flew in the Finlayson Trophy which is a combined event, for Vintage, Classic, and BMFA models. Bruce had a comfortable max on his first flight with his 50gm BMFA model. It was during one of the breezier spell and the model drifted a long way out. Jim then maxed with his classic Urchin, which d/t'd down short of the gate leading up to the Black Law mound ( which is green ). Jim returned and made his second flight. The air was very poor and his Urchin struggled to climb then dropped quickly on the glide, but it just scraped over the max time. There was no sign of Bruce returning from his first flight, so when downwind for his second retrieve, Jim went further out to look for Bruce. He had been away a couple of hours by then. Scanning around and bellowing out there was no sign of Bruce. When Jim reached the top of the Black Law mound, he was relieved to see Bruce fit and well in the distance, over the other side of Westruther Burn. He was coming back empty handed. Bruce said the model had been in the air for 4 ½ mins, so it would land on other side of the river. He came back to the cars for some food and headed off to search again. As Jim wound his Urchin for his third flight, it started raining heavily. He continued with the flight and the model climbed well through the pouring rain. It was no surprise that the weight of water on the tailplane caused it to start stalling on the glide but it was high enough to max comfortably and complete Jim's full house of maxes. At 4 pm Bruce returned with his model and prepared for his second flight. The model was badly out of sorts, did not climb, and came down quickly for 1:11. Being out in the rain for most of the day had spoilt its trim.

The scores in these individual events were being rolled together to decide the winner of the Paisley Trophy.

George flew his OS19 powered Dixielander in the Classic Rubber/Power event and scored two nice maxes before running out of retrieval energy and retiring. David flew in Classic Glider with his Sans Egal, which is now becoming a very consistent performer. He started with a fine max on the first flight, d/t'ing at

2:30. David missed the good air on the second flight but the Sans Egal still returned a very respectable 1:45 flight. There was no doubt about the third flight, made in a warm spell soon the heavy rain had finished. The Sans Egal was climbing as soon as released and it continued to climb slowly despite a gentle stall. It was at about 400 ft when it d/t'd at 2:30. In the BMFA area event, There were five fliers reached the flyoff , which was won by Colin Foster. David was the best of the rest.

1	Jim Arnott	Urchin	6:00
2	David Hambley	Sans Egal	5:45
3	George Blair	Dixielander	4:00
4	Bruce Duncan	50gm Rubber	3:11

David with his Sans Egal



Bruce spent much of the day in the wet wilderness

**The Allison Trophy** contest was held as planned on 27<sup>th</sup> September. This is an All-in-Mini event with A/1 and Coupe models getting their times multiplied by a factor of 1.2 which allows them to compete on a fairly even footing with Mini-Vintage, ½ A Power ( 8secs run), and E36 (12 secs run) models. There were five entries with a wide-ranging mixture of models. Tommy McLaughlin and Bruce Duncan flew Coupe, George Blair flew ½ A power, David Hambley flew E36, and Jim Arnott flew a mini-vintage rubber model. After initial tests with his new E36, David reverted to his well proven Super Pearl E36 and completed three textbook max flights for the winning 6:00 total.

**The Pan-Am Trophy** was won by David.

**The Jacobite Trophy:** Himself, the Thane of Glaur, has moved residence back to Dunfermline. David Hambley won the Jacobite Trophy with a 32 minute total, well clear of Jim Arnott in second place on 17 minutes.

**The Caley Shield:** In round one, the Power Championship, the event was won by George Blair of Edinburgh Club giving his club a 15 sec lead over the Dunfermline Club and a 42 sec lead over the Paisley Club. Round two, the Rubber Championship, was won by Jim Arnott giving the Dunfermline club a 2min 34sec lead. The final event, the Glider Championship, was won by David Hambley of the Dunfermline club to seal their retention of the Caledonian Shield.

**Chuck and Catapult League:** There were only two entries in the Chuck and Catapult league this year, Bill Shanks and Jim Arnott. It was won by Jim

**The Free Flight League:** With wins in the Lawrie Trophy, SLOP at the Scottish Nats, and the Cranfield Classic, George Blair accumulated 55 points for fourth place. Bruce Duncan won an early season Coupe event, an indoor event for LRS, and both the Rubber and Glider events at the Scottish Nats on his way to third spot with 63 points. David Hambley made a late season surge in winning the last three contests and moved up the table into second place. David won the Allison, Caprice, Jacobite and Pan-am trophies and had a total of 65 points. The league winner was Jim Arnott, who won seven events and had a points total of 77. His wins included two indoor events, the F1a and the Power events at the Scottish Nats, the Steel, Finlayson and the Paisley Trophy.

**Indoor Meetings:** The indoor season has now started. And dates at Bathgate have been arranged for Sundays 11am to 3pm as follows: December 6 is a Trimming Session, March 27 is the Pennyplane Comp, April 24 is the F1L Comp. Living Room Stick contest in February.



## The Dunfermline Gala Show at Pittencrieff Park

Here are some of the images taken on the Saturday of the Sports and Recreation Exhibition at the Glen Pavilion Dunfermline. This "Sport for All 2015" was held this weekend, 12-13th September in Pittencrieff Park (The Glen) Dunfermline. The club organised Control Line flying events on the South Lawn and a static display in the Pavilion where the whole range of flying models were on show. Members were be available to talk about aero-modelling matters throughout the two days.

**Pictures by David Hambley.**



## Around the Web

For the Scottish "For Sale" items on Facebook do a search for "RC classified Scotland" <https://www.facebook.com/groups/1709911435903739/?fref=ts>

For UK IMAC on Facebook go here:

<https://www.facebook.com/groups/1410610332555404/?fref=ts> or look here for general details, competition dates and reports: <http://imacuk.org/>



For all the F3a news, for sale and discussions look here:

<http://www.gbrcaa.org/>



For all the chat on petrol models, events, and engines look here:

<http://highalpha.org/>



For the Jet World Masters videos go here. This is video from day 1 from which you will find links to the following days:

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



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